

March 5, 2021

Laura Friend

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

Sent via email to: Laura.Friend@nrcb.ca

Dear Ms. Friend:

Subject: Current Summary of Treaty 7 First Nations Consultation and Ermineskin Cree Nation Engagement on the Springbank Off-Stream Reservoir Project

This submission summarizes the Treaty 7 First Nations consultation and Ermineskin Cree Nation engagement activities that have been conducted by Alberta Transportation on the Springbank Off-Stream Reservoir Project (the Project) from August 2014 to present for Treaty 7 First Nations, and October 2016 to present for Ermineskin Cree Nation.

A submission summarizing the Treaty 7 First Nations consultation activities that took place from August 2014 to June 2020 was filed on October 1, 2020, and a submission summarizing the Ermineskin Cree Nation engagement activities from October 2016 to May 2020 was filed on December 17, 2020. This updated submission has been prepared to support the Natural Resources Conservation Board (NRCB) in their review of the Project.

Enclosed are the Record of Consultation (ROC) logs (Attachment 1) and Specific Concerns and Response Tables (SCRT; Attachment 2) for the five Treaty 7 First Nations that have been consulted with on the Project:

- Blood Tribe/Kainai
- Piikani Nation
- Siksika Nation
- Stoney Nakoda Nation (Bears paw First Nation, Chiniki First Nation and Wesley First Nation)
- Tsuut'ina Nation

The ROC logs record every piece of correspondence (i.e., emails, phone calls, meetings) between Alberta Transportation, or their representatives, and the First Nations related to the Project. The ROC logs are updated every two months and sent for review to the First Nations, and then submitted to the Aboriginal Consultation Office for their review. Updated material since our last submission to NRCB starts with the July-August 2020 bimonthly logs and begins on the pages listed in Table 1.

The SCRTs are a thematically organized record of every concern expressed by the First Nations, 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 bimonthly with additional concerns and responses, as applicable.

Table 1: New Material in ROC Logs Since October 1, 2020 Submission

First Nation	Starting on PDF Page Number
Blood Tribe/Kainai	178
Piikani Nation	362
Siksika Nation	522
Stoney Nakoda (Bearspaw) Nation	689
Stoney Nakoda (Chiniki) Nation	851
Stoney Nakoda (Wesley) Nation	1013
Tsuut'ina Nation	1342

Due to the extensive review process, the ROC logs and SCRTs have not been finalized past October 2020 for Treaty 7 First Nations and the Record of Engagement (ROE) logs and SCRTs have not been finalized past May 2020 for Ermineskin Cree Nation. Therefore, this document also serves to provide a consultation summary for the Treaty 7 First Nations from November 2020 to present and an engagement summary from June 2020 to present for Ermineskin Cree Nation, as follows.

Summary of general activities since October 2020:

- Alberta Transportation continued to offer meetings to the Treaty 7 First Nations on the *Water Act* and *Public Lands Act* applications. Siksika Nation was the only group to accept Alberta Transportation's offer to date, and a meeting was held on January 27, 2021 to review the two applications.
- Alberta Transportation hosted a group meeting with Fisheries and Oceans Canada (DFO) on November 26, 2020 to provide an overview of the fish offsetting options being considered and gather feedback from the Indigenous groups. Representatives from Blood Tribe/Kainai, Tsuut'ina Nation, Ermineskin Cree Nation, Métis Nation of Alberta Region 3, Montana First Nation, and Samson Cree Nation attended. A second group meeting was hosted on January 26, 2021 for groups who did not attend the November 26, 2020 meeting. Representatives from Siksika Nation, Stoney Nakoda Nation, and Louis Bull Tribe were in attendance.
- Table 2 shows updated totals for correspondence and meetings up to March 3, 2021.
- Alberta Transportation recently sent out letters to all Indigenous groups engaged on the Project with an offer to discuss the Indigenous Participation Plan in more detail. Indigenous groups who have expressed interest in being involved and have provided specific company and partnership information have been offered direct contract opportunities.

Blood Tribe/Kainai

- A meeting was held with Blood Tribe/Kainai on November 13, 2020, primarily to discuss cultural sites and future land use.
- Alberta Transportation responded to Blood Tribe/Kainai's cultural sites concerns in a letter on November 20, 2020. The site visits in September 2020 were not long enough for Culture, Multiculturalism and Status of Women to conclusively assess whether sites identified by Blood Tribe/Kainai would be defined as archaeological or cultural under the *Historical Resources Act*. Alberta Transportation offered to complete shovel testing at the sites identified by Blood Tribe/Kainai that will be destroyed by construction, as well as discuss cultural monitoring and commemoration. Blood Tribe/Kainai has not yet responded to this letter.
- Blood Tribe/Kainai has expressed interest in the Indigenous Participation Plan.

Piikani Nation

- Alberta Transportation responded to outstanding meeting action items, including questions about the SR1 Project's impacts to cultural sites and questions about purchasing Crown land, on January 19, 2021.
- Piikani Nation has expressed interest in the Indigenous Participation Plan.

Siksika Nation

- A meeting was held on January 27, 2021 where the *Water Act* and *Public Lands Act* applications were reviewed.
- Alberta Transportation responded to Siksika Nation's cultural sites concerns in a letter on December 8, 2020. Alberta Transportation indicated that should Siksika Nation provide a final Traditional Use Study or detailed location information for cultural sites, Alberta Transportation is committed to visiting the sites with Siksika Nation and discussing specific mitigation measures.
- Siksika Nation has expressed interested in the Indigenous Participation Plan.

Stoney Nakoda Nation

- On November 9, 2020, Stoney Nakoda Nation, through their legal counsel Rae and Company, sent a letter to Alberta Transportation and the Impact Assessment Agency of Canada regarding the SR1 Project's relationship to other flood control projects on the Bow River. Alberta Justice responded on November 16, 2020 and indicated Alberta Transportation would welcome the opportunity to meet with Stoney Nakoda Nations to discuss the matters raised in the letter. Alberta Transportation followed up to request meeting dates on November 18, 2020. Stoney Nakoda Nation did not respond to these offers.
- Stoney Nakoda Nation has expressed interest in the Indigenous Participation Plan.

Tsuut'ina Nation

- Alberta Transportation continues to provide Project information and updates to Tsuut'ina Nation.
- Tsuut'ina Nation has expressed interested in the Indigenous Participation Plan.

Ermineskin Cree Nation

- Information provided to Ermineskin Cree Nation since May 2020 parallels the Treaty 7 records. This includes Project updates, supplying and requesting feedback on the draft monitoring plans, information on Alberta Transportation's submissions to the regulators, and information on future land use.

- Meetings were held with Ermineskin Cree Nation on October 20, 2020 to discuss the draft monitoring plans and on November 12, 2020 to discuss future land use. Ermineskin Cree Nation has also expressed interest in the Indigenous Participation Plan.

Table 2 : Consultation and Engagement Activities Since 2014 (Treaty 7 First Nations) and 2016 (Other Groups)

Indigenous Group	Total Number of Consultation Meetings*	Total Number of Emails*
Blood Tribe/Kainai	15	547
Piikani Nation	10	297
Siksika Nation	11	357
Stoney Nakoda Nation	13	323
Tsuut'ina Nation	21	591
Ermineskin Cree Nation	7	261
Foothills Ojibway Society	2	82
Ktunaxa Nation Council	0	73
Louis Bull Tribe	10	347
Métis Nation of Alberta Region 3	13	299
Métis Nation of British Columbia	0	21
Montana First Nation	5	194
Samson Cree Nation	7	185

*As of March 3, 2021. Includes group meetings.

We trust the enclosed is satisfactory. Should you have any questions or concerns regarding the submission, kindly contact me at 780-554-6358, or by email at matthew.hebert@gov.ab.ca.

Sincerely,

<Original Signed>

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

ATTACHMENT 1

Record of Consultation Logs



ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR-1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: August-October 2014

BLOOD TRIBE/KAINAI

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Mike Oka, Consultation Coordinator

Contact Phone Number: 403-737-8236; Fax: 403-737-2336

Email: mike.oka@bloodtribe.org

Mailing Address: P.O. Box 60, Standoff AB. T0L 1Y0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
August 18, 2014	Government of Alberta, Aboriginal Relations	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Initial Letter outlining the Springbank Off-Stream Storage Project	None	None	None
August 27, 2014	Syed Abbas, Director, Water Management Section, Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Notification Letter sent Registered Mail September 10, 2014	None	None	None
September 17, 2014	Terry McKittrick DEMA Land Services for Alberta Transportation	Pick up of Notification Letter at Stand Off Post Office	Confirmed Pick up by Blood Tribe with signature on September 17, 2014	None	None	Notification Letter confirmed picked up by the Blood Tribe.



Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
October 8, 2014	Terry McKitrick DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Telephone and follow up email.	None	None	Left voicemail & sent email to inquire as to whether Mike Oka had received the notification letter. Voicemail was left with a request for a callback, or to confirm via the email.
October 10, 2014	Terry McKitrick DEMA Land Services for Alberta Transportation	Mike Tailfeathers, Blood Tribe/Kainai Consultation Office	Telephone Call	None	None	Mike Tailfeathers phoned Terry McKitrick to obtain an email address to send his response to the notification letter. Terry gave him both Dallas Maynard's and his own address.
October 10, 2014	Terry McKitrick, Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Letter	None	None	Blood Tribe indicated that the Traditional Land Use and Occupancy Study Office needed to invoice DEMA. Invoice for was attached to letter.
October 15, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Telephone Call	None	None	Dallas Maynard stated that the SR1 was a Crown led consultation and not as a proponent.
October 15, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Letter by Email	None	None	Dallas Maynard sent a formal letter setting out TRANS guidelines for allowable costs as promised. Requested project meeting dates and provided times when TRANS was available.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
October 16, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email	None	None	Blood Tribe indicated they would send a letter of objection and a letter of non-adequate consultation.
October 16, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email	None	None	Dallas Maynard let Mike Oka know that he will pass the information along to Alberta Transportation. Dallas Maynard also indicated the Crown's position that the Blood Tribe is not being asked to undertake consultation for free, and that the annual contribution to the Blood Tribe covers administrative costs.
October 16, 2014	Jim Prentice, Minister of Aboriginal Relations and Premier of Alberta	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Letter	None	None	Blood Tribe in a letter to Minister Prentice (Aboriginal Relations) objected to the SR1 Project.
October 23, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email	None	None	While waiting for response from Minister Prentice, TRANS requested that the Springbank SR1 EIA TOR, which was out for public response, be sent to the Blood Tribe to allow for their response within the timeframe of the public response.
October 31, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email	None	None	This email clarified the switch from a wet reservoir to a dry reservoir at the Springbank SR1 Off-Site Storage.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR-1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: November-December 2014

BLOOD TRIBE/KAINAI

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Mike Oka, Consultation Coordinator

Contact Phone Number: 403-737-8236; Fax: 403-737-2336

Email: mike.oka@bloodtribe.org

Mailing Address: P.O. Box 60, Standoff AB. T0L 1Y0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 6, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email	None	None	The newest Springbank SR1 Map from Stantec was sent to Mike Oka (Blood Tribe).
November 6, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email	None	None	Mike Oka thanked Dallas Maynard for the map and said he would be in touch soon.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 14, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email exchange	None	None	Dallas Maynard indicated that Alberta Transportation was interested with meeting with the Blood Tribe, and asked for dates. He also included a link that contained of the Government of Alberta's flood mitigation reports done since the 2013 flood. Dallas Maynard and Mike Oka exchanged emails to set up a meeting November 25, 2014 at 10:00 am in Stand Off. Dallas Maynard indicated himself and Mark Svenson would be attendance, and a third person he didn't have confirmed. Mike Oka indicated he would try to have Blood Tribe Land Management at the meeting, along with his consultation staff.
November 21, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email exchange	None	None	Email exchange confirming meeting location at Stand Off.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 25, 2014	Dallas Maynard; and Michael Cearns, DEMA Land Services; Mark Svenson, Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Meeting between Blood Tribe and TRANS at the Blood Tribe offices at Stand Off, AB.	<p>Assessment of Medicinal Plants and Traditional knowledge required;</p> <p>The Blood Tribe/Kainai would like to see the Environmental Impact Assessment (EIA) and Traditional Knowledge Study happen at same time;</p> <p>Concerned about impacts to Blackfoot Cultural Artifacts and features (tipi rings) by SR1 construction;</p> <p>Need for Blackfoot Monitors to be present at SR1 during construction;</p> <p>Concern over the sharing of traditional knowledge and the ownership of that knowledge;</p> <p>Concern that if the Waterton Dam breaks it will hit Stand Off and they would have to evacuate;</p> <p>Blood Tribe wanted to undertake a Traditional Use Study;</p> <p>Request for a job fair and for employment opportunities for members of the Blood Tribe/Kainai</p>	Response pending completion of technical studies. Alberta Transportation does not have access to the SR1 Private lands and no commitments or mitigation steps were possible at this time.	The Blood Tribe will be requesting capacity funding to assist their inspection of the site and to complete a Traditional Use review of the area in order to respond to TRANS. The next meeting is planned for the spring of 2015 and is tentatively scheduled as an on-site meeting at Springbank.
November 25, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email	None	None	Dallas Maynard thanked the Blood Tribe and Mike Oka for their hospitality hosting the meeting.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 29, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email with SR-1 Article attachments	None	None	The SR1 Article developed by AESRD with Stantec Map sent to Blood Tribe for potential publication in their newspaper.

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ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR-1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: January-February 2015

BLOOD TRIBE/KAINAI

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Mike Oka, Consultation Coordinator

Contact Phone Number: 403-737-8236; Fax: 403-737-2336

Email: mike.oka@bloodtribe.org

Mailing Address: P.O. Box 60, Standoff AB. T0L 1Y0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
January 20, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email	None	None	Shared the Public Consultation Meeting Notification for the SR1 scheduled for Calgary (Jan 27-15) and Cochrane (Jan 28-15)
January 21, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email with Attached Draft November 25, 2014, Meeting Notes sent in MS Word.	None	None	Draft of the Nov. 25 Meeting Notes sent to Mike Oka for comment and additions as the Blood Tribe deem necessary.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
February 9, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email	None	None	SR1 Status Update was provided to the Blood Tribe informing the Blood Tribe that planning was proceeding and there was no change on the lack of land access at the SR1 Project location.
February 11, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email	None	None	Blood Tribe response stating their need to do TLU/TK studies prior to construction.
February 11, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email	None	None	Dallas Maynard replied saying they understand the request or TLU/TK studies, and will be in a better position in the spring to discuss as project planning and getting access are still underway.
February 11, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email	None	None	Mike Oka responded to say they should meet to discuss a preliminary tour of the site.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR-1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: March-April 2015

BLOOD TRIBE/KAINAI

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Mike Oka, Consultation Coordinator

Contact Phone Number: 403-737-8236; Fax: 403-737-2336

Email: mike.oka@bloodtribe.org

Mailing Address: P.O. Box 60, Standoff AB. T0L 1Y0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
March 10, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email	None	None	DEMA provided an update and informed Blood Tribe about planned Public Open Houses on SR1 and provided a link to download January 2015 Open House story boards. The Blood Tribe/Kainai were informed that Alberta Transportation still had no access to the SR1 lands.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR-1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: May-June 2015

BLOOD TRIBE/KAINAI

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Mike Oka, Consultation Coordinator

Contact Phone Number: 403-737-8236; Fax: 403-737-2336

Email: mike.oka@bloodtribe.org

Mailing Address: P.O. Box 60, Standoff AB. T0L 1Y0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
June 15, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email	None	None	A Status Update provided to Blood Tribe indicating Transportation waiting for direction on SR1 from the new government.
June 15, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email	None	None	Mike Oka acknowledged the status update.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR-1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: July-August 2015

BLOOD TRIBE/KAINAI

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Mike Oka, Consultation Coordinator

Contact Phone Number: 403-737-8236; Fax: 403-737-2336

Email: mike.oka@bloodtribe.org

Mailing Address: P.O. Box 60, Standoff AB. T0L 1Y0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
No communication during this time period.						

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR-1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: September-October 2015

BLOOD TRIBE/KAINAI

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Mike Oka, Consultation Coordinator

Contact Phone Number: 403-737-8236; Fax: 403-737-2336

Email: mike.oka@bloodtribe.org

Mailing Address: P.O. Box 60, Standoff AB. T0L 1Y0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
September 28, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email	None	None	Dallas Maynard informed the Blood Tribe that there was no change in the status of the SR1 and it was still on hold.
September 28, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email	None	None	Mike Oka responded and requested to be kept updated on any changes.
September 28, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email	None	None	Dallas Maynard replied to Mike Oka to say he would keep him updated.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR-1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: November-December 2015

BLOOD TRIBE/KAINAI

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Mike Oka, Consultation Coordinator

Contact Phone Number: 403-737-8236; Fax: 403-737-2336

Email: mike.oka@bloodtribe.org

Mailing Address: P.O. Box 60, Standoff AB. T0L 1Y0

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November 25, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email with attachments	None	None	The most recent conceptual drawings which described the downstream diversion planned for the SR1 project were shared with the Blood Tribe. Also confirmed that access is still not available to the SR1 lands.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR-1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: January-February 2016

BLOOD TRIBE/KAINAI

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Mike Oka, Consultation Coordinator

Contact Phone Number: 403-737-8236; Fax: 403-737-2336

Email: mike.oka@bloodtribe.org

Mailing Address: P.O. Box 60, Standoff AB. T0L 1Y0

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No communication during this time period.						

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR-1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: March-April 2016

BLOOD TRIBE/KAINAI

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Mike Oka, Consultation Coordinator

Contact Phone Number: 403-737-8236; Fax: 403-737-2336

Email: mike.oka@bloodtribe.org

Mailing Address: P.O. Box 60, Standoff AB. T0L 1Y0

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March 24, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email	None	None	The Blood Tribe were informed that TRANS had access to the SR1 lands. The email provided links to the announcement page online.
March 29, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	JJ Shade, Traditional Land Use and Occupancy, Blood Tribe/Kainai	Email	None	None	The Blood Tribe provided a budget for a preliminary drive through on the SR1 Project on public roads.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
April 4, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email	None	None	The Blood Tribe were informed that the drive through budget had been forwarded to TRANS for approval. TRANS formally requested another meeting on SR1 to allow TRANS to update everyone on the project after the long delay.
April 4, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email exchange	None	None	Mike Oka (Blood Tribe) asked for a meeting in Calgary on April 7 th at 10:00 AM. Dallas Maynard indicated he would confirm with TRANS and suggested the Grey Eagle Casino Hotel as a place to meet. Mike Oka agreed.
April 5, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email exchange	None	None	Dallas Maynard confirmed the meeting and location (in the restaurant) Mike Oka agreed.
April 7, 2016	Mark Svenson, Alberta Transportation (for pre-meeting only); Seamas Skelly, Alberta Transportation; Dallas Maynard and Paul Phillips, DEMA Land Services for Alberta Transportation	Mike Oka, Consultation Coordinator; J.J. Shade, Traditional Land Use and Occupancy; Mike Tail Feathers, Consultation Technician, Blood Tribe/Kainai	Meeting between Alberta Transportation and Blood Tribe/Kainai followed by drive through of SR-1 lands.	None	None	Following a short pre-meeting where Mark Svenson provided an update on SR1 and the logistics for organizing site visits, Seamus Skelly and Dallas Maynard took the Blood Tribe/Kainai representatives on a drive through of the SR-1 lands on public roads.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
April 7, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email	None	None	Dallas Maynard thanked the Blood Tribe for the meeting and confirmed that TRANS have requested the latest SR1 project maps which will be forwarded in PDF and hard copy as soon as they are available. Alberta Transportation also informed the Blood Tribe/Kainai about the logistics of planning site visits and the notice that would be needed to arrange the site visits. The April 7, 2016 pre-meeting notes were attached to this email.
April 11, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email	None	None	The SR1 Maps in digital form were forwarded to Mike Oka of the Blood Tribe. Dallas Maynard also indicated that Alberta Transportation would need at least 7 working days notice for planning site visits.
April 12, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Letter with the Map enclosure with postal tracking	None	None	The hard copy of the SR1 Map was forwarded to Mike Oka's attention at the Blood Tribe.
April 28, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email	None	None	A fly over Video of SR1 was shared with Blood Tribe.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR-1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: May-June 2016

BLOOD TRIBE/KAINAI

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Mike Oka, Consultation Coordinator

Contact Phone Number: 403-737-8236; Fax: 403-737-2336

Email: mike.oka@bloodtribe.org

Mailing Address: P.O. Box 60, Standoff AB. T0L 1Y0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
May 10, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email	None	None	Alberta Transportation notified the Blood Tribe/Kainai that CEAA had accepted the project description and provided the CEAA project review timelines along with a link to CEAA's website. Also notified the Blood Tribe/Kainai about Alberta Transportation's upcoming Public Open Houses and provided the link with information on SR1.

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May 10, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email	None	None	Mike Oka thanked Dallas Maynard for the information.
May 10, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email	None	None	Dallas Maynard replied to Mike Oka to say Alberta Transportation looked forward to received a budget for site visits.
May 10, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email	None	None	Mike Oka said they would get a budget sent soon, and asked what portions of the SR1 lands they would have access to.
May 10, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email	None	None	Dallas Maynard replied to tell Mike Oka to assume they had access to all the SR1 lands, and once Alberta Transportation knows where they would like to go they can work on notifying the landowners (requested at least 24 hour notice).
May 10, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email	None	None	Mike Oka emailed that the Blood Tribe/Kainai would like to do the site visits with the other Blackfoot Nations if that was not problem.
May 10, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email	None	None	Dallas Maynard indicated he did not think the Blackfoot Nations doing a joint site visit would be a problem, they will just have to discuss how that will occur.

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May 10, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email	None	None	Mike Oka acknowledged Dallas Maynard's previous email.
May 10, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	JJ Shade, Traditional Land Use and Occupancy, Mike Oka, Consultation Coordinator, Blood Tribe/Kainai	Email	None	None	Blood Tribe/Kainai provided a budget estimate for their site visits to the SR1 and completion of a TUS Study.
May 10, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	JJ Shade, Traditional Land Use and Occupancy, Mike Oka, Consultation Coordinator, Blood Tribe/Kainai	Email	None	None	Dallas Maynard indicated he would forward the budgets on to Alberta Transportation for review. He indicated that due to the level of funding, they may need additional information prior to approval.
May 11, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	JJ Shade, Traditional Land Use and Occupancy, Mike Oka, Consultation Coordinator, Blood Tribe/Kainai	Email	None	None	JJ Shade acknowledged Dallas Maynard's previous email and said he looked forward to hearing from him.
May 13, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	JJ Shade, Traditional Land Use and Occupancy, Blood Tribe/Kainai	Email	None	None	Dallas Maynard requested additional details on the blood Tribe SR1 TUS Budget.

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May 16, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email with attached Letter	Concerns expressed about losing Cultural Sites (tipi rings, effigies, medicinal plants) from SR1 Construction; Concerns were expressed about debris and sediment that may be left in the reservoir after a flood, which would cover evidence of Blackfoot people being there; Concerns expressed over how the traditional knowledge the Blood Tribe elders or technicians provide will be used, and that the knowledge needs to be protected.	Response pending completion of technical studies. Technical Environmental and HRIA work just beginning, responses and mitigation to follow completion of the EIA, EIS work.	Mike Oka and the Blood Tribe provided a detailed response to the request for details on the SR1 TUS Budget.
May 23, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email	None	None	Transportation shared new fly over video of the SR1 Project and information (boards etc.) from the SR1 Open Houses.
June 6-7, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	JJ Shade, Traditional Land Use and Occupancy, Blood Tribe/Kainai	Email	None	None	JJ Shade from the blood Tribe inquired if they had access to the SR1 lands for their TLUA site visit.
June 9, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email	None	None	DEMA informed the Blood Tribe that their SR1 Budgets had been approved by Alberta Transportation. Dallas Maynard requested Blood Tribe invoices for the TUS (TLAU) on SR1.
June 9, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	JJ Shade, Traditional Land Use and Occupancy, Blood Tribe/Kainai	Email	None	None	JJ Shade replied stating they would schedule site visits for the weeks of June 27 and July 11.

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June 9, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email exchange	None	None	Mike Oka stated that they will get the invoices Dallas Maynard accepted right away.
June 16, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	JJ Shade, Traditional Land Use and Occupancy, Blood Tribe/Kainai	Email with Invoice Attachment	None	None	JJ Shade attached the Blood Tribe TUS Invoice for the SR1 Springbank Reservoir dated June 16, 2016. JJ asked if the Site Visit was going forward on June 27, 2016.
June 17, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	JJ Shade, Traditional Land Use and Occupancy, Blood Tribe/Kainai	Email	None	None	Dallas Maynard confirmed he received of the upcoming site visit invoice, and asked for the invoice for the April 2016 drive through.
June 21, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	JJ Shade, Traditional Land Use and Occupancy, Blood Tribe/Kainai	Email	None	None	JJ Shade provided the invoice for the April 2016 preliminary tour.
June 21, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	JJ Shade, Traditional Land Use and Occupancy, Blood Tribe/Kainai	Email	None	None	Dallas Maynard confirmed he had received the April 2016 invoice, and asked if he should coordinate site visits with JJ Shade.
June 21, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	JJ Shade, Traditional Land Use and Occupancy, Blood Tribe/Kainai	Email	None	None	JJ Shade replied that he will be taking Mike Oka's place for the site visits, and suggested meeting at the Grey Eagle Hotel at 9 am.

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June 21, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	JJ Shade, Traditional Land Use and Occupancy, Blood Tribe/Kainai	Email	None	None	Dallas Maynard emailed to ask JJ Shade to call him to arrange the site visits. He confirmed meeting at the Grey Eagle Hotel June 27, 2016 works. Dallas Maynard also provided a link to a previously shared map with property numbers and asked JJ Shade to indicate which properties the Blood Tribe/Kainai wanted to visit.
June 21, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	JJ Shade, Traditional Land Use and Occupancy, Blood Tribe/Kainai	Email	None	None	JJ Shade identified the properties the Blood Tribe wanted to visit: 1-7, 9-17, 19-22, 24, 25, 33, 38, 62, 63, 65, 66, 67, 75-78, 80, 85, 88, 89 according to the Stantec SR1 Map.
June 22, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	JJ Shade, Traditional Land Use and Occupancy, Blood Tribe/Kainai	Email	None	None	DEMA confirmed with the Blood Tribe that Transportation had been notified and access would be requested to the private lands identified in JJ Shade's email. Dallas Maynard also asked whether the site visits would be Monday-Friday.
June 22, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	JJ Shade, Traditional Land Use and Occupancy, Blood Tribe/Kainai	Email	None	None	JJ confirmed the Blood Tribe would be on the SR1 from Monday to Friday June 27 to July 1, 2016.

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June 22, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	JJ Shade, Traditional Land Use and Occupancy, Blood Tribe/Kainai	Email	None	None	Dallas Maynard emailed to say Transportation had reviewed the properties the Blood Tribe had requested access to, and some of these were only accessible by foot. He stated that since July 1 was a holiday they would prefer to have people take that day off.
June 22, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	JJ Shade, Traditional Land Use and Occupancy, Blood Tribe/Kainai	Email	None	None	JJ Shade replied stating that the lands they would visit for certain are those affected by construction, but they would like access to all properties in case and Elder sees an area of interest.
June 22, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	JJ Shade, Traditional Land Use and Occupancy, Blood Tribe/Kainai	Email	None	None	Dallas Maynard replied to say that Transportation will meet them 9:00 am on Monday, and requested a cell phone number.
June 22, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	JJ Shade, Traditional Land Use and Occupancy, Blood Tribe/Kainai	Email	None	None	JJ Shade provided his cell phone number.
June 22, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	JJ Shade, Traditional Land Use and Occupancy, Blood Tribe/Kainai	Email	None	None	Dallas Maynard asked if JJ Shade was available to speak on the phone.
June 22-23, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	JJ Shade, Traditional Land Use and Occupancy, Blood Tribe/Kainai	Email Exchange	None	None	JJ Shade replied to say Dallas Maynard could call him the next morning. Dallas Maynard replied he would give JJ Shade a call at 9 am.

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June 23, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email	None	None	The email informed the Blood Tribe that the CEAA had decided that a federal EIA was required for SR1.
June 23, 2016	Shauna Sigurdson, Regional Director Prairie and Northern Region, Environment Canada	Chief Charles Weaselhead, Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Letter with enclosed draft EIS	None	None	The letter provided the draft EIS requesting comments by July 25, 2016 and indicated that once the EIS is finalized CEAA will propose a Consultation plan for the Blood Tribe.
June 24, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai & JJ Shade, Traditional Land Use and Occupancy, Blood Tribe/Kainai	Email with the SR1 EIA-TOR attached	None	None	DEMA confirmed the meeting time for Monday at the Grey Eagle Casino Hotel. It was also mentioned that TRANS would like the Stantec team undertaking the SR1 EIA present for part of the Site Visit. A copy of the final ESRD EIA terms of reference was attached to the email.
June 27 to July 1, 2016 Blood Tribe Site Visit Week #1	<u>DEMA Land Services</u> Dallas Maynard, Paul Phillips, Michael Cearns (June 30 th , 2016 only) <u>Alberta Transportation</u> Seamas Skelly	Blood Tribe Consultation Technicians: Mike Oka, JJ Shade; Mike Tailfeathers; Tyson Shade; Blood Elders: Andy Black Water; Norbert Black Water Sr.; David Striped Wolf; Ray Black Plume; John Bare Shin Bone (Kanai Government).	Site Visit to the SR1 Map Properties #86 SW 10-24-4; #1 NE 3-24-4; #85 SE 10-24-4; #9 SE 10-24-4; #6 NE 10-24-4; #19 SE 15-24-4; #17 SW 14-24-4; #18 NW14-24-4; #15 NE 14-24-4; #33 SE23=24-4; #36 NE 24-24-4.	During a visit to Property #1, the landowner showed the Blood Tribe Elders the original First Nation's Trail, and discussed medicinal value of some of the plants on the property. The landowner also showed the elders the location of an old campsite for First Nations travelling along the Trail.	None	The Site Visit(s) to the SR1 progressed through the week. There were meetings with some of the SR1 landowners. In all cases the encounters between the private landowners and the Blood Tribe Elders and technicians occurred on a friendly basis with mutual respect on both sides.

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June 28, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator and JJ Shade, Traditional Land Use and Occupancy, Blood Tribe/Kainai	Text Messages	None	None	Dallas Maynard forwarded a photo showing Mary Robinson showing the Blood Tribe Elders and technicians the original "Stoney Trail". A request was made to have Colin Buchanan and Sarah from Stantec meet the Blood Tribe at the Grey Eagle June 30 th at 8:30 AM. JJ Shade responded that he was available to meet at 8:30 am.
June 29, 2016	Seamas Skelly, Alberta Transportation Dallas Maynard, DEMA Land Services for Alberta Transportation Colin Buchanan and Sarah Kemp de Gerda for Stantec	Mike Oka Consultation Coordinator, Blood Tribe/Kainai & JJ Shade, Traditional Land Use and Occupancy, Blood Tribe/Kainai and the Elders	Short half hour meeting at the Grey Eagle Casino Hotel at the commencement of SR1 Site Visit day 4.	None	None	Colin Buchanan and Sarah Kemp de Gerda from Stantec attended a brief meeting Thursday morning at 8:30 AM with Mike Oka and the Blood Tribe Elders. Following introductions both Colin and Sarah described the Traditional Ecological and Land Use component of the EIA and they received a commitment from Mike Oka that they would work with Stantec to assist them in the completion of their work on the EIA. Mike Oka indicated that they would provide that information after they had completed their TUS Study

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR-1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: July-August 2016

BLOOD TRIBE/KAINAI

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Mike Oka, Consultation Coordinator

Contact Phone Number: 403-737-8236; Fax: 403-737-2336

Email: mike.oka@bloodtribe.org

Mailing Address: P.O. Box 60, Standoff AB. T0L 1Y0

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July 10, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe & JJ Shade, Traditional Land Use and Occupancy, Blood Tribe/Kainai	Email with Attached Site Visit Tracking Notes	None	None	Site Visit Tracking Form which identified attendees and which properties were inspected (June 27-July 1, 2016) on which dates plus photos taken during the site visit. The Site Visit Tracking Form was shared with the Blood Tribe.

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July 11 - 14, 2016 Blood Tribe Site Visit Week #2	<u>DEMA Land Services</u> Dallas Maynard, Paul Phillips, Michael Cearns <u>Alberta Transportation</u> Seamas Skelly	Mike Oka, Consultation Coordinator, Blood Tribe/Kainai Consultation Technicians: JJ Shade; Mike Tailfeathers; Tyson Shade; Dennis First Rider Blood Elders: Andy Black Water; Norbert Black Water Sr.; David Striped Wolf; Ray Black Plume; John Bare Shin Bone (Kanai Government).	Site Visit to the SR-1 <i>Stantec Map Properties # 33, SE 23-24-4; #21, NE 18-24-3 & #25 SW19-24-3; & #22 NW 18-24-3.</i>	The Blood Tribe Elders and Technicians on inspection of Property #21 along the “unnamed Creek” identified what they believed to be tipi rings on the north side of the unnamed creek.	The Historical Resources Impact Assessment has been submitted to Alberta Culture and Tourism and they will provide any necessary mitigation measures.	The Blood Tribe technicians and Elders walked the SR-1 Lands gathering information for their TUS Study.
July 20, 2016 Blood Tribe Site Visit Week #3	<u>DEMA Land Services</u> Dallas Maynard Paul Phillips, Michael Cearns <u>Transportation</u> Seamas Skelly	Mike Oka Consultation Coordinator, Blood Tribe/Kainai Consultation Technicians: JJ Shade; Mike Tailfeathers; Tyson Shade; Dennis First Rider; Andy Black Water Blood Elders: Norbert Black Water Sr.; David Striped Wolf; Ray Black Plume; John Bare Shin Bone (Kanai Government).	Site Visit to the SR-1 <i>Stantec Map Properties #32, NE 23-24-4; and #29 NE 22- 24-4.</i>	None	None	The Blood Tribe technicians and Elders walked the SR-1 Lands gathering information for their TUS Study.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
July 22, 2016 Blood Tribe Site Visit Week #3	<u>DEMA Land Services</u> Dallas Maynard, Paul Phillips <u>Transportation</u> Seamas Skelly	Blood Tribe/Kainai Consultation Technicians: Mike Tailfeathers; Blood Elders: Norbert Black Water Sr.; David Striped Wolf; Ray Black Plume; John Bare Shin Bone (Kanai Government).	Site Visit to the SR-1 <i>Stantec Map Property #25, SW 19 24-3.</i>	None	None	The Blood Tribe technicians and Elders walked the SR-1 Lands gathering information for their TUS Study.
August 5, 2016	Terry McKitrick, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email with Attachment	None	None	Email Postal tracking for a TUS Study payment to the Blood Tribe.
August 12, 2016	Terry McKitrick, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Confirmation of receipt of 2 TUS payments	None	None	Two payments for Blood Tribe TUS received and deposited by the Blood Tribe.
August 24, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email	None	None	Requested availability of the Blood Tribe and the two other Blackfoot Nations at Head Smashed In Buffalo Jump to discuss SR-1 potential impacts.

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August 25, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka, Consultation Coordinator, Blood Tribe/Kainai	Email	None	None	Dallas Maynard emailed Mike Oka and the two other Blackfoot nations to confirm the meeting at Head Smashed In Buffalo Jump on September 15, 2016. Dallas Maynard indicated Alberta Transportation will be covering the cost of the room and food, and asked the Blood Tribe/Kainai to provide a budget for any other costs. Once the meeting is confirmed, they can discuss how they would like the meeting to be organized.
August 29-30, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	JJ Shade, Traditional Land Use and Occupancy, Blood Tribe/Kainai	Email	None	None	Blood Tribe requested additional Site Visit Dates.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR-1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: September-October 2016

BLOOD TRIBE/KAINAI

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Mike Oka, Consultation Coordinator

Contact Phone Number: 403-737-8236; Fax: 403-737-2336

Email: mike.oka@bloodtribe.org

Mailing Address: P.O. Box 60, Standoff AB. T0L 1Y0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
September 1, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	JJ Shade, Traditional Land Use and Occupancy, Blood Tribe/Kainai	Email	None	None	Blood Tribe emailed back requesting SR-1 Site Visits on September 6 and 7, 2016.
September 1, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	JJ Shade, Traditional Land Use and Occupancy, Blood Tribe/Kainai	Email	None	None	Dallas Maynard responded that the Site Visit dates are OK, requested the properties they wanted to visit.
September 2, 2016	Landon Reppert, Executive Director Major Capital Projects, Transportation, Dallas Maynard, DEMA Land Services	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email with attached letter of Invitation, and a draft meeting agenda	None	None	A formal Letter of Invitation for the Head Smashed In Buffalo Jump Meeting and a draft meeting agenda was sent via email to Mike Oka at the Blood Tribe.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
September 2, 2016	Paul Phillips, DEMA Land Services on behalf of Alberta Transportation	JJ Shade, Traditional Land Use and Occupancy, Blood Tribe/Kainai	Phone Call with JJ Shade	None	None	JJ Shade confirmed the properties they wanted to visit on their September 6-7, 2016 Site Visits. No phone call log available.
September 2-3, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email exchange	None	None	The Blood Tribe confirmed their attendance at the Head Smashed In Buffalo Jump meeting with Transportation.
September 6-7, 2016	<u>DEMA Land Services</u> Paul Phillips Michael Cearns <u>Alberta Transportation</u> Seamas Skelly	<u>Blood Tribe/Kainai</u> JJ Shade, Mike Tailfeathers, Ray Black Plume, David Striped Wolfe, Norbert Black Water Sr., Tyson Shade	Site Visit at SR-1 Re-visited Property #1 Walked Properties #4, #21, #24, #37, and #38	Blood Elders and Technicians re-inspection of area (Properties #21 and #24) of suspected tipi rings near the dry reservoir outfall along the unnamed creek to the Elbow River in an area suspected of being a wintering area. Revisited Property #1 and the old camp area and walked along old Stoney Trail (North South Trail).	No strategies for mitigation pending completion of the HRIA and EIA/EIS.	Site Visit at SR-1 – re-inspected areas adjacent to the control berms and areas where tipi rings were observed on previous site visits.
September 13, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email with attached ESRD and CEAA TOR/Guidelines and CEAA Correspondence	None	None	In advance of the September 15, 2016 Head Smashed in Meeting forwarded the ESRD Feb. 5, 2015 TOR; the CEAA final guidelines for the EIS; and the CEAA June 23, 2016 letter to the Blood Tribe.

September 15, 2016	<p><u>Transportation</u> Landon Reppert, Exec. Director Major Capital Projects TRANS Syed Abbas, Director Water Management Section, Mark Svenson, Environmental Coordinator, Seamas Skelly, Senior Water Project Technologist, Michael Murphy, Indigenous Coordinator's Office, INFRA <u>Stantec</u> Norm Fallu, Colin Buchanan, Sarah Kemp de Gerda <u>DEMA Land Services</u> Dallas Maynard Paul Phillips</p>	<p><u>Blood Tribe/Kainai Attendees</u> Mike Oka, Consultation Coordinator Andy Black Water, Elder, Norbert Black Water Sr. Elder, Ray Black Plume, Elder, David Striped Wolfe, Elder, JJ Shade, Traditional Land Use and Occupancy Tyson Shade, Technician, Dennis First Rider, Technician, Mike Tailfeathers, Technician</p>	Head Smashed In Buffalo Jump Meeting with the three Treaty 7 Blackfoot Nations	<p>Concerns expressed about how construction might impact former campsites, which include tipi rings and other cultural artifacts from Blackfoot history; Blood Tribe/Kainai questioned why additional Indigenous groups had been included in the CEAA guidelines; Action Items: 1) Blood Tribe request front line Monitors be present throughout the SR-1 construction; 2) Blood Tribe request archaeological information gathered during the SR-1 Site investigations, 3) Blood Tribe request information on Species at Risk (Wildlife and Plants) gathered during the SR-1 investigations, 4) Blood Tribe request impact information on fish and fish habitat resulting from the SR-1 project, 5) Blood Tribe request information on how the design of the SR-1 is being done to insure during a flood event that the mortality of fish is limited.</p>	<p>As per the requirements of Alberta's Historical Resources Act and regulations, the Historical Resource Impact Assessment was completed and has been submitted to Alberta Culture and Tourism for review.</p> <p>Alberta Transportation cannot disclose the information requested. Alberta Transportation contacted Alberta Culture and Tourism and was provided the Treaty 7 contact to pass along to the Blood Tribe. The Blood Tribe can make their request for the information to this individual.</p> <p>Possible impacts and mitigation measures related to concerns will be addressed in the EIA.</p>	No final outcomes pending receipt and review of the Blood Tribe TUS Study.
September 22, 2016	Terry McKittrick, DEMA Land Services on behalf of Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Registered Mail Cheque 10701	None	None	The 3rd installment of the Blood Tribe TUS mailed to the Blood Tribe from the DEMA Office.

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September 27, 2016	Terry McKitrick, DEMA Land Services on behalf of Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Postal Delivery Confirmation	None	None	The Blood Tribe receipt of DEMA cheque 10701 confirmed.

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ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR-1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: November-December 2016

BLOOD TRIBE/KAINAI

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Mike Oka, Consultation Coordinator

Contact Phone Number: 403-737-8236; Fax: 403-737-2336

Email: mike.oka@bloodtribe.org

Mailing Address: P.O. Box 60, Standoff AB. T0L 1Y0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 26, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email with attached "draft Meeting Notes"	None	None	The Draft Meeting Notes from the September 15, 2016 meeting between Alberta Transportation and the Blackfoot Nations (Blood Tribe, Piikani Nation, and the Siksika Nation) were forwarded for comment and input.

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December 9, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email	None	None	Transportation informed the Blood Tribe regarding the environmental assessment that was being completed at McLean Creek. It was explained the MC1 work was related to the SR-1 project.
December 11, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email	None	None	Dallas Maynard on behalf of Transportation requested a meeting with the Blood Tribe/Kainai to review their findings of their SR-1 TUS Study and action items from the September 15, 2016, Head Smashed in Meeting.
December 12, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email	None	None	Mike Oka responded and confirmed that once the Blood Tribe/Kainai had completed their TUS a meeting would be arranged in early January.
December 19, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email with Attachment	None	None	Dallas Maynard forwarded the "draft" Consultation log for the SR-1 Consultation from August 18, 2014 to December 12, 2016. DEMA requested any feedback for Alberta Transportation that the Blood Tribe felt was required regarding the draft Consultation logs.

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December 23, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	JJ Shade, Traditional Land Use and Occupancy, Blood Tribe/Kainai	Meeting at the Petro Canada Humpty's Restaurant adjacent to SR-1	None	None	Dallas Maynard and JJ Shade discussed the status of the Blood Tribe SR-1 TUS Study and next steps for the consultation process including setting up meetings to discuss the field visits that had been completed. JJ suggested a joint meeting with the Blackfoot Confederacy.

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ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR-1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: January-February 2017

BLOOD TRIBE/KAINAI

Contact Information received from Indigenous Relations Website as updated

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Contact Phone Number: 403-737-8236; Fax: 403-737-2336

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January 5, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Registered Letter with a cheque for the final payment of the Blood Tribe TUS	None	None	Fourth and Final Payment to the Blood Tribe Tribal Government and External Affairs, to cover the cost of SR-1 Site Visits and the Blood Tribe TUS.

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January 6, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email exchange between D Maynard and M Oka	None	None	Dallas Maynard informed Mike Oka that the final payment for the SR-1 Site Visits/TUS had been mailed by Registered Mail and provided the tracking number. Mike acknowledged the email and inquired on the upcoming meeting with the Blackfoot Confederacy. Dallas Maynard responded that he was contacting the other Blackfoot Nations to confirm the joint meeting and confirm time and location acceptable to everyone. Mike Oka acknowledged Dallas Maynard's reply.
January 7, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email to the three Consultation Managers at the Blood Tribe, Piikani Nation, and Siksika Nation	None	None	Dallas Maynard emailed all three Nations in the Blackfoot Confederacy with suggested dates and location for a joint meeting with Transportation. TUS reports were requested in advance of the meeting to allow Transportation to review them prior to the meeting.
January 12, 2017	Landon Reppert, Executive Director, Alberta Transportation Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email with Letter of invitation to meet attached	None	None	A formal invitation was sent to Mike Oka and the Blood Tribe to meet in Lethbridge January 18, 2017. A copy of the TUS was also requested in the email.

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January 12, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email	None	None	Mike Oka replied the Blood Tribe will be at the meeting.
January 13, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	JJ Shade, Traditional Land Use and Occupancy, Blood Tribe/Kainai	Email with a Meeting Budget attached	None	None	The Blood Tribe submitted a meeting budget to travel to Lethbridge for the SR-1 meeting
January 13, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email	Mike Oka suggested that Transportation should start thinking about Mitigation Measures for sites within SR-1 that would be lost during a major flood.	None	Mike Oka replied to Dallas Maynard's email with the letter of invitation.
January 13, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email	None	None	Dallas M indicated that he would forward the email to Transportation and would place The Blood Tribe concern on the meeting agenda.
January 13, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email	None	None	Mike Oka replied to say thank you.
January 15, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email exchange	None	None	Dallas Maynard confirmed that the Blood Tribe travel budget for the Lethbridge January 18 th meetings had been approved. Mike Oka acknowledged the email.
January 16, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email with attachment	None	None	Draft Agenda sent to Blood Tribe, Piikani and Siksika Nations for review.

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<p>January 18, 2017</p> <p>Blackfoot Confederacy Meeting</p>	<p>Syed Abbas, Director, Water Services Transportation, Mark Svenson, TRANS, Seamas Skelly, TRANS Dallas Maynard, Michael Cearns DEMA Land Services</p>	<p>Mike Oka Consultation Coordinator, J.J. Shade, Mike Tailfeathers, and Dennis First Rider Blood Tribe/Kainai Elders Andy Black Water, Norbert Black Water SR., David Striped Wolf, and Recorder Angel Knowlton</p>	<p>SR-1 Meeting with Blackfoot Confederacy Fairfield Marriott Inn & Suites, Lethbridge AB.</p>	<p>Concerns were raised related to impacts on Cultural sites by the SR-1 during and after construction.</p> <p>Concerns expressed on SR1 construction impact to animal homes, such as the beavers; Lack of sharing archaeological data for SR1 is a concern</p> <p>The main meeting focus of the Blood Tribe and the Blackfoot Confederacy attendees at this meeting related to the lack of their direct involvement in the EIA/EIS Studies in addition to the funding they received to do site inspections and prepare their TUS reports.</p> <p>The Blood Tribe and the remainder of the Blackfoot Confederacy indicated that they should have accompanied Stantec during their EIA/EIS work. They stated that they would need additional funding for this work.</p>	<p>Alberta Transportation (AT) requested detailed site-specific concerns and requested the Blood Tribe's Traditional Use Study so they could review it and direct their experts to propose potential mitigation.</p> <p>AT indicated to the Blood Tribe that until authorized by Culture no SR1 Archaeological information can be shared.</p> <p>AT responded that they were undertaking the EIA/EIS work in accordance with the requirements of the regulatory process (CEAA & ESRD/AEP). AT indicated that they did not have the authority to change the regulatory process and if the Blood Tribe wanted to be directly involved in the EIA/EIS process they would have to consult Provincial agencies such as Environment, Indigenous Relations, and Culture.</p>	<p>A focus of the meeting for Transportation was to hear concerns and potential impacts related to the site visits and the Traditional Use Study that the Blood Tribe were undertaking. Stantec were in attendance to record those concerns for inclusion in the EIA/EIS for SR1. The focus of the Blood Tribe was a concern why they were not involved in the formal EIA/EIS review of SR1, they stated their TUS was not the same as the TEK traditional ecological knowledge that the formal environmental assessments required.</p> <p>Alberta Transportation responded that they are waiting for delivery of the formal Traditional Use Study(s) so they can consider formal responses and potential mitigation that may be required.</p>

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January 25, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email with a link to the Stantec SR-1 PowerPoint Presentation from the January 18, 2017 Lethbridge meeting	None	None	Transportation provided a copy of the Stantec PowerPoint presentation from the January 18, 2017 Lethbridge meeting, which had been promised during the meeting.
January 25, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email	None	None	Mike Oka acknowledged receipt of the Stantec PowerPoint.
January 26, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email	None	None	Dallas Maynard requested the Blood Tribe Invoice for the approved travel costs to the January 18, 2017 meeting in Lethbridge.
January 30, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email	None	None	The email inquired when Transportation would receive the Blood Tribe SR1 Traditional Use Study. Transportation also requested written comments on any impacts or concerns that the Blood Tribe may have regarding their current practice of Treaty Rights and traditional uses on the SR1 Site. Transportation indicated they wanted to work with the Blood Tribe toward receiving a non-objection letter on SR1.

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January 31, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email	Blood Tribe concerned about loss of Blackfoot cultural history at SR1 and inquired how that loss will be accommodated.	No response pending site specific SR1 concerns which can be investigated and responded to following completion of the EIA/EIS work at SR1.	This email was cc to Richard Right Hand, Scotty Many Guns from Siksika Nation and Dustin Wolfe from the Piikani Nation.
February 4, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	J.J. Shade, Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email with attached invoice	None	None	The Blood Tribe invoice for costs associated with the January 18, 2017 Lethbridge meeting received by Transportation.
February 16, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email with cc to the Piikani and Siksika Consultation Managers	None	None	Mike Oka requested that all correspondence should be sent to technicians only, and referenced Richard, Dustin, Scotty and himself.
February 16, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email with cc to Richard Right Hand, Scotty Many Guns, Dustin Wolfe	None	None	Dallas Maynard responded that the correspondence with one of the Piikani Elders was undertaken based on Transportation's belief that the Elder was working on their TUS report under the direction of Dustin Wolfe.

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February 24, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email	None	None	Dallas Maynard confirmed the question raised by the Blood Tribe in the January 31, 2017 email on accommodation. Dallas indicated that Transportation wanted to respond to all of the Blood Tribe concerns after they had received the TUS report rather than responding in a piecemeal fashion.
February 24, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email	None	None	Mike Oka expressed concerns that once they submit their TUS Report that there would be no need for Transportation to respond and accommodate or mitigate any features that they may submit.

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February 24, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Phone Call by Dallas Maynard to Mike Oka	None	None	Dallas Maynard first indicated to Mike Oka that the SR1 Consultation will not be closed on March 31, 2017. Transportation will keep the consultation open during the regulatory process into 2018. Dallas explained that Transportation will need to receive the Blood Tribe TUS as soon as possible so that they could review all concerns and impacts including but not limited to the current practice of treaty rights and traditional uses as a result of the proposed Springbank SR1 Project. Mike Oka confirmed that he was meeting with the Siksika Nation and Piikani Consultation personnel on Tuesday, February 28th and would have more information following that meeting.
February 25, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email with attached Phone log for February 24, 2017	None	None	Dallas Maynard provided Mike Oka with a copy of the Phone Log for the discussions held between Dallas Maynard and Mike Oka.

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February 27, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email with attached Meeting Notes	None	None	The meeting notes from the January 18, 2017, Blackfoot Confederacy – Blood Tribe, Piikani Nation and Siksika Nation were sent to Blood Tribe Consultation office for review and comment.

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ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR-1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: March-April 2017

BLOOD TRIBE/KAINAI

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Mike Oka, Consultation Coordinator

Contact Phone Number: 403-737-8236; Fax: 403-737-2336

Email: mike.oka@bloodtribe.org

Mailing Address: P.O. Box 60, Standoff AB. T0L 1Y0

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March 1, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka requested a meeting with Alberta Transportation, the Blood Tribe/Kainai, and Siksika Nation to discuss the Blood Tribe TUS Report (not yet delivered). Also indicated the need to address the Blood Tribe/Kainai's concerns about mitigation and the loss of features.

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March 1, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Alberta Transportation shared with the Blood Tribe the Consultation Logs and Record of Consultation for the SR1 from 2014 up to February 27, 2017 via a Dropbox link. A request for questions or comments on the logs was included.
March 1, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email	N/A	N/A	Delivery verification of the March 1, 2017 email with the consultation logs and record of consultation.
March 6, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Alberta Transportation requested that the Blood Tribe forward a copy of their TUS report prior to any agreed upon meeting so they could prepare a response to concerns or comments that may be raised in the Blood Tribe TUS report.
March 6, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka responded that they would hand the report to Alberta Transportation at the meeting.
March 6, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Alberta Transportation stated that they needed to see the TUS reports and the impacts that may be cited, in advance of any meeting to allow for a meaningful discussion of the issues and potential mitigation measures that may be available.

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March 10, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Dallas Maynard confirmed that the joint meeting budgets had been forwarded to Alberta Transportation for their review. Alberta Transportation provided an update on the timelines for receiving TUS reports, reviewing those reports and concerns, reviewing potential mitigation all which would be part of the SR1 EIA and EIS submissions. Those dates were March 31, 2017, for inclusion in the submission and April 30, 2017, for inclusion as an appendix. Also stated that considering the deadlines for regulatory submissions, it is critical that the Blood Tribe/Kainai's TUS and all concerns be received prior to any meeting with Alberta Transportation.

<p>March 13, 2017</p>	<p>Dallas Maynard, DEMA Land Services for Alberta Transportation</p>	<p>Mike Oka Consultation Coordinator, Blood Tribe/Kainai Grant Gillies for Siksika Nation and Blood Tribe</p>	<p>Email</p>	<p><u>Interim TUS Report Concerns:</u> -Concerns expressed that Alberta Transportation had not provide access to all of the SR1 lands. -Concerns expressed related to impacts to Blackfoot ceremonial locations and cultural sites by the SR1 Project. -Concerns expressed related to the protection of off-river sloughs as animals and fish in and around the Elbow River rely on the sloughs. Stated that these will need to be protected. -Concerns expressed on the potential impact to medicinal and ceremonial plants. Stated that these will need to be protected or relocated. -Concerns expressed related to upstream and downstream effects. -Desire to further study Blackfoot Traditional Camp Site in creek valley. A joint archaeological and TUS should be undertaken of the creek valley to identify possible burial sites. -Requested HRIA and archaeological information. -Due to likelihood that there are Blackfoot traditional use and cultural sites throughout the creek valley, it is suggested that the natural creek channel should not be used as an outflow channel.</p>	<p>None provided at this stage pending formal review of the Joint Interim Report.</p>	<p>The Joint Siksika Nation/Blood Tribe Interim TUS Report circulated to Alberta Transportation for review.</p>
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				-Request for on-site monitors during construction -Establish ASAP the following: who will be employed in the development of the proposed project, what community benefits will be available to accommodate the loss of our traditional use, and what steps will be taken to address and accommodate future impacts to Blood Tribe/Kainai interests if the proposed project develops or operates differently than currently described.		
March 20, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka inquired if there would be a meeting with Alberta Transportation on Friday, March 24, 2017.
March 21, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Email	N/A	N/A	Dallas Maynard informed Mike Oka that the report was still under review. Once the review was completed and a response provided to the interim report a meeting time and location could be discussed.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR-1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: May-June 2017

BLOOD TRIBE/KAINAI

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Mike Oka, Consultation Coordinator

Contact Phone Number: 403-737-8236; Fax: 403-737-2336

Email: mike.oka@bloodtribe.org

Mailing Address: P.O. Box 60, Standoff AB. T0L 1Y0

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May 11, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	Refer to March 13, 2017 entry for issues and concerns raised in the Blood Tribe/Kainai joint interim Traditional Use Study (TUS).	-Alberta Transportation responded on the access issue that they approved all the Blood Tribe/Kainai budgets for site visits on SR1 and facilitated access on SR1 with private landowners on all properties that the Blood Tribe requested access. -On matters related to cultural and historical resources Alberta Transportation indicated they take direction from Alberta Culture. The	A letter dated May 10, 2017 responding to the Blood Tribe/Kainai's joint interim TUS from Alberta Transportation was sent via email.

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					Treaty 7 contact name at Alberta Culture was provided and Alberta Transportation indicated that person would be available to respond to the Blood Tribe on SR1 cultural and historical concerns. -Alberta Transportation responded that the Environmental Impact Assessment (EIA) currently being completed will address the general concerns, including impacts to wetlands and upstream and downstream effects, and mitigation measures will be incorporated into the EIA report.	
May 12, 2017	Landon Reppert, Executive Director, Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Letter	See May 11, 2017 entry above	See May 11, 2017 entry above	Alberta Transportation's May 10, 2017 response to the Blood Tribe/Kainai's joint interim TUS was sent via registered mail.
May 17, 2017	Landon Reppert, Executive Director, Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Delivery verification	N/A	N/A	The May 10, 2017 letter was delivered and picked up by Mike Oka.

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June 19, 2017	Seamas Skelly, Senior Water Projects Technologist. Alberta Transportation Rick Blackwood, Assistant Deputy Minister, Alberta Environment and Parks (AAE) Bob Chappell, Alberta Justice	Clayton Leonard, JFK Law Corporation for Kainai First Nation/Blood Tribe	Letter	-The Blood Tribe/Kainai object to a tour of the Project area arranged by Alberta Transportation for the Natural Resources Conservation Board (NRCB) and the Canadian Environmental Assessment Agency (CEAA). -The Blood Tribe/Kainai objected to the lack of representation of First Nations whose Treaty rights and traditional uses may be impacts by the proposed Project. -The Blood Tribe/Kainai also concerned that they were not notified of the tour. -The Blood Tribe/Kainai request that the tour be postponed until it can be conducted with proper notification to and involvement of First Nations.	No response was available as of June 19, 2017.	JFK Law Corporation, on behalf of The Blood Tribe/Kainai, sent a letter objecting to a tour of the Project area arranged by Alberta Transportation for NRCB and CEAA.
June 22, 2017	Susan Waywood, Alberta Justice	Clayton Leonard, JFK Law Corporation for Kainai First Nation/Blood Tribe	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.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR-1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: July-August 2017

BLOOD TRIBE/KAINAI

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July 9, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Alberta Transportation declined to agree to reimburse the Blood Tribe/Kainai consultation office (and the Siksika consultation office) for their March 1, 2017, meeting as it had not pre-approved by Alberta Transportation and they considered this meeting to be part of the funding set aside for the Blood Tribe/Kainai delivery of their SR1 TUS.

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August 8, 2017	Bob Chappell, Team Lead, Barrister and Solicitor, Legal Services, Government of Alberta	Clayton Leonard, JFK Law Corporation, Legal Counsel, Annabel Crop Eared Wolf, D First Rider, Blood Tribe/Kainai	Email	<p>The Blood Tribe/Kainai through their legal counsel expressed concern that they were not notified about upcoming public open houses for the Springbank SR1 project.</p> <p>The Blood Tribe/Kainai requested clarification if the Government of Alberta considers the open houses as part of the consultation process. If so, the Blood Tribe/Kainai objects to receiving no notice of them, and indicated that public open houses are not a forum where consultation can occur.</p> <p>The Blood Tribe/Kainai requests a meeting with the Government of Alberta to discuss the consultation plan for the project.</p>	N/A	JFK Law Corporation, on behalf of the Blood Tribe/Kainai, sent an email outlining the Blood Tribe/Kainai's concerns regarding planned open houses for the SR1 project.
August 11, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Alberta Transportation provided a listing of the Springbank SR1 Open House/Information Sessions to be undertaken by Alberta Transportation. The notification stated that these Open Houses were not part of the ongoing Consultation with the Blood Tribe/Kainai.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: September – October 2017

BLOOD TRIBE/KAINAI

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Consultation Officer: Mike Oka, Consultation Coordinator

Contact Phone Number: 403-737-8236; Fax: 403-737-2336

Email: mike.oka@bloodtribe.org

Mailing Address: P.O. Box 60, Standoff AB. T0L 1Y0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
September 3, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, JJ Shade, Mike tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Alberta Transportation provided the information boards and handouts from the Public Open House/Information Sessions recently completed for the SR1 Project.

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September 18, 2017	Seamas Skelly, Senior Water Projects Technologist, Major Capital Projects, Alberta Transportation	Lorna Day Chief, Executive Assistant, Mike Oka, Consultation Coordinator, Dorothy First Rider, Tribal Government Committee Chairperson, Blood Tribe/Kainai Clayton Leonard, JFK Law Corporation	Email	The Blood Tribe/Kainai expressed concerns related to a tour of the SR1 lands from the public road allowances, rather than seeing First Nation heritage sites and hearing from First Nations about their use of the lands.		Lorna Day Chief emailed a letter from Dorothy First Rider to Seamas Skelly.
September 18, 2017	Seamas Skelly, Senior Water Projects Technologist, Major Capital Projects, Alberta Transportation	Lorna Day Chief, Executive Assistant, Mike Oka, Consultation Coordinator, Dorothy First Rider, Tribal Government Committee Chairperson, Annabel Crop Eared Wolf, Blood Tribe/Kainai Clayton Leonard, JFK Law Corporation	Email	N/A	N/A	Seamas Skelly replied to Lorna Day Chief that he would pass the letter along to CEAA, as they were organizing the tour.
September 20, 2017	Bob Chappell, Barrister & Solicitor, Alberta Justice	Clayton Leonard, JFK Law on behalf of Blood Tribe/Kainai Mike Oka, Consultation Coordinator, Annabel Crop Eared Wolf, Blood Tribe/Kainai	Email	N/A	N/A	Clayton Leonard requested a copy of all the Blood Tribe/Kainai consultation records for the project.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
September 26, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Alberta Transportation requested permission to use spatial data from the Siksika/Blood Tribe/Kainai joint Interim Traditional Use Study (TUS) in the Environmental Impact Assessment (EIA) submission. If the Blood Tribe/Kainai does not want the information in a public document, it could be included in a confidential submission to the regulator.
September 26, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka asked if they would get funded to discuss Alberta Transportation's request to use spatial data from the TUS Report.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
September 27, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Dallas Maynard responded to Mike Oka's September 26, 2017 question that Alberta Transportation does not see the need to meet. The September 26, 2017 request from Alberta Transportation was re-stated and Alberta Transportation asked: <ul style="list-style-type: none"> -Can the spatial/locational data from the Siksika Nation/Blood Tribe/Kainai Interim TUS report be included in the SR1 submission that will be subject to public access? -Or, can the spatial data be used as a confidential document for reference by the regulator and not a public document? -Or, is no permission granted for any use of spatial data?
September 27, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka clarified it that there was no request to meet with Alberta Transportation, the funding would be to allow the Blackfoot Confederacy to meet to discuss the request.

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October 19, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Dallas Maynard emailed the draft consultation log, Specific Concerns and Response Table, and the Record of Consultation up to September 27, 2017 for review. Dallas Maynard asked if they had any comments or additional concerns related to their current practice of Treaty rights and traditional uses to provide those in writing.

DRAFT



ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: November – December 2017

BLOOD TRIBE/KAINAI

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Mike Oka, Consultation Coordinator

Contact Phone Number: 403-737-8236; Fax: 403-737-2336

Email: mike.oka@bloodtribe.org

Mailing Address: P.O. Box 60, Standoff AB. T0L 1Y0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 3, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Dallas Maynard emailed the link for the completed Environmental Impact Assessment (EIA) and associated briefing documents.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
December 5, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	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 record of consultation (summary log, specific concerns and response table, and supporting documents) from March 1, 2017-October 31, 2017; - A cover letter from Deputy Minister Barry Day requesting comment on the draft TLRU sections and comment on the consultation logs by January 5, 2018.
December 5, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Email delivery verification received.
December 10, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka, Consultation Coordinator, JJ Shade, Traditional Land Use and Occupancy, Blood Tribe/Kainai	Email	N/A	N/A	Dallas Maynard sent a Dropbox link with a PDF of the Stantec presentation that JJ Shade had previously requested on November 17, 2018.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: January – February 2018

BLOOD TRIBE/KAINAI

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Mike Oka, Consultation Coordinator

Contact Phone Number: 403-737-8236; Fax: 403-737-2336

Email: mike.oka@bloodtribe.org

Mailing Address: P.O. Box 60, Standoff AB. T0L 1Y0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
January 5, 2018	Barry Day, Deputy Minister	Jeff Langlois, JFK Law Corporation for Kanai First Nation/Blood Tribe	Email	<p>Requested clarification as to why Kanai First Nation is being asked for comments on the Environmental Impact Assessment (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 the Kanai First Nation; traditional territory of Kanai First Nation;</p>	None at this time.	JFK Law Corporation, on behalf of the Blood Tribe/Kainai, provided a letter via email in response to the Deputy Minister's December 4, 2017 letter.

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				<p>impacts to drinking water and recreational waters by Kanai First Nation; and potential health and socio-economic effects of the project on Kainai First Nation.</p> <p>Information cannot be provided in the time frame given.</p> <p>Requested Alberta Transportation's timeline for amending the EIA.</p> <p>Requested time to provide a report outlining Kanai First Nation's use of the project area.</p> <p>Requested sufficient time and resources to provide additional information regarding other areas of non-conformity.</p>		
January 9, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, Blood Tribe/Kainai	Phone call	N/A	N/A	Dallas Maynard called Mike Oka in relation to the SR1 project and Mike Oka's request (for the pre-consultation assessment, the consultation records, and the adequacy assessment) to the ACO. There was no answer, so Dallas Maynard left a message asking Mike Oka to call back.

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January 9, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Dallas Maynard sent a Dropbox link with the Summary Log, Specific Concerns and Response Table, and Record of Consultation from Fall 2014 to January 5, 2018. He also informed Mike Oka that an adequacy assessment cannot be done yet as the consultation is not closed. Dallas Maynard also asked if Alberta Transportation would be receiving the final Traditional Use Study from the Blood Tribe.
January 12, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Dallas Maynard emailed to thank the Blood Tribe/Kanai for the interim Traditional Use Study (TUS) they had provided, and asked if they would be providing a final version. Dallas Maynard also inquired if the locational information and data in the study could be used in relation to the SR1 project.

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January 26, 2018	Landon Reppert, Alberta Transportation	Mike Oka, Consultation Coordinator, Blood Tribe/Kainai	Letter	N/A	N/A	A letter about the submission of the updated EIA was sent via registered mail. It was regarding a proposal for holding workshops to obtain input on the draft Traditional Land and Resource Use (TLRU) sections of the EIA (Volumes 3A and 3B) and to discuss project specific concerns and the proposed mitigation measures. If the Blood Tribe/Kainai was not interested in workshops, Alberta Transportation requested feedback by March 1, 2018.
January 26, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Consultation Coordinator, Blood Tribe/Kainai	Email	N/A	N/A	The above workshop invitation letter was sent via email.
January 29, 2018	Landon Reppert, Alberta Transportation	Mike Oka, Consultation Coordinator, Blood Tribe/Kainai	Postal delivery	N/A	N/A	The January 26, 2018 letter was delivered.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
January 29, 2018	Sandra Folkins, Alberta Justice for Alberta Transportation	Jeff L. Langlois, JFL Law Corporation for Kanai First 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 the Blood Tribe/Kainai's concerns brought up in the January 5, 2018 letter, Alberta Justice indicated that Alberta Transportation has been in contact with Kainai First Nation to offer an in-person workshop. A copy of the January 26, 2018 letter from Landon Reppert to Mike Oka was attached for reference.
January 29, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka, Consultation Coordinator, Blood Tribe/Kainai	Text message	N/A	N/A	Dallas Maynard texted to ask Mike Oka if it was a good time to talk about the workshop.
January 29, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka, Consultation Coordinator, Blood Tribe/Kainai	Text message	N/A	N/A	Mike Oka texted that he was busy the next few days, and suggested Thursday (February 1, 2018) for a call.
January 29, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka, Consultation Coordinator, Blood Tribe/Kainai	Text message	N/A	N/A	Dallas Maynard texted to thank Mike Oka for replying so quickly and said he would text on Thursday to set up a time.

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January 31, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Dallas Maynard emailed to request dates for the TLRU workshop.
January 31, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, JJ Shade, Mike Tailfeathers, Annabel Crop Eared Wolf, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka replied to Dallas Maynard's email to say his February is filled and he is booking into March.
February 1, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, JJ Shade, Mike Tailfeathers, Annabel Crop Eared Wolf, Blood Tribe/Kainai	Email	N/A	N/A	Dallas Maynard emailed Mike Oka and to ask for a date in March.
February 1, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, JJ Shade, Mike Tailfeathers, Annabel Crop Eared Wolf, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka emailed to say he will follow up soon.
February 1, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, JJ Shade, Mike Tailfeathers, Annabel Crop Eared Wolf, Blood Tribe/Kainai	Email	N/A	N/A	Dallas Maynard emailed to thank Mike Oka for his response.
February 1, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai Jeff Langlois, JFK Law Corporation	Email	N/A	N/A	Mike Oka emailed, forwarding a question JJ Shade asked about the format of the workshop.

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February 1, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai Jeff Langlois, JFK Law Corporation	Email	N/A	N/A	Dallas Maynard replied saying the workshop should be structured however they feel best for their community, and also said they should forward any comments they have on the resubmission.
February 1, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Jeff Langlois, JFK Law Corporation on behalf of the Blood Tribe Mike Oka Consultation Coordinator, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Jeff Langlois emailed to ask what the date is for filing the resubmission.

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February 5, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Dallas Maynard sent a letter from Landon Reppert, Alberta Transportation, accompanied by the draft TLRU sections of the Environmental Impact Assessment (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 the Blood Tribe/Kainai was not interested in workshops, Alberta Transportation requested feedback by March 1, 2018.
February 6, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka Consultation Coordinator, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai Jeff Langlois, JFK Law Corporation	Email	N/A	N/A	Mike Oka thanked Dallas Maynard for the information.
February 8, 2018	Landon Reppert, Alberta Transportation	Mike Oka, Consultation Coordinator, Blood Tribe/Kainai	Letter	N/A	N/A	The above letter and draft TLRU sections of the EIA were sent via registered mail.
February 12, 2018	Landon Reppert, Alberta Transportation	Mike Oka, Consultation Coordinator, Blood Tribe/Kainai	Postal delivery	N/A	N/A	The February 5, 2018 letter was delivered.

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February 15, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka, Consultation Coordinator, Annabel Crop Eared Wolf, Blood Tribe/Kainai Clayton Leonard, Jeff Langlois, JFK Law Corporation	Email	N/A	N/A	Mike Oka emailed to ask about funding for the workshop, and if there is funding left for the Traditional Land Use (TLU) report. He requested that Dallas Maynard send any funding agreements between the Blood Tribe and Alberta Transportation regarding capacity funding and development of the TLU report.
February 15, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka, Consultation Coordinator, Annabel Crop Eared Wolf, Blood Tribe/Kainai Clayton Leonard, Jeff Langlois, JFK Law Corporation	Email	N/A	N/A	Dallas Maynard replied to say he will forward Mike Oka's request and get an answer. Dallas Maynard also asked for a budget for the workshops.
February 15, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka, Consultation Coordinator, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka emailed to say he will meeting with his technicians, and his schedule is booked into the third week of March.
February 19, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka, Consultation Coordinator, JJ Shade, Mike Tailfeathers, Annabel Crop Eared Wolf, Blood Tribe/Kainai	Email	N/A	N/A	Dallas Maynard emailed details on the invoices and payments to the Blood Tribe, and that no funding remained in the approved TUS budget.

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February 19, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka, Consultation Coordinator, JJ Shade, Mike Tailfeathers, Annabel Crop Eared Wolf, Blood Tribe/Kainai Clayton Leonard, Jeff Langlois, JFK Law Corporation	Email	N/A	N/A	Mike Oka replied to thank Dallas Maynard.
February 20, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka, Consultation Coordinator, JJ Shade, Mike Tailfeathers, Annabel Crop Eared Wolf, Blood Tribe/Kainai	Email	N/A	N/A	Dallas Maynard informed Mike Oka that any comments on the EIA need to be received by March 1, 2018. He also asked for dates for the workshop. The January 26, 2018 letter was attached for reference.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: March-April 2018

BLOOD TRIBE/KAINAI

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Mike Oka, Consultation Coordinator

Contact Phone Number: 403-737-8236; Fax: 403-737-2336

Email: mike.oka@bloodtribe.org

Mailing Address: P.O. Box 60, Standoff AB. T0L 1Y0

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March 23, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Consultation Coordinator, Blood Tribe/Kainai	Email	N/A	See the Specific Concerns and Response Table for specific responses and proposed mitigation measures attached to March 23, 2018 email. The responses and mitigation measures are in response to concerns raised by the Blood Tribe/Kainai throughout the SR1 project.	Jennifer Hallson emailed “Table 7-7 SR1 Project Specific Concerns and Responses – Kainai First Nation” (Table 7-7) from the Environmental Impact Assessment (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

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March 23, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Consultation Coordinator, Annabel Crop Eared Wolf, Blood Tribe/Kainai Jeff Langlois, Mae A. Price, JFK Law Corporation	Email	N/A	N/A	Mike Oka replied to Jennifer Hallson to say he would go over the attachments.
March 26, 2018	Landon Reppert, Executive Director, Alberta Transportation	Mike Oka, Consultation Coordinator, Blood Tribe/Kainai	Letter	N/A	See the Specific Concerns and Response Table for specific responses and proposed mitigation measures attached to March 23, 2018 email. The responses and mitigation measures are in response to concerns raised by the Blood Tribe/Kainai throughout the SR1 project.	The March 23, 2018 letter from Alberta Transportation and Table 7-7 were sent via registered mail.
March 29, 2018	Landon Reppert, Executive Director, Alberta Transportation	Mike Oka, Consultation Coordinator, Blood Tribe/Kainai	Postal delivery	N/A	N/A	The March 26, 2018 letter was delivered.
March 29, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka, Consultation Coordinator, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Dallas Maynard emailed to let the Blood Tribe/Kainai know that the EIA had been resubmitted and provided a File Transfer Protocol (FTP) site where they could access it. Also indicated that Alberta Transportation will be in contact to offer a workshop to go over the EIA as well as the responses and proposed mitigation measures Alberta Transportation has provided.

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March 29, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka, Consultation Coordinator, JJ Shade, Mike Tailfeathers, Annabel Crop Eared Wolf, Blood Tribe/Kainai Jeff Langlois, JFK Law Corporation	Email	N/A	N/A	Mike Oka replied to Dallas Maynard to thank him.
April 3, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka, Consultation Coordinator, Blood Tribe/Kainai	Letter	N/A	N/A	A USB stick with the EIA material on it was mailed by registered mail.
April 3, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka, Consultation Coordinator, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Dallas Maynard emailed a copy of the cover letter accompanying the USB stick.
April 5, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka, Consultation Coordinator, Blood Tribe/Kainai	Postal delivery	N/A	N/A	The April 3, 2018 letter with the USB stick was delivered.
April 16, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka, Consultation Coordinator, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Dallas Maynard emailed that Alberta Transportation would like to request a meeting to go over the Blood Tribe/Kainai'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.
April 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka, Consultation Coordinator, Blood Tribe/Kainai	Text message	N/A	N/A	Dallas Maynard texted Mike Oka to ask when a good time would be to call about setting up a meeting.

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April 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka, Consultation Coordinator, Blood Tribe/Kainai	Text message	N/A	N/A	Mike Oka texted back that he would get back to Dallas Maynard later as he was driving.
April 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka, Consultation Coordinator, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Dallas Maynard emailed the text message log and asked Mike Oka or JJ Shade to give him a call.
April 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka, Consultation Coordinator, Blood Tribe/Kainai	Text message	N/A	N/A	Mike Oka texted that May 4, 2018 would work for the Blood Tribe/Kainai for a meeting.
April 24, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	JJ Shade, Traditional Land Use and Occupancy, Mike Oka, Annabel Corp Eared Wolf, Blood Tribe/Kainai	Email	N/A	N/A	JJ Shade emailed a budget for the concerns and responses meeting.
April 24, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	JJ Shade, Traditional Land Use and Occupancy, Mike Oka, Blood Tribe/Kainai	Email	N/A	N/A	Dallas Maynard emailed to let the Blood Tribe/Kainai know that their budget for the May 4, 2018 meeting was approved.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR-1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: May-June 2018

BLOOD TRIBE/KAINAI

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Mike Oka, Consultation Coordinator

Contact Phone Number: 403-737-8236; Fax: 403-737-2336

Email: mike.oka@bloodtribe.org

Mailing Address: P.O. Box 60, Standoff AB. T0L 1Y0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
May 1, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka, Consultation Coordinator, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Dallas Maynard emailed out the meeting invite for the May 4, 2018 meeting to discuss the Blood Tribe/Kainai's concerns and Alberta Transportation's responses as presented in <i>Table 7-7 SR1 Specific Concerns and Responses - Kainai First Nation</i> (Table 7-7). A draft agenda was attached for review.
May 2, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka, Consultation Coordinator, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka emailed to cancel the May 4, 2018 meeting due to unforeseen circumstances.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
May 2, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka, Consultation Coordinator, Annabel Crop Eared Wolf, Blood Tribe/Kainai Clayton Leonard, Jeff Langlois, JFK Law Corporation	Email	N/A	N/A	Dallas Maynard emailed to thank Mike Oka for letting him know about the meeting, and asked for dates to reschedule.
May 2, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka, Consultation Coordinator, Annabel Crop Eared Wolf, Blood Tribe/Kainai Clayton Leonard, Jeff Langlois, JFK Law Corporation	Email	N/A	N/A	Mike Oka said that he would follow up with new meeting dates.
May 16, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka, Consultation Coordinator, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Dallas Maynard emailed information about upcoming Canadian Environmental Assessment Agency (CEAA) public information sessions. A copy of the advertisement was attached. He also indicated that the Environmental Impact Assessment (EIA) is now in its review period with the federal regulator and the public comment period is over May 31, 2018.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
May 25, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Consultation Coordinator, Annabel Crop Eared Wolf, Blood Tribe/Kainai Clayton Leonard, Jeff Langlois, JFK Law Corporation	Email	N/A	N/A	Jennifer Hallson followed up to ask for meeting dates to reschedule the concerns and responses meeting.
June 6, 2018	Terry McKitrick, DEMA Land Services for Alberta Transportation	Mike Oka, Consultation Coordinator, Blood Tribe/Kainai	Email	N/A	N/A	Terry McKitrick emailed Mike Oka to follow up on an invoice for the April 7, 2016 site tour for the SR1 project. There was a typo on the invoice which needs to be fixed so Alberta Transportation will pay it.
June 6, 2018	Terry McKitrick, DEMA Land Services for Alberta Transportation	Mike Oka, Consultation Coordinator, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka replied to Terry McKitrick and said he would have JJ Shade look over the invoice.
June 6, 2018	Terry McKitrick, DEMA Land Services for Alberta Transportation	Mike Oka, Consultation Coordinator, Blood Tribe/Kainai	Email	N/A	N/A	Terry McKitrick thanked Mike Oka.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
June 14, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Consultation Coordinator, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson emailed a copy of a letter that was accompanying a USB flash drive with the August 2014-February 2017 revised Record of Consultation (ROC) logs that was going to be hand delivered to the Blood Tribe/Kainai. The letter indicated that the ROC logs had been corrected and Blood Tribe/Kainai had 30 working days to review the ROC logs for any errors and omissions.
June 14, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Consultation Coordinator, Annabel Crop Eared Wolf, JJ Shade, Blood Tribe/Kainai Clayton Leonard, JFK Law Corporation	Email	N/A	N/A	Mike Oka thanked Jennifer Hallson.
June 15, 2018	Paul Phillips, DEMA Land Services for Alberta Transportation	Bonnie Calf Robe, Blood Tribe/Kainai	Personal delivery	N/A	N/A	Paul Phillips hand delivered the ROC USB package to the Blood Tribe/Kainai Administration building.
June 18, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka, Consultation Coordinator, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Dallas Maynard emailed JJ Shade the corrected invoice related to the April 7, 2016 site tour. Dallas Maynard asked JJ Shade to review and make the changes and send it back to him so it could be paid.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
June 25, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Aryanna Hartley, Jeff Langlois, JFK Law Corporation on behalf of the Blood Tribe/Kainai Mike Oka, R. Fox, Blood Tribe/Kainai	Email	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 Blood Tribe/Kainai's rights.	None at this time.	JFK Law Corporation provided the following documents via email and Cloudshare: 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

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				<p>The letter from Jeff Langlois provided a list of recommendations:</p> <ul style="list-style-type: none"> • The Proponent should negotiate with Blood Tribe/Kainai to provide resources and reasonable timelines to gather an adequate baseline of Blood Tribe/Kainai Traditional Knowledge Use (TKU) in the Project areas and produce a comprehensive assessment of potential impacts and a determination of significance. • Upon completion of the community-based assessment of potential impacts to Blood Tribe/Kainai TKU, the Proponent should meet with Blood Tribe/Kainai representatives to discuss concerns and address potential mitigation and compensation measures as recommended by the report. • Prior to construction of the Project, the Proponent should invite Blood Tribe/Kainai land users to hunt in the PDA, particularly for big game such as moose, elk, and deer. • Prior to the construction of the Project, the Proponent should invite Blood Tribe/Kainai land users to harvest medicinal 	None at this time.	<p>indicates that the project had failed to adequately assess the impacts to current use of lands for traditional purposes and potential impacts to Treaty rights.</p> <p>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 and concerns, and listing recommendations.</p> <p>3. <i>Springbank Offstream Reservoir Project EIS Technical Review and Information Requests</i> by PGL Environmental Consultants, dated June 15, 2018.</p> <p>4. <i>Springbank EIS Technical comments – Ermineskin Cree Nation and Blood Tribe.</i></p> <p>5. <i>Blood Tribe/Kainai Traditional Knowledge, Land, and Resource Use Study: Springbank Off-Stream Reservoir Project</i> by Oak Road Concepts Inc, dated June 2018.</p> <p>More detail on the concerns raised by the technical reviews and letter is captured in the Specific Concerns and Response Table.</p>
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				<p>plants in the PDA, particularly along the river.</p> <ul style="list-style-type: none"> • The Proponent should attempt to ensure that Areas B and C of the PDA are accessible to Blood Tribe/Kainai and its members for Traditional Use (TU) purposes, subject to safety considerations related to flooding. If Area C will contain grazing options that are privately managed, the Proponent should work with private managers to ensure maximum access for Blood Tribe/Kainai hunters to the area • The Proponent should work with Blood Tribe/Kainai to design an access management plan for Areas B and C. Such a plan could support Blood Tribe/Kainai's access to the area for hunting and other traditional purposes. • The Proponent should work with Blood Tribe/Kainai in the development of a communications plan for flood and post-flood operations. • The Proponent should work with Blood Tribe/Kainai in the design and implementation of 		
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				<p>environmental monitoring. As part of environmental monitoring, the Proponent should consult with Blood Tribe/Kainai to discuss the possibility of training, employment, and contracting opportunities for Blood Tribe/Kainai.</p> <ul style="list-style-type: none"> • As part of its environmental monitoring plan, the Proponent and Blood Tribe/Kainai should develop a joint communications plan for the presentation of environmental monitoring results to the community and the incorporation of community feedback. • In the event that the Project is to be decommissioned, the Proponent should consult with Blood Tribe/Kainai regarding the design, implementation, and monitoring of its Reclamation Plan to maximize the use of Blood Tribe/Kainai Traditional Ecological Knowledge and support Blood Tribe/Blood Tribe/Kainai employment in the reclamation process. • Given the potential negative effects of the Project on Blood Tribe/Kainai TU and traditional knowledge, and the 		
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				<p>traditional way of life and culture of its people, the Proponent should discuss ways to support programming within the community to strengthen the transmission of Blood Tribe/Kainai's way of life and culture to future generations.</p> <ul style="list-style-type: none"> • The Proponent should consult with Blood Tribe/Kainai regarding the establishment of employment targets for Blood Tribe/Kainai community members and the development of a plan to meet those targets. • As part of its employment plan, the Proponent should consult with Blood Tribe/Kainai regarding potential support for educational, training, and apprenticeship programs that could facilitate the employment of Blood Tribe/Kainai community members, and especially young people. • The Proponent should consult with Blood Tribe/Kainai regarding businesses in the community and potential business and contracting opportunities in relation to the 		
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Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
				<p>Project. Where possible the Proponent and Blood Tribe/Kainai should attempt to identify opportunities for Direct Negotiated Contracts with Blood Tribe/Kainai businesses.</p> <ul style="list-style-type: none"> The Proponent should consult with Blood Tribe/Kainai regarding the design and implementation of cultural-sensitivity training program that is mandatory for all Project employees and contractors. 		
				<p>PGL's technical review provided comments, concerns, and information requests regarding hydrogeology, hydrology, vegetation/wetlands, wildlife, federal lands, and cumulative effects.</p>	<p>None at this time.</p>	

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
				The <i>Springbank EIS Technical comments</i> chart listed questions and comments regarding Aboriginal and Treaty rights, current use of lands, country foods, the Blood Tribe/Kainai profile, information sources, methodology, mitigation measures, residual effects, determination of significance, and effects on TLRU.	None at this time.	

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				<p>The following concerns and recommendations are taken from the traditional knowledge, land, and resource use study:</p> <ul style="list-style-type: none"> • The temporal parameters are too narrow to be considered valid by the Blood Tribe/Kainai. • The spatial parameters chosen for the Traditional Land Resource Use (TLRU) assessment are flawed; i.e., only considering sites in the Project Development Area (PDA) but determining significance of effects using the Regional Assessment Area (RAA). • Effects to sites of archaeological, historical, spiritual, ceremonial, and cultural importance within the project area, as well as loss of access to these sites. These sites include traditional Blackfoot camps and trails. Anything short of avoidance would not be effective mitigation • Project-specific information on Blood Tribe/Kainai TLRU is too narrow to make the assessment valid. • Proponent has yet to provide Blood Tribe/Kainai with an 	None at this time.	
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				<p>opportunity to review the mitigation measures.</p> <ul style="list-style-type: none"> • Lack of historical context on the nature of Blood Tribe/Kainai's connection to the project areas. • Absence of information on the spatial parameters of the TLRU/LAA (local assessment area). • The proponent conflates the PDA, LAA, an RAA in the residual effects significance determination. • Absence of maps depicting location of sites of potential historical, archaeological, or cultural interest to Blood Tribe/Kainai's current use of the lands. • Absence of rationale for exclusion of traditional users from Areas B and C during dry operations phase. • Destruction of the landscape. • Concerns regarding wildlife, including those that are hunted in the project area. • Concerns regarding wetlands and natural meadows within the PDA. • Concerns regarding plants, including those used for medicinal purposes, within the project area. 		
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				<ul style="list-style-type: none"> • Disruptions to natural springs and the potential for interaction between reservoir/flood water and groundwater. • Destruction of old growth forests within the PDA. • Loss of use of high quality hunting area and bird hunting area. • Loss of access to high quality natural prairie grassland, mixed wood and coniferous forests, and wetlands that are suitable for medicinal and food plant gathering. • Recommendation: Negotiate access to Areas B and C during dry operations for traditional gathering, hunting, ceremonial use, and for traditional cultural and heritage camps involving Elders and youth. • Recommendation: Develop avoidance or redesign measures to ensure Blood Tribe/Kainai cultural properties, ceremonial sites, and identified traditional camping areas and associated material features remain intact and accessible. • Recommendation: Hold at least two mitigation workshops with Blood 		
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				<p>Tribe/Kainai where Elders, hunters, and consultation personnel have the opportunity to discuss proposed mitigation with Alberta Transportation and develop mutually agreeable mitigation measures.</p> <ul style="list-style-type: none"> • Recommendation: Provide additional rationale to Blood Tribe/Kainai Elders over the choice of location for flood mitigation measures and discuss and clarify alternatives such as McLean Creek. 		

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR-1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: July-August 2018

BLOOD TRIBE/KAINAI

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Mike Oka, Consultation Coordinator

Contact Phone Number: 403-737-8236; Fax: 403-737-2336

Email: mike.oka@bloodtribe.org

Mailing Address: P.O. Box 60, Standoff AB. T0L 1Y0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
July 6, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka, Consultation Coordinator, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Dallas Maynard emailed to request potential meeting dates to go over Blood Tribe/Kainai's concerns and Alberta Transportation's responses, as presented in <i>Table 7-7 SR1 Project Specific Concerns and Responses – Kainai First Nation</i> (Table 7-7). He also requested a budget, suggested meeting times of 10:00-4:00, and that they could discuss having more than one day of meetings.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
July 9, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	JJ Shade, Blood Tribe/Kainai	Text message	N/A	N/A	Dallas Maynard texted to ask if JJ Shade had had a chance to look over the invoice for the April 7, 2016 site tour and initial the corrections.
July 9, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	JJ Shade, Blood Tribe/Kainai	Text message	N/A	N/A	JJ Shade texted Dallas Maynard back that he had forgot about it, and he will try and fax it to Dallas Maynard that day.
July 9, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	JJ Shade, Blood Tribe/Kainai	Text message	N/A	N/A	Dallas Maynard thanked JJ Shade for his response.
July 9, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Keerit Jutla, JFK Law Corporation on behalf of Blood Tribe/Kainai	Email	N/A	N/A	Keerit Jutla emailed to confirm if Dallas Maynard was able to download the Traditional Land Use (TLU) report from the Cloudshare link.
July 10, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Keerit Jutla, JFK Law Corporation on behalf of Blood Tribe/Kainai	Email	N/A	N/A	Dallas Maynard requested that Kerrit Jutla refresh the Cloudshare link.
July 10, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Aryanna Hartley, JFK Law Corporation on behalf of Blood Tribe/Kainai	Email	N/A	N/A	Aryanna Hartley provided a new Cloudshare link with the TLU.
July 10, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Aryanna Hartley, JFK Law Corporation on behalf of Blood Tribe/Kainai	Email	N/A	N/A	Dallas Maynard confirmed he had downloaded the information and requested the link be kept open for a couple days so other project members could access it.
July 10, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Aryanna Hartley, JFK Law Corporation on behalf of Blood Tribe/Kainai	Email	N/A	N/A	Aryanna Hartley replied that the link will expire July 31, 2018.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
July 10, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka, Consultation Coordinator, JJ Shade, Blood Tribe/Kainai	Text message	N/A	N/A	Dallas Maynard texted to ask if the Blood Tribe/Kainai wanted their legal counsel copied on emails.
July 10, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka, Consultation Coordinator, JJ Shade, Blood Tribe/Kainai Jeff Langlois, JFK Law Corporation	Email	N/A	N/A	Dallas Maynard emailed to confirm that Alberta Transportation had received the Blood Tribe/Kainai's TLU and that Alberta Transportation would like to meet to discuss the TLU and go over concerns and respond to concerns. Dallas Maynard indicated they could meet for more than one day, and hold it in the Blood Tribe/Kainai's community. Also requested a budget.
July 10, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka, Consultation Coordinator, JJ Shade, Blood Tribe/Kainai	Text message	N/A	N/A	Dallas Maynard texted that he had emailed and included Jeff Langlois. He asked Mike Oka and JJ Shade to let him know when they are available to discuss meeting dates.
July 10, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka, Consultation Coordinator, Blood Tribe/Kainai	Text message	N/A	N/A	Mike Oka texted to say they will check their schedule for availability.
July 12, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Dallas Maynard emailed the corrected invoice for the April 7, 2016 site tour for JJ Shade to initial and send back.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
July 18, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka, Consultation Coordinator, Blood Tribe/Kainai	Text message	N/A	N/A	Dallas Maynard texted to follow up on previous emails and asked if Mike Oka had been able to check available dates to meet, and asked Mike Oka to let him know some dates as soon as possible.
July 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Jeff Langlois, JFK Law Corporation on behalf of Blood Tribe/Kainai Mike Oka, Consultation Coordinator, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jeff Langlois emailed to ask if August 7, 2018 would work to meet, either in Calgary or at the Blood Tribe/Kainai reserve.
July 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Jeff Langlois, JFK Law Corporation on behalf of Blood Tribe/Kainai Mike Oka, Consultation Coordinator, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Dallas Maynard emailed to confirm August 7, 2018 should work, and asked Jeff Langlois to let him know whether the meeting would be in Calgary or in Stand Off so he could send out the meeting notifications.
July 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka, Consultation Coordinator, JJ Shade, Blood Tribe/Kainai Jeff Langlois, JFK Law Corporation	Email	N/A	N/A	Mike Oka emailed that JJ Shade would not be available on August 7, 2018 due to Sundance.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
July 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka, Consultation Coordinator, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai Jeff Langlois, JFK Law Corporation	Email	N/A	N/A	Dallas Maynard emailed to ask for other meeting dates, indicating Alberta Transportation was not available August 8, 2018. Dallas Maynard asked if Mike Oka would like one or two days of meeting, and where he would like to hold the meeting.
July 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka, Consultation Coordinator, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai Jeff Langlois, JFK Law Corporation	Email	N/A	N/A	Mike Oka emailed to ask Dallas Maynard to send the meeting invite for the Grey Eagle Hotel.
July 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Jeff Langlois, JFK Law Corporation on behalf of Blood Tribe/Kainai Mike Oka, Consultation Coordinator, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Jeff Langlois emailed Mike Oka to confirm the meeting was on August 7, 2018.
July 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka, Consultation Coordinator, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai Jeff Langlois, JFK Law Corporation	Email	N/A	N/A	Mike Oka confirmed August 7, 2018 for the meeting.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
July 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Jeff Langlois, JFK Law Corporation on behalf of Blood Tribe/Kainai Mike Oka, Consultation Coordinator, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Jeff Langlois suggested an afternoon meeting.
July 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka, Consultation Coordinator, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai Jeff Langlois, JFK Law Corporation	Email	N/A	N/A	Mike Oka indicated an afternoon meeting works for him.
July 24, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka, Consultation Coordinator, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai Jeff Langlois, JFK Law Corporation	Email	N/A	N/A	Dallas Maynard emailed to ask if 1:00-5:00 pm at the Grey Eagle Hotel would work and also asked for a budget.
July 24, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka, Consultation Coordinator, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai Jeff Langlois, JFK Law Corporation	Email	N/A	N/A	Dallas Maynard sent out the meeting invite for the August 7, 2018 meeting to discuss Blood Tribe/Kainai's concerns and Alberta Transportation's responses as found in Table 7-7. A draft agenda was attached and Dallas Maynard asked for any additional agenda items.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
July 24, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Jeff Langlois, JFK Law Corporation on behalf of Blood Tribe/Kainai Mike Oka, Consultation Coordinator, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Jeff Langlois asked for a Word version of the agenda so they may add items.
July 24, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Jeff Langlois, JFK Law Corporation on behalf of Blood Tribe/Kainai Mike Oka, Consultation Coordinator, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Dallas Maynard provided the Word version of the draft agenda.
July 24, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka, Consultation Coordinator, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai Jeff Langlois, JFK Law Corporation	Email	N/A	N/A	Mike Oka emailed that the draft agenda "looks good and we hope to have answers."
July 26, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka, Consultation Coordinator, JJ Shade, Blood Tribe/Kainai	Text message	N/A	N/A	Dallas Maynard texted Mike Oka to ask if it would be helpful to have Blair First Rider from Alberta Culture and Tourism (ACT) at the meeting, if he is available.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
July 26, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka, Consultation Coordinator, Blood Tribe/Kainai	Phone call	N/A	N/A	Dallas Maynard called Mike Oka to ask if the Blood Tribe/Kainai would like a representative from ACT at the August 7, 2018 meeting. Mike Oka indicated he was okay with this, and expressed reservations on how the Blood Tribe/Kainai views heritage issues as opposed to ACT. Dallas Maynard said that Alberta Transportation would request a representative from ACT for the meeting.
July 30, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation.	Mike Oka, Consultation Coordinator, Blood Tribe/Kainai	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 Environmental Impact Assessment (EIA) review. Alberta Transportation also indicated that Dallas Maynard had been in contact regarding a meeting to go over the Blood Tribe/Kainai's concerns.
July 30, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation.	Mike Oka, Consultation Coordinator, JJ Shade, Annabel Crop Eared Wolf, Blood Tribe/Kainai Clayton Leonard, JFK Law Corporation	Email	N/A	N/A	Mike Oka emailed to thank Jennifer Hallson for the letter.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
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 consultation or engagement to Sandra Folkins or Susan Waywood, Alberta Justice.
August 1, 2018	Landon Reppert, Executive Director Alberta Transportation	Mike Oka, Consultation Coordinator, Blood Tribe/Kainai	Letter	N/A	N/A	The July 30, 2018 letter was sent via registered mail.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
August 3, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation.	Mike Oka, Consultation Coordinator, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson emailed the cover letter from Landon Reppert, Alberta Transportation that accompanied a USB flash drive with the March 2017-April 2018 Record of Consultation (ROC) logs and Specific Concerns and Response Table (SCRT). The cover letter indicated that the Blood Tribe/Kainai had 70 working days to review the ROC logs and SCRT for any errors and omissions. This 70 day review period was to begin on August 13, 2018 due to Blackfoot offices closures for Sundance. She indicated she would bring the package to the August 7, 2018 meeting.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
August 3, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Jeff Langlois, JFK Law Corporation on behalf of Blood Tribe/Kainai Mike Oka, Consultation Coordinator, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Jeff Langlois emailed to ask for a copy of the specific concerns and response table noted in the August 7, 2018 meeting agenda (Table 7-7). He also said they would like to discuss the TLU report submitted by the Blood Tribe/Kainai, as well as discuss how the Blood Tribe/Kainai and Alberta Transportation can work together to address information gaps related to the assessment of Treaty rights.
August 3, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka, Consultation Coordinator, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai Jeff Langlois, JFK Law Corporation on behalf of Blood Tribe/Kainai	Email	N/A	N/A	Dallas Maynard emailed a copy of Table 7-7. He also explained that requests from legal counsel should be made to Sandra Folkins or Susan Waywood at Alberta Justice. In regard to the TLU report, Alberta Transportation is reviewing it and Dallas Maynard will add it as an agenda item.
August 4, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka, Consultation Coordinator, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai Jeff Langlois, JFK Law Corporation on behalf of Blood Tribe/Kainai	Email	N/A	N/A	Dallas Maynard emailed to suggest paying respects to Elder Andy Black Water at the beginning of the August 7, 2018 meeting.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
August 4, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka, Consultation Coordinator, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai Jeff Langlois, Clayton Leonard, JFK Law Corporation on behalf of Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka replied to Dallas Maynard that would be great.
August 7, 2018	Crystal Damer, Seamas Skelly, Alberta Transportation Jim Howell, Talina Cyr-Steenkamp, Stantec JoAnn Jamieson, McClennan Ross Dallas Maynard, Jennifer Hallson, Alexandra Burchill, DEMA Land Services Blair First Rider, Alberta Culture and Tourism	Mike Oka, Mike Tailfeathers, Blood Tribe/Kainai Jeff Langlois, JFK Law Corporation	Meeting	The Blood Tribe/Kainai did not agree with how traditional use has been assessed in the EIA.	None at this time.	Alberta Transportation met with the Blood Tribe/Kainai First Nation in Calgary, Alberta with the purpose of reviewing their specific concerns and the responses and proposed mitigation measures in <i>Table 7-7 SR1 Project Specific Concerns and Responses – Kainai First Nation</i> . Kathleen Perchaluk and Kate McEwan of the Aboriginal Consultation Office were in attendance as observers.
				With the flood mitigation at Bragg Creek causing more water to stay in the river, can the flood reach the diversion structure sooner? Does this trigger more use of the project and affect how often it is used?	At the meeting, Alberta Transportation committed to looking into this.	
				Blood Tribe/Kainai remain concerned about cultural sites and features, and how these sites will be protected and/or mitigated. In Blood Tribe/Kainai's view, Alberta Transportation's response of following all the requirements for the protection of historic resources as determined by ACT is not adequate.	At the meeting, Alberta Transportation committed to cross referencing the sites identified in the Blood Tribe/Kainai's TLU with the sites in the Historical Resources Impact Assessment (HRIA), and would identify the risks to these sites and propose mitigation for these sites. Alberta Transportation has committed to overlay the GPS coordinates with the PDA to determine sites at risk.	

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
August 7, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Consultation Coordinator, Blood Tribe/Kainai	Personal delivery	N/A	N/A	Jennifer Hallson delivered the package with the ROC, cover letter dated August 3, 2018, to Mike Oka.
August 9, 2018	Landon Reppert, Executive Director Alberta Transportation	Mike Oka, Consultation Coordinator, Blood Tribe/Kainai	Postal delivery	N/A	N/A	The July 30, 2018 letter was delivered by Canada Post.
August 21, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Consultation Coordinator, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson provided the contact information for ACT to follow up on an action item from the August 7, 2018 meeting. She also explained that Alberta Transportation is not authorized to disclose the Historical Resources Impact Assessment (HRIA) or archaeological information, so requests have to go directly to ACT.
August 21, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Consultation Coordinator, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka thanked Jennifer Hallson. He copied the ACT contact on the email, indicating he hoped to get a copy of the HRIA soon.
August 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	JJ Shade, Mike Oka, Blood Tribe/Kainai	Email	N/A	N/A	JJ Shade emailed an initialed invoice for the 2016 preliminary drive through.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
August 28, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson sent the August 7, 2018 meeting notes for review, asking for any additions or comments. She also provided a link to a report done by Wood Group that states the Bragg Creek mitigation will have no effect on SR1 (in response to a concern discussed at the August 7, 2018 meeting).

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ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR-1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: September-October 2018

BLOOD TRIBE/KAINAI

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Mike Oka, Consultation Coordinator

Contact Phone Number: 403-737-8236; Fax: 403-737-2336

Email: mike.oka@bloodtribe.org

Mailing Address: P.O. Box 60, Standoff AB. T0L 1Y0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
September 25, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Letter	N/A	N/A	Payment for the Blood Tribe/Kainai's April 8, 2018 invoice was sent via registered mail.
September 28, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Postal Delivery	N/A	N/A	The payment sent on September 25, 2018 was delivered by post.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
September 28, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe/Kainai,	Email	N/A	N/A	Dallas Maynard emailed to request GPS points or GIS data that the Blood Tribe/Kainai may have so Alberta Transportation can map these against the project components to identify risks and possible mitigation for any sites.
September 28, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka replied that he will have JJ Shade look into the GPS data.
September 28, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Dallas Maynard thanked Mike Oka, and let him know that the payment for the April 8, 2018 invoice have been mailed.
September 28, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka thanked Dallas Maynard.
October 29, 2018	Seamas Skelly, Alberta Transportation Clare Edwards, Stantec Dallas Maynard, DEMA Land Services	Approximately 160 Blood Tribe/Kainai members	Open House	Employment opportunities during construction.	At the open house, Alberta Transportation indicated they are willing to discuss possible economic opportunities with the Blood Tribe/Kainai.	Alberta Transportation was invited to set up an information booth at the Blood Tribe/Kainai's Government Open House. Alberta Transportation had display boards with information and maps, a flyover video running on loop, and handouts available for members to take with them.
				Effects to fish and wildlife.	At the open house, Alberta Transportation discussed the effects to fish and wildlife, including: wildlife friendly fencing; having vegetated 3:1 slopes; a fish rescue program to collect stranded fish; etc.	

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				Why the reservoir was not designed to hold more than the 2013 flood given the potential effects of climate change and increased flooding.	At the open house, Alberta Transportation explained that the 2013 flood is about a 1 in 200 year flood and would be a rare event.	
				Landowners in the area losing their land.	At the open house, Alberta Transportation explained they are working with the landowners to purchase their lands voluntarily, but will move towards expropriation if necessary.	

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ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: November-December 2018

BLOOD TRIBE/KAINAI

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Mike Oka, Consultation Coordinator

Contact Phone Number: 403-737-8236; Fax: 403-737-2336

Email: mike.oka@bloodtribe.org

Mailing Address: P.O. Box 60, Standoff AB. T0L 1Y0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 14, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Dallas Maynard followed up on his September 28, 2018 email to request GPS data from the Blood Tribe/Kainai's Traditional Use Study (TUS).

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 22, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson emailed the cover letter from Crystal Damer, Alberta Transportation that accompanied a USB flash drive with the May 2018-October 2018 Record of Consultation (ROC) logs and Specific Concerns and Response Table (SCRT). The cover letter indicated that the Blood Tribe/Kainai had 30 Government of Alberta working days to review the ROC logs and SCRT for any errors and omissions. She indicated the package was going to be hand delivered the next day.
November 23, 2018	James Bowker, DEMA Land Services for Alberta Transportation	Verdun Hind Bull-Morningowl for Mike Oka, Blood Tribe	Personal delivery	N/A	N/A	James Bowker hand delivered the ROC package to Blood Tribe/Kainai. The package, address to Mike Oka, was left with Verdun Hind Bull-Morningowl at Blood Tribe/Kainai Administration.
November 23, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Mike Tailfeathers, Annabel Crop Eared Wolf, Blood Tribe/Kainai Clayton Leonard, Jeff Langlois, JFK Law	Email	N/A	N/A	Mike Oka asked to be sent the "actual" ROC for the SR1 project.

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November 23, 2018	Amandah van Merlin, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Mike Tailfeathers, Annabel Crop Eared Wolf, Blood Tribe/Kainai Clayton Leonard, Jeff Langlois, JFK Law	Email	N/A	N/A	Amandah van Merlin emailed to let Mike Oka know that the records are too large to email, so a USB was being hand delivered that day.
November 23, 2018	Amandah van Merlin, DEMA Land Services for Alberta Transportation	Jeff Langlois, Clayton Leonard, JFK Law for Blood Tribe/Kainai Mike Oka, JJ Shade, Mike Tailfeathers, Annabel Crop Eared Wolf, Blood Tribe/Kainai	Email	N/A	N/A	Jeff Langlois requested the ROC be uploaded to a cloud sharing service so he could review the records electronically.
November 26, 2018	Sandra Folkins, Alberta Justice	Jeff Langlois, JFK Law for Blood Tribe/Kainai	Email	N/A	N/A	Sandra Folkins emailed Jeff Langlois with the dates that the three ROC packages had been delivered to the Blood Tribe/Kainai. She noted these had been provided on a USB so they can be shared electronically by the Blood Tribe/Kainai. She also asked that further correspondence from JFK Law be directed to her or Susan Waywood, Alberta Justice.

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November 29, 2018	Crystal Damer, Alberta Transportation	Mike Oka, Blood Tribe/Kainai	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 ROC will be submitted as part of this application.
November 30, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson emailed a copy of the November 29, 2018 letter regarding the DMAF application.
December 12, 2018	Crystal Damer, Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Postal delivery	N/A	N/A	The November 29, 2018 letter regarding the DMAF application was delivered by post.
December 20, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson emailed a copy of a letter dated December 19, 2018 from Alberta Transportation to the Aboriginal Consultation Office (ACO) regarding submission of the ROC from August 2014 to April 2018 to the ACO. Alberta Transportation was submitting the ROC for ACO to review. Mike Oka was copied on the letter.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: January-February 2019

BLOOD TRIBE/KAINAI

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Mike Oka, Consultation Coordinator

Contact Phone Number: 403-737-8236; Fax: 403-737-2336

Email: mike.oka@bloodtribe.org

Mailing Address: P.O. Box 60, Standoff AB. T0L 1Y0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
January 7, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Keerit Jutla, JFK Law on behalf of Blood Tribe/Kainai	Phone call	N/A	N/A	Keerit Jutla left a voicemail for Jennifer Hallson asking her to call him back regarding the December 19, 2018 letter.
January 7, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Keerit Jutla, JFK Law on behalf of Blood Tribe/Kainai	Email	N/A	N/A	Keerit Jutla emailed Jennifer Hallson asking her to call him.
January 9, 2019	Sandra Folkins, Alberta Justice	Keerit Jutla, JFK Law on behalf of Blood Tribe/Kainai	Email	N/A	N/A	Sandra Folkins emailed Keerit Jutla, stating she represents Alberta for SR1 and to contact her with any questions regarding the December 19, 2018 letter.

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January 9, 2019	Sandra Folkins, Alberta Justice	Keerit Jutla, JFK Law on behalf of Blood Tribe/Kainai	Email	N/A	N/A	Keerit Jutla emailed indicating they were reviewing the consultation logs and preparing comments, and asked for the submission date for their review of the consultation logs.
January 10, 2019	Sandra Folkins, Alberta Justice	Keerit Jutla, JFK Law on behalf of Blood Tribe/Kainai	Email	N/A	N/A	Sandra Folkins explained that, as set out in the December 19, 2018 letter, the deadline for comment was July 31, 2018 for the first Record of Consultation (ROC) package, November 22, 2018 for the second ROC package, and January 22, 2019 for the third ROC package. Sandra Folkins stated that Alberta Transportation is willing to extend the deadline for comment on all three packages to January 22, 2019.
January 10, 2019	Sandra Folkins, Alberta Justice	Keerit Jutla, JFK Law on behalf of Blood Tribe/Kainai	Email	N/A	N/A	Keerit Jutla stated that January 22, 2019 worked for them and stated they appreciated the accommodation in this matter.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
January 22, 2019	Sandra Folkins, Alberta Justice	Kristina Banfill, JFK Law on behalf of Blood Tribe/Kainai	Email	Alberta Transportation has not responded to concerns and recommendations from the Blood Tribe/Kainai and has not fulfilled their action items from the August 7, 2018 meeting.	N/A	JFK Law sent a letter from Keerit Jutla regarding their review of the ROC logs and Specific Concerns and Response Table (SCRT) for the project. The letter detailed the concerns and recommendations that Blood Tribe/Kainai had that Alberta Transportation had not yet responded to, despite committing to providing a written response.

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January 29, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson emailed a letter dated January 28, 2019 from Crystal Damer, Alberta Transportation. The letter requested that the Blood Tribe/Kainai provide its views and perspectives on its Aboriginal and Treaty rights, cultural and experiential values, and country foods potentially affected by the project. The letter listed four specific topics that Alberta Transportation was requesting input on to respond to Canadian Environmental Assessment Agency (CEAA) IR2-01, IR2-02, and IR2-08. The specific information requests 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.
January 29, 2019	Crystal Damer, Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Letter	N/A	N/A	The January 28, 2019 letter requesting input for CEAA IRs was sent via registered mail.
January 31, 2019	Crystal Damer, Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Postal delivery	N/A	N/A	The January 28, 2019 letter was delivered by post.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
February 4, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson sent a cover letter from Crystal Damer, Alberta Transportation, the SR1 ROC logs, SCRT, and supporting documents for November-December 2018. The cover letter indicated there was a ten Government of Alberta (GoA) day period to review for errors or omissions. The cover letter also asked for any specific feedback on Alberta Transportation's responses and mitigation measures in column 4 of the SCRT.
February 4, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Email	N/A	N/A	Email delivery verification received.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
February 7, 2019	Sandra Buglas on behalf of Sandra Folkins, Alberta Justice	Keerit Jutla, Jeff Langlois, JFK Law Corporation	Email	N/A	N/A	Sandra Folkins sent a letter via email in response to Keerit Jutla's January 22, 2019 letter. She clarified that the December 19, 2018 letter from Crystal Damer was sent to the Aboriginal Consultation Office, with Blood Tribe/Kainai copied for their information. The letter also outlined the ROC packages that had been sent to the Blood Tribe/Kainai for review, and acknowledged the commitments Alberta Transportation has made to Blood Tribe/Kainai. A request for the GPS points from their Traditional Use Study (TUS) report was also made.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: March-April 2019

BLOOD TRIBE/KAINAI

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Mike Oka, Consultation Coordinator

Contact Phone Number: 403-737-8236; Fax: 403-737-2336

Email: mike.oka@bloodtribe.org

Mailing Address: P.O. Box 60, Standoff AB. T0L 1Y0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
March 8, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe	Email	N/A	N/A	Jennifer Hallson followed up on the January 28, 2019 letter to ask if the Blood Tribe/Kainai was planning on responding to it. She indicated that Alberta Transportation was still interested in obtaining their input.
March 8, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe	Email	N/A	N/A	Mike Oka responded that the Blood Tribe/Kainai would follow up shortly.
March 9, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe	Email	N/A	N/A	Mike Oka indicated that the Blood Tribe/Kainai would have a reply by the end of March.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
March 11, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe	Email	N/A	N/A	Jennifer Hallson thanked Mike Oka and said she looked forward to receiving their response.
March 11, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe	Email	N/A	N/A	Mike Oka responded that he was "glad to be involved."
March 20, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe	Email	N/A	N/A	Jennifer Hallson emailed to let Blood Tribe/Kainai know that due to the provincial election, consultation on the SR1 project would be paused until after the election.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: May-June 2019

BLOOD TRIBE/KAINAI

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Mike Oka, Consultation Coordinator

Contact Phone Number: 403-737-8236; Fax: 403-737-2336

Email: mike.oka@bloodtribe.org

Mailing Address: P.O. Box 60, Standoff AB. T0L 1Y0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
May 6, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson emailed to update Mike Oka that Alberta Transportation was in the process of briefing the new Minister and would be in contact after the pause on consultation due to the provincial election was lifted.
May 6, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka thanked Jennifer Hallson for the update.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
May 22, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe/Kainai	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 consultation due to the provincial election.
May 22, 2019	Matthew Hebert, Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Letter	N/A	N/A	The May 21, 2019 letter ending the pause on consultation due to the provincial election was sent via registered mail.
May 22, 2019	Matthew Hebert, Alberta Transportation	Mike Oka, Blood Tribe/Kainai	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	Mike Oka, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson provided an update that Alberta Transportation was working to finalize their response to the "Blood Tribe/Kainai Traditional Knowledge, Land, and Resource Use Study" submitted for the SR1 project, and mentioned Alberta Transportation would want to meet to discuss the response after the Blood Tribe/Kainai had time to review the response.
May 30, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Annabel Crop Eared Wolf, Blood Tribe/Kainai Keerit Jutla, Clayton Leonard, JFK Law	Email	N/A	N/A	Mike Oka replied to Jennifer Hallson to say "I hope we're not insulted it will cause problems."

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
June 5, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson sent a cover letter, the Record of Consultation (ROC) log, Specific Concerns and Response Table (SCRT) and supporting documents for January-February 2019.
June 5, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Email	N/A	N/A	Email delivery verification received.
June 14, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe/Kainai	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 Alberta Environment and Parks, the Natural Resources Conservation Board, and the Canadian Environmental Assessment Agency. A link was provided where the documents could be downloaded. A project update newsletter was also attached.
June 14, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka replied to Jennifer Hallson to say that "consultation and accommodation go hand in hand and we've not seen anything closely resembling accommodation today."

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
June 20, 2019	Matthew Hebert, Alberta Transportation	Mike Oka, Blood Tribe/Kainai	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 consultation, 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	Mike Oka, Blood Tribe/Kainai	Postal delivery	N/A	N/A	The June 20, 2019 package was delivered by post.
June 25, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson sent a cover letter, the ROC log, SCRT and supporting documents for March-April 2019.
June 25, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Email	N/A	N/A	Email delivery verification received.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: July-August 2019

BLOOD TRIBE/KAINAI

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Mike Oka, Consultation Coordinator / JJ Shade, TLUOS Coordinator

Contact Phone Number: 403-737-8236; Fax: 403-737-2336

Email: mike.oka@bloodtribe.org / jjshade@bloodtribe.org

Mailing Address: P.O. Box 60, Standoff AB. T0L 1Y0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
July 29, 2019	Jennifer Hallson, DEMA Land Services on behalf of Matthew Hebert, Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson emailed a message from Matthew Hebert, Alberta Transportation, regarding a letter received on July 16, 2019 from the Canadian Environmental Assessment Agency (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, Alberta

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						Environment and Parks, and Natural Resources Conservation Board information requests was made. The July 16, 2019 letter from CEAA was attached.
July 29, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Email	N/A	N/A	An automatic reply was received stating that Mike Oka would be out of the office June 26, 2019 to August 30, 2019. The email requested contact be made through JJ Shade and Mike Tailfeathers.
July 29, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson forwarded the earlier July 29, 2019 email to JJ Shade and Mike Tailfeathers.
July 31, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson provided a cover letter, Record of Consultation (ROC) log, Specific Concerns and Response Table (SCRT), and supporting documents for May-June 2019.
July 31, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Email delivery verification for the ROC package received.
July 31, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka replied that he had not seen anything regarding "our traditional sacred sites that will be adversely impacted," asking when talks about compensation and accommodation will begin.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
August 8, 2019	Matthew Hebert, Alberta Transportation	Mike Oka, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Matthew Hebert responded to Mike Oka's July 31, 2019 email. He requested any additional information regarding the traditional use sites Mike Oka referred to. A further request for the GPS coordinates previously promised by the Blood Tribe/Kainai during the August 7, 2018 meeting was made so Alberta Transportation could assess whether the sites may be adversely impacted. The email mentioned that concerns and responses regarding traditional sites begin on page 4 of the SCRT. Matthew Hebert indicated that the response to the Blood Tribe/Kainai's Traditional Land and Resource Use (TLRU) report would be provided shortly, and Alberta Transportation would like to meet to discuss the proposed mitigation measures and answer questions.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
August 8, 2019	Matthew Hebert, Alberta Transportation	Mike Oka, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai Jeff Langlois, JFK Law Corporation	Email	N/A	N/A	Mike Oka responded, "first of all we need confirmation of accommodation/compensation before we do that secondly this was talked about in the initial meeting when consultation began."
August 9, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	See June 25, 2018 entry for concerns raised in <i>Blood Tribe/Kainai Traditional Knowledge, Land, and Resource Use Study, Springbank Off-stream Reservoir Project</i> .	See SCRT for detailed responses to concerns raised in <i>Blood Tribe/Kainai Traditional Knowledge, Land, and Resource Use Study, Springbank Off-stream Reservoir Project</i> .	Jennifer Hallson provided Alberta Transportation's response to the Blood Tribe/Kainai's TLRU report. She indicated that once the Blood Tribe/Kainai had reviewed it, Alberta Transportation would like to meet to discuss the document, as well as the concerns recently voiced regarding traditional sites. Jennifer Hallson indicated she would follow up the following week to discuss dates.
August 9, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka asked for the mitigation plan for the loss for stone features and traditional use areas.
August 11, 2019	Matthew Hebert, Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Letter	N/A	N/A	A hard copy of Alberta Transportation's response to the Blood Tribe/Kainai's TLRU report was sent via registered mail.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
August 13, 2019	Matthew Hebert, Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Postal delivery	N/A	N/A	The package with Alberta Transportation's response to the Blood Tribe/Kainai's TLRU report was delivered by post.

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ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: September-October 2019

BLOOD TRIBE/KAINAI

Contact Information received from Indigenous Relations Website as updated
Consultation Officer: Mike Oka, Consultation Coordinator cc. J.J. Shade
Contact Phone Number: 403-737-8236; Fax: 403-737-2336
Email: mike.oka@bloodtribe.org / jjshade@bloodtribe.org
Mailing Address: P.O. Box 60, Standoff AB. T0L 1Y0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
September 10, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Mike Oka, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	In response to Mike Oka's August 9, 2019 email, Jennifer Hallson emailed a message from Matthew Hebert, Alberta Transportation. The email listed where information on mitigation measures related to historical and traditional sites could be found in the Traditional Use Study response mitigation table provided to the Blood Tribe/Kainai August 9, 2019. Alberta Transportation again requested the GPS coordinates

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						for sites of concern to the Blood Tribe/Kainai, and indicated they would like to meet to discuss the mitigation measures.
September 23, 2019	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Mike Oka, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Text message	N/A	N/A	Dallas Maynard texted to ask about meeting to discuss Alberta Transportation's response to the Blood Tribe/Kainai's Traditional Use Study (TUS) report.
September 23, 2019	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Text message	N/A	N/A	Mike Oka responded that he would check with JJ Shade on what dates they had open.
September 23, 2019	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Text message	N/A	N/A	Dallas Maynard thanked Mike Oka.
September 23, 2019	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Text message	N/A	N/A	Mike Oka said he should know a date soon.
September 25, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson emailed a cover letter, the Record of Consultation (ROC) logs, Specific Concerns and Response Table (SCRT), and supporting documents (ROC Documents) updated for July-August 2019.
September 25, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Email	N/A	N/A	Delivery verification of the ROC Documents received.
September 25, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Delivery verification of the ROC Documents received.

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September 27, 2019	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Mike Oka, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Text message	N/A	N/A	Dallas Maynard followed up to ask about dates to meet to discuss Alberta Transportation's response to the Blood Tribe/Kainai's TUS report. He also asked for a budget once they had confirmed a date.
September 27, 2019	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Text message	N/A	N/A	Mike Oka responded he would provide dates later that day.
September 27, 2019	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Text message	N/A	N/A	Dallas Maynard thanked Mike Oka.
September 27, 2019	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Text message	N/A	N/A	Mike Oka provided October 15-18, 2019 for potential meeting dates.
September 27, 2019	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Text message	N/A	N/A	Dallas Maynard confirmed he had passed the dates on to Alberta Transportation. He asked Mike Oka where he would like to meet and asked for a budget for the meeting. Dallas Maynard also inquired if the Blood Tribe/Kainai would have legal counsel in attendance.
September 27, 2019	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Text message	N/A	N/A	Mike Oka responded that the Grey Eagle Hotel would work to meet. He said he was not sure yet if legal counsel would be in attendance.

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September 27, 2019	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Text message	N/A	N/A	Dallas Maynard thanked Mike Oka and asked him to get JJ Shade to provide a budget for the meeting.
September 27, 2019	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Text message	N/A	N/A	Mike Oka indicated JJ Shade was aware they needed a budget.
September 27, 2019	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Text message	N/A	N/A	Mike Oka texted back October 17, 2019 at 1:00 pm works best to meet, and they would have legal counsel present.
September 27, 2019	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Text message	N/A	N/A	Dallas Maynard confirmed October 17, 2019 and asked how many people from Blood Tribe/Kainai would be coming.
September 27, 2019	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Text message	N/A	N/A	Mike Oka indicated that himself, JJ Shade, Mike Tailfeathers, and Jeff Langlois (JFK Law Corporation) would be at the meeting.
September 27, 2019	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Text message	N/A	N/A	Dallas Maynard thanked Mike Oka.
September 30, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Mike Oka, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson sent a meeting invite for October 17, 2019 1:00-5:00 pm, indicating a draft agenda would be circulated the following week. She stated the Grey Eagle was unavailable and DEMA was working to find another location.

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September 30, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka accepted the meeting invite.
October 7, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson emailed that there was a typo in the cover letter that accompanied the July-August 2019 ROC Documents. Due to this, the 10 day review period would restart the day following this email.
October 7, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Email	N/A	N/A	Email delivery verification of the ROC Documents typo email received.
October 7, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Email delivery verification of the ROC Documents typo email received.
October 7, 2019	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Mike Oka, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Dallas Maynard emailed to request the GPS coordinates for the Blood Tribe/Kainai's sites of concern within the SR1 area.
October 7, 2019	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Mike Oka, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka replied that they had submitted the GPS points and that Seamas Skelly of Alberta Transportation had received them.
October 7, 2019	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Mike Oka, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Dallas Maynard confirmed that neither he, nor Alberta Transportation, had the GPS coordinates and asked for them to be sent again.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
October 11, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Mike Oka, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson provided a draft agenda for the October 17, 2019 meeting and asked for any comments or additions. She also confirmed the location of the meeting.
October 17, 2019	Matthew Hebert, Mark Svenson, Alberta Transportation Elise Savard, Colin Buchanan, Talina Cyr-Steenkamp, Stantec Dallas Maynard, Jennifer Hallson, Amandah van Merlin, DEMA Land Services Sandra Folkins, Alberta Justice	Mike Oka, Angel Nolton, Blood Tribe/Kainai Jeff Langlois, JFK Law Corporation	Meeting	Blood Tribe/Kainai are concerned about the destruction and/or burial of cultural/archaeological sites within the project area. Blood Tribe/Kainai are interested in being involved in future land use discussions but are concerned about how it will be managed with multiple First Nations involved.	At the meeting, Alberta Transportation requested the GPS coordinates for sites of concern again so they could determine if and/or how sites may be affected. At the meeting, Alberta Transportation expressed their willingness to have further meetings to discuss future land use, and asked if Blood Tribe/Kainai had any feedback on how the land could be managed. During the meeting a date of November 21, 2019 was tentatively decided upon for further discussion. Alberta Transportation also indicated that discussion documents would be forthcoming prior to the next meeting to help move the conversation along.	A meeting was held with the purpose of reviewing the mitigation measures set out in Alberta Transportation's response to Blood Tribe/Kainai's TUS report. Blood Tribe/Kainai 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, Indigenous participation in the project, and cultural sites.

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October 18, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Mike Oka, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson emailed out a placeholder for a meeting on November 21, 2019, as discussed at the October 17, 2019 meeting. This meeting will be to further discuss future land use and Indigenous participation.
October 18, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka accepted the meeting invite.
October 22, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	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. Alberta Transportation indicated they look forward to discussing these topics at the November 21, 2019 meeting.
October 22, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka replied that “no Blood Tribe issues are addressed.”

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October 22, 2019	Matthew Hebert, Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Matthew Hebert responded to Mika Oka to thank him for his time the previous week, and explained that as discussed at the October 17, 2019 meeting Alberta Transportation will be circulating draft documents on the land use principles and Indigenous participation plan. Matthew Hebert stated he hoped these documents would address concerns expressed at the meeting.
October 22, 2019	Matthew Hebert, Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Letter	N/A	N/A	The October 21, 2019 letter regarding future land use and Indigenous participation was sent via registered mail.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: November-December 2019

BLOOD TRIBE/KAINAI

Contact Information received from Indigenous Relations Website as updated
Consultation Officer: Mike Oka, Consultation Coordinator cc. J.J. Shade
Contact Phone Number: 403-737-8236; Fax: 403-737-2336
Email: mike.oka@bloodtribe.org / jjshade@bloodtribe.org
Mailing Address: P.O. Box 60, Standoff AB. T0L 1Y0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 4, 2019	Matthew Hebert, Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Postal delivery	N/A	N/A	The October 21, 2019 letter regarding future land use and Indigenous participation was delivered by post.
November 4, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson emailed the draft meeting minutes from October 17, 2019 and asked for any comments. Included in the email were the action items from the meeting. Jennifer Hallson confirmed that the Grey Eagle Resort, Manyhorses Room had been booked for the November 21, 2019 meeting.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 5, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	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.
November 8, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	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	Mike Oka, JJ Shade, Blood Tribe/Kainai	Letter	N/A	N/A	The Project Update Letter was sent via registered mail.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 12, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson emailed a draft agenda for the November 21, 2019 meeting as well as the draft Indigenous Participation Plan (IPP). She noted Alberta Transportation hoped to have a document on future land use out prior to the meeting as well.
November 13, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka texted Jennifer Hallson's email address that he would be at the meeting on November 21, 2019.
November 13, 2019	Matthew Hebert, Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	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	Mike Oka, JJ Shade, Blood Tribe/Kainai	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.
November 20, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai Jeff Langlois, JFK Law Corporation	Email	N/A	N/A	Mike Oka requested the venue for the November 21, 2019 meeting.
November 20, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson confirmed the November 21, 2019 meeting would be at the Grey Eagle Hotel.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 21, 2019	Matthew Hebert, Mark Svenson, Alberta Transportation Elise Savard, Colin Buchanan, Richard Sparvier, Stantec Susan Waywood, Alberta Justice Dallas Maynard, Jennifer Hallson, Amandah van Merlin, DEMA Land Services	Mike Oka, JJ Shade, Blood Tribe/Kainai Jeff Langlois, JFK Law Corporation	Meeting	Blood Tribe/Kainai is concerned regarding the wording in Principle 6 (“Use of the lands by First Nations may be considered...”) in the land use documents, as it does not frame First Nation use as a priority.	At the meeting, Alberta Transportation acknowledged the comment and emphasized that uses other than flood mitigation and First Nations’ use would be limited.	Alberta Transportation and Blood Tribe/Kainai met to continue discussions on future land use and the draft IPP for the SR1 Project. The Aboriginal Consultation Office was in attendance. Alberta Transportation committed to: sending the plant list to Blood Tribe/Kainai; producing a map of the Project with a satellite image basemap; send photos of the biface that was found; looking into how land use areas will be differentiated on the ground; and to look into wage differences. Blood Tribe/Kainai committed to respond in writing to the land use documents and IPP. Alberta Transportation and Blood Tribe/Kainai committed to meeting again in the new year.
				Blood Tribe/Kainai is concerned about allowing cattle on the land to graze, as cattle will prevent elk from being there and will eat the vegetation.	At the meeting, Alberta Transportation explained there would not be long term grazing leases, but they were contemplating grazing permits as a vegetation management solution. Alberta Transportation expressed their interest in having First Nations graze their herds on the land when grazing was required for fire management.	
				Blood Tribe/Kainai is concerned about archaeological sites being destroyed.	At the meeting, Alberta Transportation again requested the GPS coordinates for sites of concern to Blood Tribe/Kainai, as they do not know where some sites are located. Alberta Transportation also proposed having the Stantec archaeologist speak about what they found with the Blood Tribe/Kainai.	

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
December 6, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson emailed a cover letter, the Record of Consultation (ROC) logs, and Specific Concerns and Response Table (SCRT) for September-October 2019. She noted she would mail the supporting documents on a USB.
December 6, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Email	N/A	N/A	Email delivery verification for the ROC logs and SCRT received.
December 6, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Email delivery verification for the ROC logs and SCRT received.
December 10, 2019	Matthew Hebert, Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Letter	N/A	N/A	The December 6, 2019 cover letter and a USB with the ROC logs, SCRT, and supporting documents were sent via registered mail.
December 10, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson emailed the November 21, 2019 meeting notes for review and noted Alberta Transportation was working on their action items and would have a response in the new year.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
December 10, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	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 Blood Tribe/Kainai's technical review were listed for reference.
December 10, 2019	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka asked who the contact was for SR1 construction contracts. He noted there was a contractor interested in being involved.
December 12, 2019	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Email	N/A	N/A	Dallas Maynard emailed Mike Oka that Alberta Transportation was working on a response to his question about contracts.
December 12, 2019	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka thanked Dallas Maynard.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
December 15, 2019	Matthew Hebert, Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Email	N/A	N/A	Matthew Hebert emailed to suggest that Alberta Transportation come to Blood Tribe/Kainai to meet with the contractor Mike Oka mentioned, and Alberta Transportation would also be interested in meeting with representatives responsible for training and skills development.
December 15, 2019	Matthew Hebert, Alberta Transportation	Mike Oka, Wayna Beebe, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka replied to Matthew Hebert that the Blood Tribe/Kainai is open to employment opportunities.
December 16, 2019	Matthew Hebert, Alberta Transportation	Mike Oka, Wayna Beebe, Jaime Blood, Blood Tribe/Kainai	Email	N/A	N/A	Wayna Beebe, Director, Blood Tribe Employment & Skills Training, emailed to describe the services they provide, including posting jobs, running job fairs, and collecting resumes.
December 16, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	See June 25, 2018 entry and SCRT for detailed concerns from Blood Tribe/Kainai's technical reviews.	See SCRT for detailed responses to concerns from Blood Tribe/Kainai's technical reviews.	Jennifer Hallson emailed a cover letter and Alberta Transportation's response to Blood Tribe/Kainai's technical reviews of the Environmental Impact Assessment. 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.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
December 16, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai Jeff Langlois, JFK Law Corporation	Email	N/A	N/A	Mike Oka indicated they would review and get back to Jennifer Hallson.
December 17, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	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 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 Blood Tribe/Kainai's technical review were listed for reference.
December 17, 2019	Matthew Hebert, Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Letter	N/A	N/A	The cover letter and a USB stick with Alberta Transportation's response to Blood Tribe/Kainai's technical reviews was sent via registered mail.
December 20, 2019	Matthew Hebert, Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Postal delivery	N/A	N/A	The December 6, 2019 cover letter and a USB with the ROC logs, SCRT, and supporting documents were delivered via registered mail.



ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION
PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR
SUMMARY LOG

Date of Summary Log Update: January-February 2020

BLOOD TRIBE/KAINAI

Contact Information received from Indigenous Relations Website as updated
Consultation Officer: Mike Oka, Consultation Coordinator cc. J.J. Shade
Contact Phone Number: 403-737-8236; Fax: 403-737-2336
Email: mike.oka@bloodtribe.org / jjshade@bloodtribe.org
Mailing Address: P.O. Box 60, Standoff AB. T0L 1Y0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
January 6, 2020	Matthew Hebert, Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Postal delivery	N/A	N/A	The cover letter and a USB stick with Alberta Transportation's response to Blood Tribe/Kainai's technical reviews was delivered via registered mail.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
January 8, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson followed up on Jeff Langlois' action item from the October 17, 2019 meeting, inquiring when Blood Tribe/Kainai's written feedback to Alberta Transportation's response to Blood Tribe./Kainai's Traditional Use Study (TUS), as well as the written feedback to the future land use and Indigenous Participation Plan (IPP) documents would be received.
January 8, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai Jeff Langlois, JFK Law Corporation	Email	N/A	N/A	Mike Oka replied that he had copied Jeff Langlois on the email and hopefully he would follow up.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
January 30, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson asked if Blood Tribe/Kainai had reviewed Alberta Transportation response to Blood Tribe/Kainai's technical reviews, and if so, requested dates to meet to discuss the response. She also mentioned Alberta Transportation would be interested in meeting with the interested contractor mentioned by Mike Oka prior to the holidays, as well as the training/employment department. Jennifer Hallson mentioned Alberta Transportation was not available February 24-26, 2020.
January 30, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka indicated those days were blocked off in their calendar and asked if it would be easier to meet in Calgary.
January 30, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson clarified that February 24-26, 2020 were dates that Alberta Transportation were not available.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
January 30, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson emailed a cover letter, the Record of Consultation (ROC) logs, Specific Concerns and Response Table (SCRT), and supporting documents for November-December 2019.
January 30, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Email	N/A	N/A	Email delivery verification for the ROC documents received.
January 30, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Email delivery verification for the ROC documents received.
January 30, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka asked for clarification about the meeting request Jennifer Hallson has sent earlier that day, as he had a meeting invite for the SR1 Technical Advisory Group meeting for those dates.
January 30, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson explained that the Canadian Environmental Assessment Agency (CEAA) was holding a Technical Advisory Group meeting on February 24-25, 2020. She clarified that her meeting request was to discuss Alberta Transportation's response to the technical reviews, as well as continue discussions on the IPP.

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January 30, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka asked if one day would work for the meeting.
January 30, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka suggested February 7, 2020 to meet, indicated he would contact the contractor once a date is set.
January 30, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai Jeff Langlois, JFK Law Corporation	Email	N/A	N/A	Mike Oka indicated he would review the ROC documents.
January 31, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson confirmed February 7, 2020 did not work for Alberta Transportation, and suggested the following week. She also asked if there were specific topics from the technical review response Blood Tribe/Kainai would like to discuss, as that would help form an agenda and determine if any experts would be needed.
January 31, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai Jeff Langlois, JFK Law Corporation	Email	N/A	N/A	Mike Oka suggested February 13 and 15, 2020 to meet.

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January 31, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai Jeff Langlois, JFK Law Corporation	Email	N/A	N/A	Mike Oka said February 5 or 6, 2020 would work better for him.
February 3, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson confirmed Alberta Transportation was available February 13, 2020 to meet. She suggested spending half the day discussing the technical review response and half with the interested contractor and the employment/training department if they are available.
February 3, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai Jeff Langlois, JFK Law Corporation	Email	N/A	N/A	Mike Oka requested a meeting invite.
February 3, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson sent a meeting invite for February 13, 2020 to discuss the technical review response and IPP.
February 3, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka said his team could not make February 13, 2020 and asked to reschedule.
February 3, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson requested potential dates for March.

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February 3, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson cancelled the February 13, 2020 meeting invite.
February 3, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai Jeff Langlois, JFK Law Corporation	Email	N/A	N/A	Mike Oka suggested March 13, 2020 to meet.
February 4, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson confirmed March 13, 2020 worked for Alberta Transportation and she would try and book a meeting room at the Grey Eagle Resort. She asked for a budget for the meeting as well as a list of attendees from the Blood Tribe/Kainai.
February 4, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson sent a meeting invite for March 13, 2020 to discuss the technical review response and the IPP.
February 4, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka accepted the meeting invite.
February 4, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka said he would contact the contractor Alberta Transportation would like to meet with.

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February 6, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	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 Blood Tribe/Kainai's TUS, their technical reviews of the EIA, and Alberta Transportation response to the technical reviews. Alberta Transportation informed Blood Tribe/Kainai that they would be providing these documents to NRCB, with the note that consultation is still ongoing.
February 14, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson followed up to confirm if the interested contractor was available for March 13, 2020. She also requested a budget for the meeting again and the specific topics Blood Tribe/Kainai would like to discuss from the technical review response.
February 14, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka replied that he would get confirmation today.

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February 14, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Mika Oka confirmed Calvin Fox was confirmed for the March 13, 2020 meeting and was waiting on confirmation from Tracy Day Chief. He said he would get a budget after confirming all the attendees.
February 14, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka said JJ Shade would prepare a budget for the consultation team, but not include the contractors.
February 27, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson followed up to request the specific topics Blood Tribe/Kainai would like to discuss from the technical review response so that an agenda could be developed and Stantec would know which experts to bring.
February 27, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai Jeff Langlois, JFK Law Corporation	Email	N/A	N/A	Mike Oka replied: "mitigation and accommodation?"

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February 27, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson asked Mike Oka to be more specific, and if he meant mitigation and accommodation for historical/cultural sites or mitigation for other impacts such as wildlife, vegetation, water quality, etc.

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ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: March-April 2020

BLOOD TRIBE/KAINAI

Contact Information received from Indigenous Relations Website as updated
Consultation Officer: Mike Oka, Consultation Coordinator cc. J.J. Shade
Contact Phone Number: 403-737-8236; Fax: 403-737-2336
Email: mike.oka@bloodtribe.org / jjshade@bloodtribe.org
Mailing Address: P.O. Box 60, Standoff AB. T0L 1Y0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
March 4, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson sent a draft agenda for the March 13, 2020 meeting. She asked if there were any specific mitigations from the technical review response that Blood Tribe/Kainai wanted to discuss so the appropriate experts could be brought to the meeting She also confirmed the meeting room.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
March 7, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe/Kainai Jeff Langlois, JFK Law Corporation	Email	N/A	N/A	Mike Oka requested the meeting be rescheduled from March 13, 2020 to April 3, 2020.
March 9, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson updated the meeting invitation to April 3, 2020.
March 9, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson confirmed the meeting change to April 3, 2020. She indicated they would still meet at the Grey Eagle Hotel, meeting room to be determined.
March 9, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka accepted the updated meeting invitation.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
March 23, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson emailed that Alberta Transportation was aware that the Blood Tribe/Kainai had declared a state of local emergency as a result of the COVID-19 pandemic and the Aboriginal Consultation Office (ACO) had paused consultation with the Blood Tribe/Kainai because of this. Alberta Transportation understood the April 3, 2020 meeting was therefore cancelled as consultation could not occur during the pause and suggested rescheduling the meeting via conference call after the consultation pause was lifted.
March 23, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson cancelled the meeting invitation.
April 14, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	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 consultation with Blood Tribe/Kainai.
April 23, 2020		Mike Oka, Blood Tribe/Kainai	Phone call	Concerns about losing cultural sites.	N/A	Jennifer Hallson called Mike Oka to inquire about his office's

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	Jennifer Hallson, DEMA Land Services for Alberta Transportation			Concerns about overcrowding if the Project area is opened up to all Treaty users.		status now that the ACO had lifted the consultation pause. Mike Oka confirmed he was working from home. Mike Oka discussed concerns regarding cultural sites and land use. Jennifer Hallson suggested a conference call to discuss these concerns with Alberta Transportation, and Mike Oka agreed. He requested an email be sent summarizing the call.
April 24, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson sent the phone log from the April 23, 2020 phone call. She requested dates around the end of May to discuss cultural sites and future land use. She asked how best to hold the meeting (conference call or video call).
April 29, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson sent shapefiles of the SR1 project area and flood scenarios.
April 30, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson followed up to request dates for a conference call to discuss cultural sites and future land use.
April 30, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai Jeff Langlois, JFK Law Corporation	Email	N/A	N/A	Mike Oka requested he be sent dates that “work for all.”

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April 30, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Jeff Langlois, JFK Law Corporation Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jeff Langlois suggested May 27 or 28, 2020.
April 30, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai Jeff Langlois, JFK Law Corporation	Email	N/A	N/A	Mike Oka confirmed those dates worked.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: May-June 2020

BLOOD TRIBE/KAINAI

Contact Information received from Indigenous Relations Website as updated
Consultation Officer: Mike Oka, Consultation Coordinator cc. J.J. Shade
Contact Phone Number: 403-737-8236; Fax: 403-737-2336
Email: mike.oka@bloodtribe.org / jjshade@bloodtribe.org
Mailing Address: P.O. Box 60, Standoff AB. T0L 1Y0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
May 1, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson confirmed that Alberta Transportation was available on May 28, 2020 and suggested 10:00 am - 12:00 pm for the meeting. She indicated she would send out a meeting invitation and asked if a conference call or video call would work best.
May 1, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson sent a meeting invitation for May 28, 2020. She indicated an agenda would be circulated closer to the date, as well as call in details.

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May 1, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka accepted the meeting invitation.
May 6, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson emailed four draft monitoring plans (groundwater, surface water, vegetation and wetlands, and wildlife) for Blood Tribe/Kainai's review. She indicated Alberta Transportation welcomes written feedback and would also be available to discuss the plans in a meeting.
May 11, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson emailed a cover letter, the Record of Consultation (ROC) logs, Specific Concerns and Response Table (SCRT), and supporting documents for January-February 2020.
May 11, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Email	N/A	N/A	Email delivery verification for the ROC documents received.
May 11, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Email delivery verification for the ROC documents received.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
May 12, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	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.
May 12, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai Jeff Langlois, JFK Law Corporation	Email	N/A	N/A	Mike Oka asked if there was a meeting about SR1 scheduled for the next day.
May 12, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson confirmed the meeting was scheduled for May 28, 2020, and Mike Oka should have an invitation in his calendar.
May 12, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka confirmed he had the invitation for the May 28, 2020 meeting.
May 14, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson asked if Blood Tribe/Kainai could meet through Skype or if a conference call number worked better.
May 14, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka replied he could use Zoom or a conference number.

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May 15, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	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 response to Blood Tribe/Kainai's technical reviews, the four draft monitoring plans provided May 6, 2020, and continue discussions on future land use.
May 21, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson sent a draft agenda for the May 28, 2020 meeting, as well as a map created based off the information in Blood Tribe/Kainai's TUS report to aid in discussions about impacts and mitigation measures for the cultural sites.

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May 21, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka asked “who is in charge of mitigation and compensation?”
May 21, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson responded that Alberta Transportation is the proponent for the SR1 Project and Matthew Hebert is the lead for discussions about mitigation. She noted that at the May 28, 2020 meeting Alberta Transportation would like to discuss the cultural sites and mitigation measures in detail.
May 26, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson provided an updated agenda.
May 27, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Aryanna Hartley, Jeff Langlois, Kristina Banfill, Parisa Shariati, JFK Law Corporation for Blood Tribe/Kainai Mike Oka, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	Increased access for the public will deter Blood Tribe/Kainai use of the land use area (LUA). Allowing general access creates safety concerns for recreational users. The presence of additional users interferes with Blood Tribe/Kainai’s preferred harvesting practice. Managing vegetation without limiting access. Management of the lands must be consistent with harvesting rights. Reservoir floods damaging ability to harvest on the land.	N/A	Aryanna Hartley sent a letter via email from Jeff Langlois to Alberta Transportation in response to Alberta Transportation’s response to Blood Tribe/Kainai’s TUS. The letter primarily provided feedback on the <i>Draft Guiding Principles for Future Land Use</i> . The GPS points for the cultural sites referenced in Blood Tribe/Kainai’s TUS were also provided.

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				<p>Blood Tribe/Kainai recommends the establishment of a Management Committee with the mandate to address access and safety issues, and to ensure the site is managed with treaty First Nations as priority.</p> <p>Blood Tribe/Kainai recommends that areas that will not be subject to flooding be designated as areas for First Nations so they may construct staging areas/camps.</p> <p>Blood Tribe/Kainai recommends Alberta Transportation set aside a portion of the unused land they will acquire for this Project as an area for the exclusive use of Blood Tribe/Kainai.</p> <p>Blood Tribe/Kainai recommends Alberta Transportation engage with the impacted First Nations in the area to identify specific opportunities for socio-economic benefits.</p>		
May 28, 2020	Matthew Hebert, Mark Svenson, Steven Hamilton, Alberta Transportation Elise Savard, Colin Buchanan, Talina Cyr-	Mike Oka, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai Jeff Langlois, Blair Feltmate, JFK Law Corporation	Conference call/virtual meeting	Blood Tribe/Kainai remains concerned about impacts to cultural sites and requested monitors during any archaeological excavations and construction.	At the meeting, Alberta Transportation indicated they are open to facilitating monitoring by the Blood Tribe/Kainai.	Blood Tribe/Kainai and Alberta Transportation met to discuss the SR1 Project, including the required approvals, cultural sites and potential mitigation, and future land use.

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	Steenkamp, Meaghan Porter, Stantec Susan Waywood, David Sharko, Alberta Justice Jennifer Hallson, Amandah van Merlin, DEMA Land Services			Blood Tribe/Kainai are concerned about the uncertainty surrounding future use of the land use area and whether it will be meaningful mitigation. Blood Tribe/Kainai requested an area for exclusive use for the Blood Tribe/Kainai base on a lease or land transfer.	At the meeting, Alberta Transportation indicated they were willing to continue having discussions on future land use. At the meeting, Alberta Transportation confirmed they were reviewing the May 27, 2020 letter and this request and would provide an answer at a later date.	Alberta Transportation committed to providing information on the additional archaeological work required by Alberta Culture and to meet again to discuss land use and the Request for Information. The ACO was also in attendance.
May 28, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka requested the meeting call in details.
May 28, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson resent the meeting call in details.
May 28, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson forwarded an update about the Our Lady of Peace Mission site restoration and photos of the restored work.
May 28, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka asked why the wording had changed from the original plaque at the Our Lady of Peace Mission site.

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June 1, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson emailed a message from Matthew Hebert, Alberta Transportation regarding the filing of the first two of three parts of the Round 2 information requests from Alberta Environment and Parks and the Natural Resources Conservation Board.
June 3, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson sent a message from Matthew Hebert, Alberta Transportation with a link to the Spring 2020 Project Update. The Project Update outlined SR1's function as a significant component of the Government of Alberta's flood mitigation strategy for southern Alberta and Calgary, and its role working together with other flood mitigation projects such as the upgrades to the Glenmore Reservoir.
June 3, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson replied to Mike Oka's question about the Our Lady of Peace mission site plaques and explained that the original plaque wording had not changed.

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June 10, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Mike Tailfeathers, Annabel Crop Eared Wolf, Nadine Tail Feathers, Blood Tribe/Kainai Clayton Leonard, JFK Law Corporation	Email	N/A	N/A	Mike Oka emailed to request an extension to complete the Request for Information due to the Nation dealing with the COVID-19 pandemic.
June 10, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Mike Tailfeathers, Annabel Crop Eared Wolf, Nadine Tail Feathers, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson indicated there were no issues with an extension passed the June 12, 2020 deadline to complete the Request for Information.
June 10, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Mike Tailfeathers, Annabel Crop Eared Wolf, Nadine Tail Feathers, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka thanked Jennifer Hallson and indicated they would try to have it done soon.
June 11, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson sent the meeting minutes from May 28, 2020 and asked for any comments.
June 24, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Annabel Crop Eared Wolf, Blood Tribe/Kainai	Email	N/A	N/A	Annabel Crop Eared Wolf indicated that they would be sending the Request for Information shortly.

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June 30, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson sent a letter from Alberta Transportation regarding Fisheries and Oceans Canada and fish offsetting requirements for the SR1 Project, with an indication that they would like to meet in late July-August to discuss the options and get feedback from Blood Tribe/Kainai.

DRAFT

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: July-August 2020

BLOOD TRIBE/KAINAI

Contact Information received from Indigenous Relations Website as updated
Consultation Officer: Mike Oka, Consultation Coordinator cc. J.J. Shade
Contact Phone Number: 403-737-8236; Fax: 403-737-2336
Email: mike.oka@bloodtribe.org / jjshade@bloodtribe.org
Mailing Address: P.O. Box 60, Standoff AB. T0L 1Y0

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July 2, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson emailed a letter from Matthew Hebert, Alberta Transportation regarding the <i>Water Act</i> application for the SR1 Project. The letter described the application process and requested feedback on any potential adverse impacts that the <i>Water Act</i> approval may have on treaty rights and traditional uses.
July 2, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson emailed a plain language summary of the <i>Water Act</i> application.

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July 3, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson emailed a message from Matthew Hebert, Alberta Transportation notifying Blood Tribe/Kainai that the third part of the provincial information requests package had been submitted to Alberta Environment and Parks (AEP) and the Natural Resources Conservation Board (NRCB).
July 3, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai Jeff Langlois, JFK Law Corporation	Email	N/A	N/A	Mike Oka thanked Jennifer Hallson for the update.
July 8, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Annabel Crop Eared Wolf, Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson followed up to inquire when Alberta Transportation would receive the completed Request for Information (RFI), sent on May 15, 2020.
July 8, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Annabel Crop Eared Wolf, Mike Oka, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Annabel Crop Eared Wolf confirmed she would check the status of the RFI.
July 8, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Annabel Crop Eared Wolf, Mike Oka, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Annabel Crop Eared Wolf sent Blood Tribe/Kainai's Contractors List.

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July 10, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	See Specific Concerns and Response Table (SCRT) for detailed responses.	Jennifer Hallson emailed a package that included responses to concerns in the SCRT that either had no response or required an updated response. Alberta Transportation requested feedback within 15 GOA days.
July 10, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Mike Tailfeathers, Annabel Crop Eared Wolf, Blood Tribe/Kainai Jeff Langlois, JFK Law Corporation	Email	N/A	N/A	Mike Oka thanked Jennifer Hallson for the update.
July 15, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson emailed a cover letter, the Record of Consultation (ROC) logs, SCRT, and supporting documents for March-April 2020.
July 15, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Email	N/A	N/A	Email delivery notification for the ROC documents received.
July 15, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Email delivery notification for the ROC documents received.

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July 20, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson emailed a letter regarding the archaeological work being completed for the SR1 Project. The letter invited Blood Tribe/Kainai to observe the Historical Resources Impact Assessment (HRIA) work as well as visit the cultural sites identified by the Blood Tribe/Kainai. The letter requested confirmation of interest and indicated capacity funding was available.
July 20, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Annabel Crop Eared Wolf, Blood Tribe/Kainai Jeff Langlois, Clayton Leonard, JFK Law Corporation	Email	N/A	N/A	Mike Oka confirmed they were interested in participating in the archaeological site visits with Alberta Culture and Blood Tribe/Kainai's legal counsel.
July 22, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson sent a letter from Matthew Hebert, Alberta Transportation that addressed Alberta Transportation's outstanding action items from the August 7, 2018 and November 21, 2019 meetings.

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July 22, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson sent a message from Matthew Hebert, Alberta Transportation that notified Blood Tribe/Kainai that Alberta Transportation had responded to four out of five information requests from the Impact Assessment Agency of Canada (IAAC) on July 17, 2020. The Draft Fish Rescue and Fish Health Monitoring and Mitigation Programs (provided in Round 2 NRCB IR31, Appendix IR31-1) and the Draft Air Quality Management Plan (provided in Round 2 IAAC IR4-04, Appendix IR4-1) were attached.
July 23, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Mike Tailfeathers, Annabel Crop Eared Wolf, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson requested dates for a virtual meeting to discuss the Blood Tribe/Kainai's Contractors List and Indigenous participation for the SR1 Project.
July 30, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Mike Tailfeathers, Annabel Crop Eared Wolf, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson followed up on her July 23, 2020 request for dates for a virtual meeting to discuss the Blood Tribe/Kainai's Contractors List and Indigenous participation for the SR1 Project.

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July 30, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Annabel Crop Eared Wolf, Mike Oka, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Annabel Crop Eared Wolf suggested August 12 (afternoon), 13, 14, or 17, 2020 to meet.
July 30, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Annabel Crop Eared Wolf, Mike Oka, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson confirmed August 12, 2020 in the afternoon worked best for Alberta Transportation and indicated she could send out a meeting invitation.
July 30, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Annabel Crop Eared Wolf, Blood Tribe/Kainai	Email	N/A	N/A	Annabel Crop Eared Wolf stated she would have to consult with the other representatives of Blood Tribe/Kainai and then confirm the meeting.
August 4, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson emailed a letter from Matthew Hebert, Alberta Transportation inviting Blood Tribe/Kainai to participate in group virtual meetings to review the draft monitoring plans, fish offsetting plans, and the <i>Water Act</i> application. The letter requested confirmation of Blood Tribe/Kainai's preference of group meetings or individual meetings by August 14, 2020.

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August 4, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai Jeff Langlois, JFK Law Corporation	Email	N/A	N/A	Mike Oka indicated he would look over the August 4, 2020 letter.
August 6, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Annabel Crop Eared Wolf, Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson followed up to confirm if August 12, 2020 worked to meet and discuss Indigenous participation for the SR1 Project.
August 6, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Annabel Crop Eared Wolf, Blood Tribe/Kainai	Email	N/A	N/A	Annabel Crop Eared Wolf replied she would confirm the meeting date.
August 6, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Annabel Crop Eared Wolf, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson emailed a tentative schedule of the archaeological work for the SR1 Project and requested a budget and preferred timeframe for the Blood Tribe/Kainai visits.
August 6, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Annabel Crop Eared Wolf, Mike Tailfeathers, Blood Tribe/Kainai Jeff Langlois, JFK Law Corporation	Email	N/A	N/A	Mike Oka confirmed Blood Tribe/Kainai was tentatively available the week of August 17, 2020 to observe the archaeological work.

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August 7, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Annabel Crop Eared Wolf, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson indicated she had let Stantec know to expect Blood Tribe/Kainai the week of August 17, 2020. She requested a detailed budget and asked if their legal counsel would be attending the visits.
August 11, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Annabel Crop Eared Wolf, Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson followed up to confirm the August 12, 2020 meeting date.
August 11, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Annabel Crop Eared Wolf, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka sent the completed RFI (note: this contained the same information as the Contractors List provided July 8, 2020).
August 11, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Annabel Crop Eared Wolf, Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Annabel Crop Eared Wolf confirmed the Blood Tribe/Kainai could meet on August 12, 2020.
August 12, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Annabel Crop Eared Wolf, Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson indicated Alberta Transportation could no longer meet August 12, 2020 and asked for alternative dates.
August 12, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Annabel Crop Eared Wolf, Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Annabel Crop Eared Wolf confirmed she would provide alternate meeting dates.

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August 12, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Annabel Crop Eared Wolf, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson updated Mike Oka that the tentative schedule for the archaeological work had changed. The visits to cultural sites would begin the week of August 31, 2020 and the mitigation work would start September 7, 2020. She asked which dates the Blood Tribe/Kainai would like to attend and requested a budget for the visits.
August 12, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Annabel Crop Eared Wolf, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka said September 2, 2020 worked for Blood Tribe/Kainai.
August 18, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Annabel Crop Eared Wolf, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson followed up on potential meeting dates to discuss the RFI and Indigenous participation.

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August 19, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Annabel Crop Eared Wolf, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson confirmed that Blood Tribe/Kainai were scheduled to observe some mitigation archaeological work on September 2 and 3, 2020 and visit the Blood Tribe/Kainai-identified cultural sites on September 4, 2020. She asked if this still worked for Blood Tribe/Kainai's schedule, if their legal counsel would be attending, and requested a budget.
August 19, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Annabel Crop Eared Wolf, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka confirmed the schedule worked for Blood Tribe/Kainai.
August 20, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Annabel Crop Eared Wolf, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka suggested September 27 or 28, 2020 to discuss the RFI and Indigenous participation.
August 24, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Annabel Crop Eared Wolf, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson asked if Blood Tribe/Kainai was available September 29, 2020 to meet, as September 27, 2020 was a Sunday.
August 24, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Annabel Crop Eared Wolf, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka confirmed they could meet September 29, 2020.

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August 24, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Annabel Crop Eared Wolf, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson followed up to request a budget for the archaeological site visits.
August 24, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Annabel Crop Eared Wolf, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka indicated JJ Shade would send a budget soon.
August 24, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	JJ Shade, Mike Oka, Annabel Crop Eared Wolf, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	JJ Shade provided a budget for the archaeological site visits.
August 25, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	JJ Shade, Mike Oka, Annabel Crop Eared Wolf, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson confirmed the budget for the archaeological site visits was approved by Alberta Transportation, and noted she would need a detailed invoice following the visits. More details on logistics would be coming shortly.
August 25, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Annabel Crop Eared Wolf, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka confirmed the budget had four days as one was a travel day.
August 26, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Annabel Crop Eared Wolf, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson sent the meeting invitation for the September 29, 2020 meeting to discuss the RFI and Indigenous participation for the SR1 Project.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
August 26, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka accepted the meeting invitation for September 28, 2020.
August 28, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson provided information on the archaeological site visits, including a suggested meeting place and other logistics and safety considerations. She inquired when Blood Tribe/Kainai would like to meet on September 2, 2020.
August 31, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka suggested meeting at 10:00 am at the Petro Canada on Hwy 1.
August 31, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson confirmed the Stantec liaison, Christina Poletto, would meet the Blood Tribe/Kainai at 10:00 am at the Petro Canada. She requested that Mike Oka let Christina Poletto know if there were any changes.
August 31, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson emailed a cover letter, the ROC logs, SCRT, and supporting documents for May-June 2020.
August 31, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Email	N/A	N/A	Email delivery notification for the ROC documents received.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
August 31, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Email delivery notification for the ROC documents was received.

DRAFT

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: September-October 2020

BLOOD TRIBE/KAINAI

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Mike Oka, Consultation Coordinator cc. J.J. Shade

Contact Phone Number: 403-737-8236; Fax: 403-737-2336

Email: mike.oka@bloodtribe.org / jjshade@bloodtribe.org

Mailing Address: P.O. Box 60, Standoff AB. T0L 1Y0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
September 2, 2020	Christina Poletto, Stantec on behalf of Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Text message	N/A	N/A	Christina Poletto texted Mike Oka to let him know where she was parked at the Petro Canada gas station.
September 2, 2020	Christina Poletto, Stantec on behalf of Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Phone call	N/A	N/A	Mike Oka called Christina Poletto to let her know Blood Tribe/Kainai had arrived at the meeting location.
September 2-4, 2020	Christina Poletto, Indigenous Facilitator, JP Foster and 2 archaeology crew members, Stantec	Mike Oka, JJ Shade, Mike Tailfeathers, David Striped Wolf, Blood Tribe/Kainai	Site Visits	Blood Tribe/Kainai stated that mitigation at sites is challenging as multiple First Nations may identify a site, and it may be hard to develop mitigation that would be acceptable to all First Nations.	N/A	Blood Tribe/Kainai observed shovel testing occurring within the Project area on September 2 and 3, 2020. On September 4, 2020 sites identified in Blood Tribe/Kainai's traditional use

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	Wendy Unfreed, Culture, Multiculturalism and Status of Women (Alberta Culture) (September 4, 2020 only)			<p>Blood Tribe/Kainai also explained that sometimes Alberta Culture may not have appropriate mitigations for sites if they identify/classify a site differently from First Nation.</p> <p>Blood Tribe/Kainai noted that changes in temperature can kill walleye and expressed concern for walleye and impacts development has had on them.</p> <p>Blood Tribe/Kainai noted that at archaeological sites, the historical resource value (HRV) assigned to the sites are not done in consideration of First Nations' perceptions of the site and the importance of sites for Indigenous groups.</p> <p>Blood Tribe/Kainai asked if they can be provided with all archaeological reports after excavations/mitigations were completed.</p> <p>Blood Tribe/Kainai expressed that they had anticipated seeing excavations, not shovel testing, and noted that they would like Blood Tribe/Kainai members to be able to take part in the excavations and eventually be part of a monitoring program.</p>		study were visited with Stantec archaeologists and Alberta Culture.

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				Blood Tribe/Kainai stated that they would like cultural monitoring of excavations to occur.		
September 3, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson emailed a questionnaire compiled by Alberta Transportation to request feedback on the six draft monitoring plans for the SR1 Project. An updated group meeting schedule was provided. An offer for capacity funding to review the monitoring plans was also made.
September 4, 2020	Christina Poletto, Stantec on behalf of Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Text message	N/A	N/A	Christina Poletto texted Mike Oka during the site visit to ask if he wanted to wait by the gate.
September 10, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson sent a meeting invitation for the September 17, 2020 group meeting to discuss the draft Surface Water Monitoring Plan and the draft Fish Rescue and Fish Health Monitoring and Mitigation Program. An agenda was attached.
September 10, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka accepted the meeting invitation for September 17, 2020. <i>Note: Mike Oka did not attend the September 17, 2020 meeting.</i>

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September 17, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson sent a meeting invitation for the September 24, 2020 group meeting to discuss the draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan and the draft Wildlife Mitigation and Monitoring Plan. An agenda was attached.
September 18, 2020	Amandah van Merlin, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Amandah van Merlin sent an update from Matthew Hebert, Alberta Transportation regarding public community information sessions that were occurring on September 24, 2020 and October 8, 2020.
September 19, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka accepted the meeting invitation for September 24, 2020.
September 22, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson provided a draft agenda for the September 29, 2020 meeting to discuss the Request for Information (RFI) for the Indigenous Participation Plan (IPP) for the SR1 Project.
September 23, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka changed his response to "tentative" for the September 24, 2020 meeting.

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September 24, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson emailed the presentations for the September 24, 2020 meeting to ensure anyone joining by phone could follow along.
September 24, 2020	Matthew Hebert, Mark Svenson, Alberta Transportation Michele Perret, Elise Savard, Dave Brescia, Nick De Carlo, Eliot Terry, Colin Buchanan, Stantec Jennifer Hallson, Amandah van Merlin, DEMA Land Services	Mike Oka, Blood Tribe/Kainai	Meeting	Mike Oka asked what are the mitigation plans for the archaeological features on the lands that will be eradicated? Who will be accountable for accommodation and compensation for these sites that are historically important to the Blackfoot? Mike Oka further stated the HRA and Alberta Culture do not speak for First Nations. Their site grading system does not match First Nations'. Sites are being eradicated by development.	Alberta Transportation responded that Alberta Transportation as the proponent has to abide by the <i>Historical Resources Act</i> (HRA). As part of the work Alberta Transportation is required to do in anticipation of Project approval and following, they have to follow the HRA. Alberta Transportation has been in touch with Blood Tribe/Kainai on observing the archaeological work. Regarding a decision on compensation, the concerns will be flagged for the Minister of Transportation.	A group meeting was held to discuss the draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan and the draft Wildlife Mitigation and Monitoring Plan. At the beginning of the meeting, Mike Oka expressed concerns related to cultural sites and land use. Mike Oka was only able to join the call for the first 15 minutes.

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				Blood Tribe/Kainai said that hunting is a big question for their leadership.	Alberta Transportation responded that as discussed previously, future land use will include hunting. The land will become Crown land and we will respect the right of First Nations to hunt on Crown Land and the Project area. Alberta Transportation also indicated more information on future land use would be coming soon.	
September 24, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson sent a meeting invitation for the October 1, 2020 group meeting to discuss the draft Groundwater Monitoring Plan and the draft Air Quality Management Plan. An agenda was attached.
September 24, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka responded "tentative" to the October 1, 2020 meeting invitation.
September 29, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Phone call	N/A	N/A	Jennifer Hallson called Mike Oka at 10:07 am to inquire if he was going to join the meeting scheduled for September 29, 2020 at 10:00 am. The call went to voicemail.
September 29, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Text message	N/A	N/A	Mike Oka texted "Sorry I can't talk right now."

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September 29, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Text message	N/A	N/A	Jennifer Hallson texted and asked if Mike Oka was joining the meeting.
September 29, 2020	Matthew Hebert, Mark Svenson, Terra Cook, Alberta Transportation Elise Savard, Sarah Kemp de Gereda, Erin Bradley, Stantec Jennifer Hallson, Amandah van Merlin, DEMA Land Services	Mike Tailfeathers, Blood Tribe/Kainai	Meeting	None.	N/A	Alberta Transportation, Stantec, and Blood Tribe/Kainai met to discuss the RFI and the IPP for the SR1 Project. Mike Tailfeathers did not have details about the Blood Tribe/Kainai companies listed in the RFI, so Alberta Transportation suggested having a follow up meeting with individuals that could provide more information.
September 29, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Text message	N/A	N/A	Mike Oka replied he was in a meeting and Mike Tailfeathers would be joining the call.
September 30, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka accepted the October 1, 2020 group meeting invitation.
October 1, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson emailed the presentations for the October 1, 2020 meeting to ensure anyone joining by phone could follow along.
October 1, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Mike Tailfeathers, Annabel Crop Eared Wolf, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson provided the meeting minutes from the September 29, 2020 meeting and asked for potential meeting dates to have another meeting to discuss the RFI in more detail.

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October 1, 2020	Matthew Hebert, Mark Svenson, Alberta Transportation Elise Savard, Dave Brescia, Zoë Rezac, Dan Yoshisaka, Reid Person, Talina Cyr-Steenkamp Jennifer Hallson, Amandah van Merlin, DEMA Land Services David Sharko, Alberta Justice	Blair Feltmate, JFK Law Corporation on behalf of Blood Tribe/Kainai	Meeting	None.	N/A	A group meeting was held to discuss the draft Groundwater Monitoring Plan and the draft Air Quality Management Plan.
October 2, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson sent a meeting invitation for the October 8, 2020 group meeting to discuss the <i>Water Act</i> application and the <i>Public Lands Act</i> application. An agenda was attached.
October 2, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka accepted the October 8, 2020 group meeting invitation. <i>Note: Mike Oka did not attend the October 8, 2020 meeting.</i>
October 5, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson sent a link to recently released renderings of what the SR1 Project components will look like, if approved and built, from different points on the landscape.

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October 5, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai Jeff Langlois, JFK Law Corporation	Email	N/A	N/A	Mike Oka thanked Jennifer Hallson for the update.
October 5, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson sent a letter and summary from Matthew Hebert, Alberta Transportation regarding the <i>Public Lands Act</i> application. The letter noted that Alberta Transportation would like to consult regarding any potential adverse effects (if any) on Blood Tribe/Kainai's treaty rights and traditional uses.
October 6, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson provided the meeting minutes from the September 24, 2020 group meeting, along with the presentations.
October 6, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson sent a message from Matthew Hebert, Alberta Transportation regarding the Natural Resources Conservation Board (NRCB) providing notice to convene a pre-hearing conference (scheduled for December 2, 2020) for the SR1 Project. Alberta Transportation remains committed to ongoing consultation with Blood Tribe/Kainai.

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October 6, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai Jeff Langlois, JFK Law Corporation	Email	N/A	N/A	Mike Oka replied that Jennifer Hallson's second October 6, 2020 email "suggests DEMA Land Services is consulting and mitigating?"
October 6, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson responded that Alberta Transportation is the proponent and Crown entity that is undertaking consultation for the SR1 Project and is committed to ongoing consultation with Blood Tribe/Kainai. DEMA Land Services is simply helping to facilitate consultation on behalf of Alberta Transportation.
October 6, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka responded "Alberta Transportation is going to mitigate. There should be no double standard!"
October 7, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Mike Tailfeathers, Annabel Crop Eared Wolf, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson sent a message from Matthew Hebert, Alberta Transportation regarding the Business Readiness Workshop for the SR1 Project, scheduled for October 21, 2020. The message requested Blood Tribe/Kainai provide any contact names for Nation or member-owned companies that should be invited to the meeting.

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October 7, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson sent a reminder email for the October 8, 2020 group meeting.
October 8, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson emailed the presentations for the October 8, 2020 meeting to ensure anyone joining by phone could follow along.
October 9, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Annabel Crop Eared Wolf, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson sent a meeting invitation for the Business Readiness Workshop (morning session).
October 9, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Annabel Crop Eared Wolf, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson sent a meeting invitation for the Business Readiness Workshop (afternoon session).
October 9, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka accepted the meeting invitation for the afternoon session of the Business Readiness Workshop.
October 13, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka responded "tentative" for the morning session of the Business Readiness Workshop.

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October 14, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson followed up on the <i>Water Act</i> and <i>Public Lands Act</i> information, provided July 2, 2020 and October 5, 2020 respectively, and if Blood Tribe/Kainai would like to meet to discuss the two applications and consult on potential adverse effects (if any) to their treaty rights or traditional uses.
October 14, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Annabel Crop Eared Wolf, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka stated the <i>Water Act</i> is handled by Blood Tribe/Kainai's Tribal Government Coordinator, Annabel Crop Eared Wolf, who he had copied on the email.
October 14, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Annabel Crop Eared Wolf, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka requested that Jennifer Hallson send the applications for the <i>Water Act</i> and <i>Public Lands Act</i> .
October 14, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Annabel Crop Eared Wolf, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson resent the letters and summaries previously provided for the <i>Water Act</i> (on July 2, 2020) and the <i>Public Lands Act</i> (on October 2, 2020), and asked if those were what Mike Oka was referring to, or if he wanted the actual applications.

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October 16, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson sent a message from Matthew Hebert, Alberta Transportation, that provided a link to the Fall 2020 Project Update for the SR1 Project.
October 16, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka asked who will mitigate the archaeological sites that will be adversely impacted by the Project. He stated only the Blackfoot have sites in the area.
October 19, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson provided the meeting minutes from the October 1, 2020 group meeting, as JFK Law Corporation had attended on behalf of Blood Tribe/Kainai.
October 19, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Annabel Crop Eared Wolf, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson sent the agenda for the Business Readiness Workshops occurring on October 21, 2020.
October 20, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson sent a cover letter, the Record of Consultation (ROC) logs, Specific Concerns and Response Table, and supporting documents for July-August 2020.
October 20, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Email	N/A	N/A	Email delivery receipt for the July-August 2020 ROC documents received.

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October 20, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Email delivery receipt for the July-August 2020 ROC documents received.
October 20, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Mike Tailfeathers, Blood Tribe/Kainai Jeff Langlois, JFK Law Corporation	Email	N/A	N/A	Mike Oka indicated he would review the ROC documents carefully.
October 21, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka declined the meeting invitation for the morning session of the Business Readiness Workshop.
October 21, 2020	Matthew Hebert, Terra Cook, Yvonne Carignan, Jennifer Smid, Alberta Transportation Rick Freidl, Alberta Environment and Parks Camille Kotke, Dan Marner, Dixie Bishop, Sara Stickland, Alberta Labour and Immigration Eric Monteith, Erin Bradley, Sarah Kemp de Gereda, Elise Savard, Michele Perret, Stantec Amandah van Merlin, DEMA Land Services	Mike Oka, Blood Tribe/Kainai	Meeting	None	N/A	A Business Readiness Workshop was held to discuss employment opportunities for the SR1 Project.

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October 21, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Annabel Crop Eared Wolf, Blood Tribe/Kainai Jim Plume, St. Mary's Projects Ltd.	Email	N/A	N/A	Mike Oka requested Alberta Transportation come to Blood Tribe/Kainai to do a presentation.
October 22, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Annabel Crop Eared Wolf, Blood Tribe/Kainai Jim Plume, St. Mary's Projects Ltd.	Email	N/A	N/A	Jennifer Hallson asked if Mike Oka was referring to a presentation to follow up on the Business Readiness Workshop. She requested Mike Oka provide some potential meeting dates and indicated Alberta Transportation preferred to hold the meeting virtually. She also attached the September 29, 2020 meeting minutes again, referring to some specific information Alberta Transportation would like to know about Blood Tribe/Kainai's businesses.
October 22, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Annabel Crop Eared Wolf, Blood Tribe/Kainai Jim Plume, St. Mary's Projects Ltd.	Email	N/A	N/A	Mike Oka indicated he wanted a copy of the presentation given at the Business Readiness Workshop and to have a meeting on reserve with Alberta Transportation and Blood Tribe/Kainai contacts.

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October 22, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Annabel Crop Eared Wolf, Blood Tribe/Kainai Jim Plume, St. Mary's Projects Ltd.	Email	N/A	N/A	Jennifer Hallson indicated she would be sending the presentation from the Business Readiness Workshop shortly and requested potential meeting dates.
October 22, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Annabel Crop Eared Wolf, Blood Tribe/Kainai Jim Plume, St. Mary's Projects Ltd.	Email	N/A	N/A	Mike Oka indicated he would see what people's schedules were like.
October 23, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka requested the presentation from the Business Readiness Workshop again.
October 23, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson sent a message from Matthew Hebert, Alberta Transportation regarding filing of a response to the Impact Assessment Agency of Canada (IAAC) regarding future land use for the SR1 Project. The email highlighted that the Government of Alberta will establish a First Nations Land Use Advisory Committee for the area, as well as identify a portion of land near the SR1 Project that can be used by First Nations as a staging area. The response to IAAC 4-05 was attached.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
October 23, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Mike Tailfeathers, Annabel Crop Eared Wolf, Blood Tribe/Kainai Jeff Langlois, JFK Law Corporation	Email	N/A	N/A	Mike Oka reiterated his request to know which First Nations have sites within the SR1 area. He stated the Blackfoot Confederacy have important stone features on this site and mentioned the Blood Tribe/Kainai's request for land in exchange for the loss of these sites.
October 23, 2020	Matthew Hebert, Alberta Transportation	Mike Oka, JJ Shade, Mike Tailfeathers, Annabel Crop Eared Wolf, Blood Tribe/Kainai Jeff Langlois, JFK Law Corporation	Email	N/A	N/A	Matthew Hebert responded to Mike Oka, thanking him for sharing his perspective and requesting to meet to discuss land use further.
October 23, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe/Kainai Jim Plume, St. Mary's Projects Ltd.	Email	N/A	N/A	Mike Oka indicated he would like to meet the following week to follow up on the Business Readiness Workshop.
October 23, 2020	Matthew Hebert, Alberta Transportation	Mike Oka, JJ Shade, Mike Tailfeathers, Annabel Crop Eared Wolf, Blood Tribe/Kainai Jeff Langlois, JFK Law Corporation	Email	N/A	N/A	Mike Oka responded to Matthew Hebert that the meeting needs to happen as soon as possible.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
October 23, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe/Kainai Jim Plume, St. Mary's Projects Ltd.	Email	N/A	N/A	Jennifer Hallson indicated Alberta Transportation was available the week of November 2, 2020 to meet to discuss economic opportunities and future land use and asked if there was a specific day that worked better for Blood Tribe/Kainai. She also indicated Alberta Transportation and Stantec both have strict restrictions for in-person meetings and asked if the meeting could be held virtually.
October 23, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe/Kainai Jim Plume, St. Mary's Projects Ltd. Jeff Langlois, JFK Law Corporation	Email	N/A	N/A	Mike Oka confirmed Zoom would work to hold the meeting and said they had questions about Project scope, contractor opportunities, and timelines as well.
October 23, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe/Kainai Jim Plume, St. Mary's Projects Ltd.	Email	N/A	N/A	Jennifer Hallson confirmed Zoom would work and asked when during the week of November 2, 2020 worked best for Blood Tribe/Kainai to meet.
October 23, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe/Kainai Jim Plume, St. Mary's Projects Ltd.	Email	N/A	N/A	Mike Oka replied November 2, 2020 might work but he would need to confirm with Jim Plume.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
October 23, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Phone call	N/A	N/A	Jennifer Hallson called Mike Oka to inquire if Blood Tribe/Kainai was available October 30, 2020 for a site visit to the sites identified on NE 3-24-4-W5M, which Alberta Transportation previously did not have access to. Mike Oka said he would check with his team. Mike Oka brought up his previous request of what other First Nations have sites in the area, and Jennifer Hallson noted a response was being drafted by Alberta Transportation. Mike Oka requested a follow up email about the site visit.
October 23, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson followed up on the phone call with Mike Oka regarding the site visit planned for October 30, 2020.
October 23, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka confirmed he would touch base with his team.
October 26, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson followed up to ask if October 30, 2020 worked for the site visit.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
October 26, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka replied it would be hard to do with snow cover and asked about his information request (about other First Nations' sites within the SR1 area).
October 26, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson indicated the forecast was looking good and it was hopeful the snow would melt. She asked that Blood Tribe/Kainai let her know by the next day if October 30, 2020 would work. She also indicated Alberta Transportation was working on a response to Mike Oka's questions and concerns related to cultural sites.
October 26, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka confirmed he would check his team's schedules.
October 27, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Annabel Crop Eared Wolf, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson emailed the presentation that was given at the Business Readiness Workshop on October 21, 2020. The email also included the information Alberta Transportation was looking for regarding interest and capacity for the construction work packages by November 16, 2020.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
October 27, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson followed up on if Blood Tribe/Kainai was available October 30, 2020 as they needed to let the landowner know.
October 27, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka confirmed October 30, 2020 did not work for Blood Tribe/Kainai.
October 27, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe/Kainai Jim Plume, St. Mary's Projects Ltd.	Email	N/A	N/A	Jennifer Hallson asked if Mike Oka was able to confirm if November 2, 2020 worked to meet to discuss economic opportunities and future land use.
October 28, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson asked if November 6, 2020 worked for the site visit to NE 3-24-4-W5M instead.
October 28, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Mike Oka emailed that he would let JJ Shade decide if November 6, 2020 worked.
October 28, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai Scotty Many Guns, Siksika Nation	Email	N/A	N/A	JJ Shade confirmed November 6, 2020 worked for the site visit.
October 28, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	Jennifer Hallson requested a budget for the site visit.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
October 29, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, Blood Tribe/Kainai	Phone call	N/A	N/A	Jennifer Hallson called Mike Oka to confirm if November 2, 2020 worked to meet. Mike Oka indicated Jim Plume was not available that day and requested alternate meeting dates. Mike Oka requested his question about other First Nations' sites within the SR1 area be answered before that meeting.
October 29, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Jim Plume, St. Mary's Projects Ltd.	Phone call	N/A	N/A	Jim Plume emailed that he was available whenever for a meeting.
October 30, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai Jim Plume, St. Mary's Projects Ltd.	Email	N/A	N/A	Jennifer Hallson asked if Nov 9 or 10, 2020 worked as an alternate date to meet to discuss economic opportunities and future land use.
October 30, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai Jim Plume, St. Mary's Projects Ltd. Jeff Langlois, JFK Law Corporation	Email	N/A	N/A	Mike Oka replied he needs to have the information request answered before meeting.
October 30, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Mike Oka, JJ Shade, Blood Tribe/Kainai	Email	N/A	N/A	JJ Shade provided a budget for the November 6, 2020 site visit.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: August-October 2014

PIIKANI NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: IRA Provost, Consultation Manager
Contact Phone Number: 403-965-2522; Fax: 403-965-2214, Cell 403-894-3639
Email: IRA.P@piikanination.com
Mailing Address: P.O. Box 70, Brocket AB. T0K 0H0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
August 18, 2014	Government of Alberta, Aboriginal Relations	Lisa Old Crow Consultation Coordinator, Piikani Nation	Initial Letter outlining the Springbank Off-Stream Storage Project	None	None	None
August 27, 2014	Syed Abbas, Director, Water Management Section, Transportation	Lisa Old Crow Consultation Coordinator, Piikani Nation	Notification Letter sent Registered Mail September 10, 2014	None	None	None
September 15, 2014	Terry McKitrick DEMA Land Services for Alberta Transportation	Pick up of Notification Letter at Brocket Post Office	Confirmed Pick up by Piikani with signature	None	None	Notification Letter confirmed picked up by Piikani Nation.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
October 8, 2014	Terry McKitrick DEMA Land Services for Alberta Transportation	Lisa Old Crow Consultation Coordinator, Piikani Nation	Telephone Call	None	None	Terry McKitrick Phoned Lisa Old Crow to confirm that she had received the letter. Lisa Old Crow responded that she had not seen it, and Terry indicated that he would forward it by email.
October 8, 2014	Terry McKitrick DEMA Land Services for Alberta Transportation	Lisa Old Crow Consultation Coordinator, Piikani Nation	Email Notification Letter	None	None	Terry McKitrick emailed Lisa Old Crow the Piikani Nation August 27, 2014 Notification letter.
October 23, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Lisa Old Crow Consultation Coordinator, Piikani Nation	Email	None	None	Dallas Maynard sent Piikani Nation the Springbank SR1 EIA TOR that were out for public comment. Dallas requested that Lisa review some dates in November when TRANS could be available to meet and discuss the SR1 Project.
October 24, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Lisa Old Crow Consultation Coordinator, Piikani Nation	Email	None	None	Lisa Old Crow emailed with a couple dates for a meeting.
October 24, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Lisa Old Crow Consultation Coordinator, Piikani Nation	Email	None	None	Dallas Maynard confirmed that November 7, 2014 would work for Alberta Transportation.
October 24, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Lisa Old Crow Consultation Coordinator, Piikani Nation	Email	None	None	Lisa Old Crow confirmed the meeting.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
October 26, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Lisa Old Crow Consultation Coordinator, Piikani Nation	Email	None	None	Dallas Maynard thanked Lisa for confirming the meeting date.

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ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: November-December 2014

PIIKANI NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: IRA Provost, Consultation Manager
Contact Phone Number: 403-965-2522; Fax: 403-965-2214, Cell 403-894-3639
Email: IRA.P@piikanination.com
Mailing Address: P.O. Box 70, Brocket AB. T0K 0H0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 6, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Lisa Old Crow Consultation Coordinator, Piikani Nation	Email with Map attachment	None	None	In advance of the November 7 th meeting Dallas Maynard sent a digital copy of the latest Stantec map of the Springbank SR1 Project.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 7, 2014	Mark Svenson, Alberta Transportation Dallas Maynard, and Paul Phillips DEMA Land Services	Lowell Yellow Horn, Consultation Manager and Lisa Old Crow Consultation Coordinator, Piikani Nation	Meeting between Piikani Nation and TRANS at the Nation's Administration offices at Brocket, AB.	<p>Lisa Old Crow inquired about getting access to do a site visit on the SR1 Lands.</p> <p>The Piikani Nation wanted to have their Elders involved in Site Visits on SR1 to assess impacts to medicinal plants and Blackfoot Traditional Knowledge.</p> <p>The Piikani Nation indicated they would like to complete a Traditional Use Study (TUS) of the SR1 Project Area.</p> <p>Lisa Old Crow inquired about the availability of the Historic Resources Impact Assessment (HRIA).</p>	<p>Mark Svenson indicated that at the present time Transportation did not have access to the SR1 lands so access was not available for site visits.</p> <p>At this time the HRIA has not been completed yet.</p>	The Piikani Nation will be requesting capacity funding to assist their inspection of the SR1 Site and to complete a Traditional Use review of the area in order to respond to TRANS. They indicated the Nation were entering elections and would not be able to respond to TRANS for several months.
November 14, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Lowell Yellow Horn, Consultation Manager and Lisa Old Crow Consultation Coordinator, Piikani Nation	Email with Attached draft November 7, 2014 Meeting Notes in MS Word.	None	None	Dallas Maynard sent the draft November 7, 2014 meeting notes to the Piikani Nation Consultation Manager and coordinator for their review and comment. The links for the AMEC engineering concepts on the SR1 Project for flood mitigation were included in the email.

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November 29, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Lowell Yellow Horn, Consultation Manager and Lisa Old Crow Consultation Coordinator, Piikani Nation	Email with SR1 Article attachments.	None	None	The SR1 Article developed by AESRD and Map sent to the Piikani Nation for potential publication.

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ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: January-February 2015

PIIKANI NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: IRA Provost, Consultation Manager
Contact Phone Number: 403-965-2522; Fax: 403-965-2214, Cell 403-894-3639
Email: IRA.P@piikanination.com
Mailing Address: P.O. Box 70, Brocket AB. T0K 0H0

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January 20, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Lowell Yellow Horn, Consultation Manager, Piikani Nation	Email	None	None	As a courtesy sent the Public Consultation meeting Notification for the SR1 scheduled for Calgary (Jan 27) and Cochrane (Jan 28)
February 9, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Lowell Yellow Horn, Consultation Manager, Piikani Nation	Email	None	None	SR1 Status Update provided to Piikani Nation regarding SR1 confirming that the planning and design for the project was continuing. Additional update information promised for the spring of 2015.

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February 11, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Lowell Yellow Horn, Consultation Manager, Piikani Nation	Email	None	None	Lowell Yellow Horn confirmed receipt of the update and indicated that Dustin Wolfe was the new Consultation Manager.
February 11, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Lowell Yellow Horn, Consultation Manager, Piikani Nation	Email	None	None	Dallas Maynard thanked Lowell for this update

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ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: March-April 2015

PIIKANI NATION

Contact Information received from Indigenous Relations Website as updated

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March 10, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Dustin Wolfe, Consultation Manager, Piikani Nation	Email	None	None	DEMA provided an update and informed Piikani Nation of planned Public Open Houses on SR1 and provided a link to download January 2015 Open House story boards. The Piikani Nation were informed that Alberta Transportation still had no access to the SR1 lands.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: May-June 2015

PIIKANI NATION

Contact Information received from Indigenous Relations Website as updated

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June 15, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Dustin Wolfe, Consultation Manager, Piikani Nation	Email	None	None	Status Update provided to the Piikani Nation. Informed them that at the present time there was no direction on moving forward with the SR1

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: July-August 2015

PIIKANI NATION

Contact Information received from Indigenous Relations Website as updated

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No communication during this time period.						

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: September-October 2015

PIIKANI NATION

Contact Information received from Indigenous Relations Website as updated

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September 28, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Dustin Wolfe, Consultation Manager, Piikani Nation	Email	None	None	As a follow up to the June 15 th update Dallas Maynard indicated that there still had been no government decision on SR1.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: November-December 2015

PIIKANI NATION

Contact Information received from Indigenous Relations Website as updated

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November 25, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Dustin Wolfe, Consultation Manager, Piikani Nation	Email	None	None	Provided Transportation's most recent conceptual drawings which described the downstream diversion being planned for the Springbank SR1 Project. Confirmed that access still not available.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: January-February 2016

PIIKANI NATION

Contact Information received from Indigenous Relations Website as updated

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No communication during this time period.						

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: March-April 2016

PIIKANI NATION

Contact Information received from Indigenous Relations Website as updated

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Contact Phone Number: 403-965-2522; Fax: 403-965-2214, Cell 403-894-3639
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March 24, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Dustin Wolfe, Consultation Manager, Piikani Nation	Email	None	None	The Piikani Nation were informed that TRANS had access to the SR1 lands. The email provided links to the announcement page online.
April 4, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Dustin Wolfe, Consultation Manager, Piikani Nation	Email	None	None	Dallas Maynard on behalf of Transportation requested a meeting with the Piikani Nation after the lengthy delay to reintroduce the SR1 Project.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
April 11, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Dustin Wolfe, Consultation Manager, Piikani Nation	Email	None	None	Provided a digital file for the latest SR1 Map to the Piikani Nation. Requested dates for a meeting to re-engage on the SR1 Project.
April 12, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Dustin Wolfe, Consultation Manager, Piikani Nation	Letter with Map attachment	None	None	A hard copy of the SR1 Map prepared by Stantec was mailed to the Piikani Nation.
April 28, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Dustin Wolfe, Consultation Manager, Piikani Nation	Email with attached link to the SR1 fly-over animation prepared by Stantec	None	None	Dallas Maynard requested a date when TRANS could meet with Piikani and undertake a drive through of SR1 on the Public Roads.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: May-June 2016

PIIKANI NATION

Contact Information received from Indigenous Relations Website as updated

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Email: IRA.P@piikanination.com
Mailing Address: P.O. Box 70, Brocket AB. T0K 0H0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
May 10, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Dustin Wolfe, Consultation Manager, Piikani Nation	Email	None	None	Alberta Transportation notified the Piikani Nation that CEAA had accepted the project description and provided the CEAA project review timelines along with a link to CEAA's website. Also notified the Piikani Nation about Alberta Transportation's upcoming Public Open Houses and provided the link with information on SR1.

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May 23, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Dustin Wolfe, Consultation Manager, Piikani Nation	Email	None	None	Transportation shared two links on SR1, the first was the updated Fly-over animation of the Springbank Off-stream diversion for the Elbow River; the second was the link for the CEAA website.
June 23, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Dustin Wolfe, Consultation Manager, Piikani Nation	Email	None	None	The email informed the Piikani Nation that the CEAA had decided that a federal EIA was required for SR1. Informed them that First Nations would have an opportunity to comment on aspects of the Federal EA.
June 23, 2016	Shauna Sigurdson, Regional Director Prairie and Northern Region Environment Canada	Chief Stanley Charles Grier, Dustin Wolfe, Consultation Manager, Piikani Nation	CEAA Letter with enclosed draft EIS Guidelines	None	None	The letter provided the draft EIS requesting comments by July 25, 2016 and indicated that once the EIS is finalized CEAA will propose a Consultation plan for the Piikani Nation.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: July-August 2016

PIIKANI NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: IRA Provost, Consultation Manager
Contact Phone Number: 403-965-2522; Fax: 403-965-2214, Cell 403-894-3639
Email: IRA.P@piikanination.com
Mailing Address: P.O. Box 70, Brocket AB. T0K 0H0

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July 7, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Megan Crow Shoe, Consultation Officer, Piikani Nation	Email	None	None	As part of corresponding on another consultation file Piikani requested a project update on the SR1.
July 12, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Dustin Wolfe, Consultation Manager, Megan Crow Shoe, Consultation Officer, Piikani Nation	Email	None	None	Dallas Maynard recommended that Piikani Technicians and Elders should first undertake a drive through of the SR1 on public roads to gain an understanding of the area prior to planning the Site visits and budgets.

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July 13, 2016	Michael Cearns, DEMA Land Services for Alberta Transportation	Megan Crow Shoe, Consultation Officer, Piikani Nation	Phone Call	None	None	Michael Cearns phoned Megan Crow Shoe to inquire about the Piikani Budget for a drive through of the SR1 project and to get potential dates.
July 13, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Megan Crow Shoe, Consultation Officer, Piikani Nation	Email with attached Drive Through Budget	None	None	Piikani Nation provided a budget for the Piikani Drive through of the SR1 on public roads.
July 18, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Megan Crow Shoe, Consultation Officer, Piikani Nation	Email	None	None	It was confirmed that the Piikani drive through SR1 Budget was approved and the Drive through confirmed for July 20, 2016, with everyone meeting at the Grey Eagle Casino Hotel at 9:00 AM.
July 19, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Megan Crow Shoe, Consultation Officer, Piikani Nation	Email with attached Drive through invoice	None	None	The Piikani Nation sent their SR1 Drive through Invoice to DEMA for payment.

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July 20, 2016	<u>DEMA Land Services</u> Dallas Maynard, Paul Phillips, <u>Transportation</u> Seamas Skelly, Note Seamas Skelly and Paul Phillips met with the Piikani Nation before the drive through but did not attend the drive through of the SR1.	Dustin Wolfe, Consultation Manager, Piikani Nation Chris Crow Shoe, Elder Pat Provost and William Big Bull.	Drive Through of the SR1	None	None	Dallas Maynard and the Piikani Nation undertook a drive through of the SR1 and based on use of the paper map and a digital reference program identified the locations on SR1 where facilities (dams, structures and channels) would be constructed.
July 22, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Megan Crow Shoe, Consultation Officer, Piikani Nation	Email	None	None	Megan Crow Shoe provided a budget for site visits.
July 22, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Dustin Wolfe, Consultation Manager, Piikani Nation	Phone call	None	None	Dustin Wolfe called Dallas Maynard to discuss the drive through and potential time and effort required for the TUS site visits. Dustin Wolfe requested the opportunity to revise his budget and Dallas Maynard agreed.
July 22, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Dustin Wolfe, Consultation Manager, Megan Crow Shoe, Consultation Officer, Piikani Nation	Email exchange and phone call with Dustin Wolfe with attached draft budget	None	None	Dallas Maynard emailed to follow up on the previous phone call that he looked forward to received Piikani Nation's revised budget.
July 25, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Megan Crow Shoe, Consultation Officer, Piikani Nation	Email with attached revised budget	None	None	Piikani Nation provided their revised budget to DEMA for the SR1 Site Visits.

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July 26, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Dustin Wolfe, Consultation Manager, Megan Crow Shoe, Consultation Officer, Piikani Nation	Email	None	None	Dallas Maynard informed the Piikani Consultation office that it would be the afternoon of Friday July 29 th before the Site Visit budget would be approved. TRANS asked if this was enough notice to start the Site Visit by August 2, 2016.
July 27, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Dustin Wolfe, Consultation Manager, Megan Crow Shoe, Consultation Officer, Piikani Nation	Email	None	None	Dustin and Meagan both stated they would need more time and suggested a start for site visits on Monday, August 8, 2016.
July 29, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Dustin Wolfe, Consultation Manager, Piikani Nation	Email	None	None	Dallas Maynard informed the Piikani Nation that their Site Visit Budget had been approved. Dallas Maynard inquired if the Piikani could start their site visit earlier on August 4 th or 5 th .
August 1, 2016	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Dustin Wolfe, Consultation Manager, Megan Crow Shoe, Consultation Officer, Piikani Nation	Email	None	None	Dallas Maynard forwarded a detailed PDF map of the SR1 that had been previously shared. The email described the PDF Maps program which could download the PDF SR1 Map and show the exact location to anyone using a smart phone.

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August 5, 2016	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Dustin Wolfe, Consultation Manager, Piikani Nation	Letter with the payment for the SR1 drive through enclosed with postal tracking	None	None	Payment for the Piikani Nation drive through of SR1 mailed.
August 9, 2016	Terry McKittrick, DEMA Land Services on behalf of Alberta Transportation	Dustin Wolfe, Consultation Manager, Piikani Nation	Notification that the letter containing the drive through payment had been picked up.	None	None	Payment received by the Piikani Nation.
August 8, 2016 Piikani Nation Site Visit Day #1	<u>Transportation</u> Seamas Skelly <u>DEMA Land Services</u> Dallas Maynard Paul Phillips Michael Cearns	<u>Piikani Nation</u> Dustin Wolfe, William Big Bull, Ottis Potts, Pat Provost, Shirlee Crow Shoe, Chris Crow Shoe	Piikani Site Visit Properties #21; #24	While walking on both sides of an unnamed creek near the proposed outlet of the reservoir the Piikani Consultation team found what they believed to be evidence of tipi rings. Concerns expressed that these tipi rings will be lost.	None at this time pending technical Historical Resource Review.	The Piikani Consultation team began their site visit on Property #21 & 24. Walking in from Rge Rd 35 and followed the unnamed creek between the proposed SR1 Dam and the Elbow River.
August 9, 2016 Piikani Nation Site Visit Day #2	<u>Transportation</u> Seamas Skelly <u>DEMA Land Services</u> Dallas Maynard Paul Phillips Michael Cearns	<u>Piikani Nation</u> Dustin Wolfe, William Big Bull, Ottis Potts, Pat Provost, Shirlee Crow Shoe, Chris Crow Shoe	Piikani Site Visit Property #25	None	None	The Piikani Consultation team visited Property # 25. During their visits the Piikani technicians took notes and made GPS references at locations of interest to them.
August 10, 2016 Piikani Nation Site Visit Day #3	<u>Transportation</u> Seamas Skelly <u>DEMA Land Services</u> Dallas Maynard Paul Phillips Michael Cearns	<u>Piikani Nation</u> Dustin Wolfe, William Big Bull, Ottis Potts, Pat Provost, Shirlee Crow Shoe, Chris Crow Shoe	Piikani Site Visit Property #19	None	None	The Piikani Consultation team visited Property # 19. During their visits the Piikani technicians took notes and made GPS references at locations of interest to them.

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August 15, 2016	Terry McKittrick, DEMA Land Services on behalf of Alberta Transportation	Dustin Wolfe, Consultation Manager, Piikani Nation, Megan Crow Shoe, Consultation Officer.	Payment for the pro-rated TUS reimbursement sent Priority Post.	None	None	DEMA forwarded the first pro-payment (Cheque 10670) for the site visit at SR1 to the Piikani Nation.
August 15, 2016	Colin Buchanan, Stantec, Seamas Skelly, Alberta Transportation, Paul Phillips, DEMA Land Services	<u>Piikani Nation</u> Dustin Wolfe, William Big Bull, Ottis Potts, Pat Provost, Jesse Plain Eagle, Chris Crow Shoe	Meeting prior to the SR1 site visit	None	None	Colin Buchanan from Stantec met with the Piikani Nation Consultation team including Seamas Skelly and Paul Phillips regarding the Traditional Ecological Knowledge component of the ongoing Environmental Impact Assessment on SR-1.
August 15, 2016 Piikani Nation Site Visit Day #4	<u>Transportation</u> Seamas Skelly <u>DEMA Land Services</u> Dallas Maynard Paul Phillips Michael Cearns	<u>Piikani Nation</u> Dustin Wolfe, William Big Bull, Ottis Potts, Pat Provost, Jesse Plain Eagle, Chris Crow Shoe	Piikani Site Visit Properties #6; and #9	None	None	The Piikani Consultation team visited Property # 6 and #9. During their visits the Piikani technicians took notes and made GPS references at locations of interest to them.
August 16, 2016 Piikani Nation Site Visit Day #5	<u>Transportation</u> Seamas Skelly <u>DEMA Land Services</u> Dallas Maynard Paul Phillips Michael Cearns	<u>Piikani Nation</u> Dustin Wolfe, William Big Bull, Ottis Potts, Pat Provost, Jesse Plain Eagle, Chris Crow Shoe	Piikani Site Visit Properties #4; #86	The Piikani Consultation team while visiting on Mary Robinson's property inspected two possible tipi ring locations, an old camp site and the old North South Trail that runs through the Robinson property.	No response at this time	Inspected and met with landowner Mary Robinson on her property, and. took notes and made GPS references at locations of interest to them

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August 17, 2016 Piikani Nation Site Visit Day #6	<u>Transportation</u> Seamas Skelly <u>DEMA Land Services</u> Dallas Maynard Paul Phillips Michael Cearns	<u>Piikani Nation</u> Dustin Wolfe, William Big Bull, Ottis Potts, Pat Provost, Jesse Plain Eagle, Chris Crow Shoe	Piikani Site Visit Properties #15, #18,	None	None	The Piikani Consultation team walked the footprint of the proposed SR1 diversion channel, and took notes and made GPS references at locations of interest to them.
August 19, 2016	Terry McKitrick, DEMA Land Services on behalf of Alberta Transportation	Dustin Wolfe, Consultation Manager, Piikani Nation	Postal Tracking confirming pick up of Piikani Payment 10670	None	None	Receipt of the first pro-rated TUS payment confirmed.
August 23, 2016	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Meagan Crow Shoe, Consultation Officer	Phone Call	None	None	Dallas Maynard spoke with Meagan Crow Shoe to confirm that the Piikani Nation were interested in the meeting with the Blackfoot Nations at Head Smashed In Buffalo Jump in September.
August 24, 2016	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Dustin Wolfe, Consultation Manager, Piikani Nation	Email	None	None	Dallas Maynard contacted Dustin Wolfe to inquire on the availability to meet with Alberta Transportation and the other members of the Blackfoot Confederacy (September 15 or 16) at Head Smashed In Buffalo Jump to discuss SR1 potential impacts.

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August 26, 2016	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Dustin Wolfe, Consultation Manager, Piikani Nation	Email	None	None	Dallas Maynard confirmed where the Piikani Visits will commence and also informed him that there had been a Grizzly Bear and her two cubs had been sited in the area.
August 30, 2016 Piikani Nation Site Visit Day #7	<u>Transportation</u> Seamas Skelly <u>DEMA Land Services</u> Dallas Maynard Paul Phillips Michael Cearns	<u>Piikani Nation</u> Dustin Wolfe, William Big Bull, Ottis Potts, Pat Provost, Jesse Plain Eagle, Chris Crow Shoe	Piikani Site Visit Revisit of Properties #21; #24.	The Piikani Consultation team recorded possible tipi ring sites and other old campgrounds on either side of an unnamed Creek (at the proposed outlet channel of the reservoir). Piikani Nation expressed interest to have monitors present during construction.	None at this time	Meagan Porter, an Archaeologist with Stantec participated in this Site Visit day. The Piikani Team took notes and made GPS references at locations of interest to them.
August 31, 2016 Piikani Nation Site Visit Day #8	<u>Transportation</u> Seamas Skelly <u>DEMA Land Services</u> Dallas Maynard Paul Phillips Michael Cearns	<u>Piikani Nation</u> Dustin Wolfe, William Big Bull, Ottis Potts, Pat Provost, Jesse Plain Eagle, Chris Crow Shoe	Piikani Site Visit Revisit of Property #4	Piikani Consultation Team recorded possible evidence of tipi rings.	None at this time	Piikani Team walked the southern portion of the Diversion Structure (training dykes) and took notes and GPS locations.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: September-October 2016

PIIKANI NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: IRA Provost, Consultation Manager
Contact Phone Number: 403-965-2522; Fax: 403-965-2214, Cell 403-894-3639
Email: IRA.P@piikanination.com
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September 2, 2016	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Meagan Crow Shoe, Consultation Officer	Email	None	None	Dallas Maynard requested an invoice for the Piikani TUS for the SR1. A budget for the Head Smashed In Meeting was also requested.
September 2, 2016	Landon Reppert, Executive Director Major Capital Projects, Transportation, Dallas Maynard, DEMA Land Services	Dustin Wolfe, Consultation Manager, Piikani Nation	Email with attached letter of Invitation, and a draft meeting agenda	None	None	A formal Letter of Invitation for the Head Smashed In Buffalo Jump Meeting on Sept. 15, 2016 and a draft meeting agenda was sent via email to Dustin Wolfe, Consultation Manager at the Piikani Nation.

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September 6, 2016	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Meagan Crow Shoe, Consultation Officer	E mail with attached SR1 TUS Invoice and Head Smashed in Budget	None	None	The Piikani consultation office provided a copy of their TUS invoice and a budget for the Head Smashed In Meeting.
September 13, 2016	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Dustin Wolfe, Consultation Manager, Piikani Nation, Megan Crow Shoe, Consultation Officer	Email	None	None	Notified the Piikani Nation that their Consultation budget for the Head Smashed in budget was approved.
September 13, 2016	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Dustin Wolfe, Consultation Manager, Piikani Nation, Megan Crow Shoe, Consultation Officer	Email with attachments CEAA EIS Guidelines, and ESRD EIA Terms of Reference	None	None	In advance of the Head Smashed In Buffalo Jump meeting copies of the CEAA – EIS and ESRD-EIA Guidelines/TOR sent to the Piikani Consultation Office.

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September 15, 2016	<p><u>Transportation</u> Landon Reppert, Exec. Director Major Capital Projects TRANS Syed Abbas, Director Water Management Section, TRANS Mark Svenson, Environmental Coordinator Seamas Skelly, Senior Water Project Technologist, TRANS Michael Murphy, Indigenous Coordinator's Office, INFRA</p> <p>Stantec Norm Fallu, Director Client Dev., Colin Buchanan Regional Tech. Lead, Sarah Kemp de Gerda, Sen. Facilitator Traditional Knowledge</p> <p><u>DEMA Land Services</u> Dallas Maynard Paul Phillips</p>	<p><u>Piikani Attendees</u> Dustin Wolfe, Pat Provost, William Big Bull, Ottis Potts, Chris Crow Shoe</p>	Head Smashed In Buffalo Jump Meeting with the three Treaty 7 Blackfoot Nations	<ol style="list-style-type: none"> 1) Piikani Nation request front line Monitors be present throughout the SR1 construction; 2) Piikani Nation request archaeological information gathered during the SR1 Site investigations, 3) Piikani Nation request information on Species at Risk (Wildlife and Plants) gathered during the SR1 investigations, 4) Piikani Nation request impact information on fish and fish habitat resulting from the SR1 project, 5) Piikani Nation request information on how the design of the SR1 is being done to insure during a flood event that the mortality of fish is limited. 	None at this time	No final outcomes pending receipt and review of the Piikani Nation SR1 TUS Study.
September 16, 2016	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Meagan Crow Shoe, Consultation Officer	Email with attached Invoice	None	None	Piikani provided their invoice for attendance at the Head Smashed In Buffalo Jump.

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September 19, 2016	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Dustin Wolfe, Consultation Manager, Piikani Nation	Email	None	None	Dallas Maynard pursuant to comments made by Piikani that they would like to undertake additional SR1 Site Visits, contacted Dustin Wolfe to confirm.
September 27, 2016	Terry McKittrick, DEMA Land Services on behalf of Alberta Transportation	Dustin Wolfe, Consultation Manager, Piikani Nation	Postal Proof of Delivery of DEMA payment Cheque 10705.	None	None	The final Payment for the original TUS Budget received by the Piikani Nation.
September 27, 2016	Michael Cearns, DEMA Land Services on behalf of Alberta Transportation	Dustin Wolfe, Consultation Manager, Piikani Nation	Phone Call	None	None	Dustin Wolfe called Michael Cearns requesting additional Site Visits starting October 3-7, 2016. Piikani requested additional budget to complete the additional site visits.
September 28, 2016	Michael Cearns, DEMA Land Services on behalf of Alberta Transportation	Dustin Wolfe, Consultation Manager, Piikani Nation	Phone Call	None	None	Michael Cearns called Dustin Wolfe to follow up on which properties they wanted to visit.
September 28, 2016	Michael Cearns, Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Dustin Wolfe, Consultation Manager, Piikani Nation	Phone Call	None	None	Michael Cearns and Dallas Maynard spoke with Dustin Wolfe on which landowners would be affected by the site visits, as well as the budget.
September 29, 2016	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Lisa Old Crow, Consultation Coordinator, Piikani Nation	Email with attached budget and justification	None	None	Piikani provided an additional budget for an additional 5 Site Visit days on SR1.
September 29, 2016	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Lisa Old Crow, Consultation Coordinator, Piikani Nation	Email	None	None	Transportation approved the Piikani for the additional October 3-7, 2016 Site Visits.

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October 3, 2016 Piikani SR1 Site Visit Day #9	<u>Transportation</u> Seamas Skelly <u>DEMA Land Services</u> Michael Cearns	<u>Piikani Nation</u> Dustin Wolfe, Pat Provost, Charlie Yellow Face, William Big Bull, Otys Butts, Chris Crow Shoe	Piikani Site Visit #32	None	None	The Piikani Nation Consultation Team took notes and recoded GPS locations.
October 4, 2016 Piikani SR1 Site Visit Day #10	<u>Transportation</u> Seamas Skelly <u>DEMA Land Services</u> Michael Cearns	<u>Piikani Nation</u> Dustin Wolfe, Pat Provost, Charlie Yellow Face, William Big Bull, Otys Butts, Chris Crow Shoe	Piikani Site Visit Properties #46; #47;	None.	None	The Piikani Nation Consultation Team took notes and recoded GPS locations.
October 5, 2016 Piikani SR1 Site Visit Day #11	<u>Transportation</u> Seamas Skelly <u>DEMA Land Services</u> Michael Cearns	<u>Piikani Nation</u> Dustin Wolfe, Pat Provost, Charlie Yellow Face, William Big Bull, Otys Butts, Chris Crow Shoe	Piikani Site Visit #35, #39	None	None	On Property #35 a Grizzly Sow and her cubs had been sighted (by the landowner) earlier in the day and a bow hunter was hunting bear and moose on an adjacent property.
October 6, 2016 Piikani SR1 Site Visit Day #12	<u>Transportation</u> Seamas Skelly <u>DEMA Land Services</u> Michael Cearns	<u>Piikani Nation</u> Dustin Wolfe, Pat Provost, Charlie Yellow Face, William Big Bull, Otys Butts, Chris Crow Shoe	Piikani Site Visit #49, #50, #51.	None	None	The Piikani Consultation team spotted a Bull Moose and given the time of season everyone was cautious to avoid the Moose. The Piikani Nation Consultation Team continued to take notes and recoded GPS locations.
October 7, 2016 Piikani SR1 Site Visit Day #13	<u>Transportation</u> Seamas Skelly <u>DEMA Land Services</u> Michael Cearns	<u>Piikani Nation</u> Dustin Wolfe, Pat Provost, Charlie Yellow Face, William Big Bull, Otys Butts, Chris Crow Shoe	Piikani Site Visit #42, and #45.,	None	None	The Piikani Nation Consultation Team continued to take notes and recoded GPS locations.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: November-December 2016

PIIKANI NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: IRA Provost, Consultation Manager
Contact Phone Number: 403-965-2522; Fax: 403-965-2214, Cell 403-894-3639
Email: IRA.P@piikanination.com
Mailing Address: P.O. Box 70, Brocket AB. T0K 0H0

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November 4, 2016	Terry McKitrick, DEMA Land Services on behalf of Alberta Transportation	Dustin Wolfe, Consultation Manager, Piikani Nation	Letter mailed Priority Post with attached Payment for invoices CC128 and CC133	None	None	The payment for the final SR1 Site Visit and the additional Head Smashed in Buffalo Jump meeting forwarded to the Piikani Nation.
November 8, 2016	Terry McKitrick, DEMA Land Services on behalf of Alberta Transportation	Dustin Wolfe, Consultation Manager, Piikani Nation	Delivery of the Payment of the Piikani Nation invoices CC128 and CC133 confirmed.	None	None	All outstanding invoices for the Piikani Nation have been paid.

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November 26, 2016	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Dustin Wolfe, Consultation Manager, Piikani Nation	Email with attached "draft Meeting Notes"	None	None	The Draft Meeting Notes from the September 15, 2016 meeting between Alberta Transportation and the Blackfoot Nations (Blood Tribe, Piikani Nation, and the Siksika Nation) were forwarded for comment and input.
December 9, 2016	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Dustin Wolfe, Consultation Manager, Piikani Nation	Phone Call	None	None	Dustin Wolfe called Dallas Maynard to inform Transportation that the Piikani Nation were in the process of completing their TUS Study. No phone call log available.
December 9, 2017	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Dustin Wolfe, Consultation Manager, Piikani Nation	Email	None	None	Dallas Maynard confirmed the phone call and requested a meeting with the Piikani Nation at their Brocket Office early in January to discuss the findings of their TUS Study and to follow up on action items from the Head Smashed In Meeting.
December 9, 2016	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Dustin Wolfe, Consultation Manager, Piikani Nation	Email	None	None	Transportation informed the Piikani Nation regarding the environmental assessment that was being completed at McLean Creek. It was explained the MC1 work was related to the SR1 project.

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December 19, 2016	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Dustin Wolfe, Consultation Manager, Piikani Nation	Email with Consultation Log attached (PDF)	None	None	Transportation shared the SR1 Consultation log for the Piikani Nation. Requested that the Piikani provide their comments on the Consultation log.

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ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: January-February 2017

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Contact Information received from Indigenous Relations Website as updated

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Email: IRA.P@piikanation.com
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Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
January 7, 2017	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Dustin Wolfe, Consultation Manager, Piikani Nation	Email (also included Siksika and Blood Tribe)	None	None	Dallas Maynard emailed Dustin Wolfe with suggested dates and location for a joint meeting with Blackfoot Confederacy and Alberta Transportation. Receipt of the TUS report was requested in advance of the meeting to allow Transportation to review them prior to the meeting.
January 10, 2017	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Megan Crow Shoe, Piikani Nation	Email	None	None	Megan Crow Shoe provided the budget for the January 18, 2017 meeting in Lethbridge, Alberta.

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January 12, 2017	Landon Reppert, Executive Director, Alberta Transportation Dallas Maynard, DEMA Land Services for Alberta Transportation	Dustin Wolfe, Consultation Manager, Piikani Nation	Email with Letter of invitation to meet attached	None	None	A formal invitation was sent to Dustin Wolfe, Consultation Manager for the Piikani Nation, to meet in Lethbridge January 18, 2017. A copy of the TUS requested in the email.
January 16, 2017	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Dustin Wolfe, Consultation Manager, Piikani Nation	Email with attachment	None	None	A draft agenda for the joint meeting with the Blackfoot Confederacy was sent to the Piikani Nation Consultation Office for review and comment.

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January 18, 2017	Syed Abbas, Director, Water Services Transportation, Mark Svenson, TRANS, Seamas Skelly, TRANS Dallas Maynard, Michael Cearns DEMA Land Services	Dustin Wolfe, Consultation Manager, Piikani Nation Elders Pat Provost and William Big Bull	SR1 Meeting with Blackfoot Confederacy Fairfield Marriott Inn & Suites, Lethbridge AB.	<p>Concerns were raised related to impacts on Cultural sites by the SR-1 during and after construction.</p> <p>Concerns expressed on SR1 construction impact to animal homes, such as the beavers; Lack of sharing archaeological data for SR1 is a concern.</p> <p>The Piikani Nation and the remainder of the Blackfoot Confederacy indicated that they should have accompanied Stantec during their EIA/EIS work.</p> <p>Concern raised regarding the effect on the environment after a flood, and what mitigation will occur when the area is flooded.</p>	<p>Alberta Transportation (AT) requested detailed site-specific concerns and requested the Piikani Nation's Traditional Use Study that so they could review it and direct their experts to propose potential mitigation.</p> <p>AT indicated to the Piikani Nation that until authorized by Culture no SR1 Archaeological information can be shared.</p> <p>AT responded that they were undertaking the EIA/EIS work in accordance with the requirements of the regulatory process (CEAA & ESRD/AEP). AT indicated that they did not have the authority to change the regulatory process and if the Piikani Nation wanted to be directly involved in the EIA/EIS process they would have to consult Provincial agencies such as Environment, Indigenous Relations, and Culture.</p>	<p>A focus of the meeting for Transportation was to hear concerns and potential impacts related to the site visits and the Traditional Use Study that the Piikani Nation were undertaking. Stantec were in attendance to record those concerns for inclusion in the EIA/EIS for SR1.</p> <p>Alberta Transportation responded that they are waiting for delivery of the formal Traditional Use Study(s) so they can consider formal responses and potential mitigation that may be required.</p>

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January 25, 2017	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Dustin Wolfe, Consultation Manager, Piikani Nation	Email with a link to the Stantec PowerPoint Presentation from the January 18, 2017 meeting.	None	None	Transportation provided a copy of the Stantec PowerPoint presentation from the January 18, 2017, Lethbridge meeting, which had been promised during the meeting.
January 30, 2017	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Dustin Wolfe, Consultation Manager, Piikani Nation	Email	None	None	The email inquired when Transportation would receive the Piikani Nation SR1 Traditional Use Study. Transportation also requested written comments on any impacts or concerns that the Piikani Nation may have regarding their current practice of Treaty Rights and traditional uses on the SR1 Site. Transportation indicated they wanted to work with the Piikani Nation toward receiving a non-objection letter on SR1.
February 2, 2017	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Megan Crow Shoe, Consultation Officer, Piikani Nation	Email	None	None	Dallas Maynard requested the invoice for the January 18, 2017 meeting.
February 2, 2017	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Megan Crow Shoe, Consultation Officer, Piikani Nation	Email with attached Invoice	None	None	Piikani Nation forwarded the Invoice for the January 18, 2017 Lethbridge Meeting costs for reimbursement.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
February 9, 2017	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	William Big Bull, Elder Piikani Nation	Phone Call	None	None	William Big Bull, who has been asked by Dustin Wolfe to author the Piikani SR1 TUS called and requested a meeting with Transportation to ask questions and request information. Phone call log not available.
February 9, 2017	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	William Big Bull, Elder Piikani Nation	Email	None	None	Dallas Maynard confirmed a meeting room at the Transportation Calgary office and sent William Big Bull the directions to the office, along with notes and photos from the site visits. Dallas Maynard also indicated he would send a map, and bring a hard copy to the meeting for William Bug Bull to keep.
February 9, 2017	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	William Big Bull, Elder Piikani Nation	Email	none	None	William Big Bull acknowledged receipt of Dallas Maynard's previous email.
February 9, 2017	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	William Big Bull, Elder Piikani Nation	Email with link to the Stantec SR1 digital Map	None	None	Dallas Maynard forwarded a link to the Stantec SR1 Map and promised to bring a hard copy for Friday's meeting.
February 9, 2017	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	William Big Bull, Elder Piikani Nation	Email	None	None	Dallas Maynard thanked William Big Bull for his response.

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February 10, 2017	Mark Svenson, Alberta Transportation Seamas Skelly, Alberta Transportation Dallas Maynard, DEMA Land Services	William Big Bull, Elder Piikani Nation	Meeting at the Transportation, Calgary Office, with William Big Bull, Piikani Nation Elder who is writing the Piikani TUS	None	None	William Big Bull requested a face to face meeting to get additional information to assist Piikani completion of their TUS report. Additional information on the Project Description, and field notes taken during the site visits and the EIS/EIA TOR were again shared with William Big Bull.
February 13, 2017	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	William Big Bull, Elder Piikani Nation	Email – Mark Svenson indicated some of the documents shared on Friday February 10 th were not searchable	None	None	Dallas Maynard scanned some of the information that had been shared to allow William Big Bull to search for information and to cut and paste that information into the Piikani TUS report.
February 13, 2017	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	William Big Bull, Elder Piikani Nation Dustin Wolfe, Consultation Manager	Email	None	None	Dallas Maynard re-sent the previous February 13, 2016 email to Dustin Wolfe as Dustin should have been a cc on the previous email.
February 13, 2017	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	William Big Bull, Elder Piikani Nation	Email	None	None	William confirmed he had received the email sent by Dallas.

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February 16, 2017	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Dustin Wolfe, Consultation Manager, Piikani Nation	Phone Call	None	None	After receiving an email from the Blood Tribe directing all correspondence only to Consultation technicians, Dallas Maynard called Dustin Wolfe by phone at Piikani for clarification. Dustin indicated William Big Bull was working under his direction.
February 16, 2017	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Dustin Wolfe, Consultation Manager, Piikani Nation	Email	None	None	Dallas Maynard provided the phone call log.
February 21, 2017	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	William Big Bull, Elder Piikani Nation	Phone Call by William Big Bull	None	None	William Big Bull called Dallas Maynard on Tuesday morning at about 9:45AM indicating he was having difficulty downloading information from Alberta Transportation's website. Dallas Maynard said he would try to get the original files and email them.
February 21, 2017	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	William Big Bull, Elder Piikani Nation Dustin Wolfe, Consultation Manager	Email follow up to Phone Call by William Big Bull	None	None	A link to the Transportation website was provided to show the requested basin studies.
February 22, 2017	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	William Big Bull, Elder Dustin Wolfe, Consultation Manager, Piikani Nation	Email	None	None	William Big Bull confirmed receipt of Dallas's February 21 st email but could not open the attachments.

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February 22, 2017	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	William Big Bull, Elder Dustin Wolfe, Consultation Manager, Piikani Nation	Email	None	None	Dallas Maynard resent the link to Transportation's website and described where the information on SR1 alternatives was located.

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February 22, 2017	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Dustin Wolfe, Consultation Manager, Piikani Nation	Email with attached Piikani TUS Report	<p>The proponents of the project need to revise the language regarding mitigation and consider participation of Siksikaitsitapii (Keepers of our Language) in the official assessment by the experts utilized to confirm the authenticity of the historic and archeological sites discovered.</p> <p>Locations of tipi rings, campsites, and hearths found during site visits listed.</p> <p>Concerns expressed over how information shared by the Piikani will be handled by authorities.</p> <p>If the project proceeds to the stage of construction another stage of consultation needs to proceed with Siksikaitsitapii prior to actual excavation and removal of material from the sites of the diversion. Impacts to wildlife and stranding of fish in the reservoir during flood events.</p> <p>Impact of the silt shadow on downstream forests and river valleys.</p> <p>Impacts to wildlife and medicinal plants, especially if one species is altered or annihilated, how this will affect the ecosystem.</p>	None	Dustin Wolfe forwarded the Piikani SR1 TUS report to Transportation in PDF format.
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				<p>Ongoing mitigation after the finalization of the SR-1 Project to ensure no further derogation of Treaty and Aboriginal Rights are infringed upon in the designated SR1 Project Area.</p> <p>General SR1 concerns expressed related to impact on wetlands and upstream and downstream effects and potential air quality from flood residue spread by the wind.</p>		
February 22, 2017	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Dustin Wolfe, Consultation Manager, Piikani Nation	Email	None	None	Dallas Maynard thanked Dustin Wolfe and the Piikani Nation for their TUS SR1 Report and indicated Alberta Transportation would formally respond to the Piikani TUS Report.

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February 24, 2017	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	William Big Bull, Elder Dustin Wolfe, Consultation Manager, Piikani Nation	Email with a drop box link	None	None	Dallas Maynard downloaded the flood mitigation files (which were previously provided by a link that William Big Bull could not download) from the TRANS website and sent the drop box link to William Big Bull's attention. 1) Appendix F – McLean – Storage – Elbow – Oldman; 2) Appendix G – Springbank – Storage – Elbow – Oldman; 3) Appendix H – Bragg Creek – Flood Defences – Elbow – Oldman; 4) Glenmore Diversion - Final Report (Completed by the City of Calgary)
February 25, 2017	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Dustin Wolfe, Consultation Manager, Piikani Nation	Phone Call	None	None	Dallas Maynard and Dustin Wolfe discussed the SR1 project and the consultation timeline.
February 25, 2017	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Dustin Wolfe, Consultation Manager, Piikani Nation	Phone Call	None	None	Transportation (Dallas Maynard) informed the Piikani Nation that the SR1 Consultation with the Piikani Nation that has been ongoing since 2014, would continue through the regulatory review process that will continue into 2018.

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February 27, 2017	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Dustin Wolfe, Consultation Manager, Piikani Nation	Email with January 18 th , 2017 Meeting Notes attachment	None	None	January 18, 2017 Lethbridge Meeting Notes from the Blackfoot Confederacy gathering were shared for review and comment.

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ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: March-April 2017

PIIKANI NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: IRA Provost, Consultation Manager
Contact Phone Number: 403-965-2522; Fax: 403-965-2214, Cell 403-894-3639
Email: IRA.P@piikanination.com
Mailing Address: P.O. Box 70, Brocket AB. T0K 0H0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
March 1, 2017	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Dustin Wolfe, Consultation Manager, Megan Crow Shoe, Piikani Nation	Email	N/A	N/A	Alberta Transportation shared the consultation logs and record of consultation to the end of February 2017 via a Dropbox link. Also requested any questions or comments on the logs.
March 1, 2017	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Dustin Wolfe, Consultation Manager, Megan Crow Shoe, Piikani Nation	Email	N/A	N/A	Email verification of delivery of the March 1, 2017 email with the consultation logs and record of consultation.

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March 6, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Dustin Wolfe, Piikani Nation	Email	N/A	N/A	Mike Oka, Blood Tribe/Kainai, responded to Alberta Transportations request for the Blood Tribe's Traditional Use Study (TUS) that they would hand the report to Alberta Transportation at their next meeting. Dustin Wolfe was copied on the email.
March 6, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Dustin Wolfe, Piikani Nation	Email	N/A	N/A	Alberta Transportation stated again that they needed to see the Blood Tribe's TUS reports and the impacts that may be cited, in advance of any meeting to allow for a meaningful discussion of the issues and potential mitigation measures that may be available. discuss the concern and potential mitigation. Dustin Wolfe was cc'd on the email.
March 20, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Dustin Wolfe, Piikani Nation	Email	N/A	N/A	Mike Oka inquired if there would be a meeting with Alberta Transportation on Friday, March 24, 2017. Dustin Wolfe was copied on the email

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March 21, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Dustin Wolfe, Piikani Nation	Email	N/A	N/A	Dallas Maynard informed Mike Oka that the report was still under review. Once the review was completed and a response provided to the interim report a meeting time and location could be discussed. Dustin Wolfe was copied on the email

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ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: May-June 2017

PIIKANI NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: IRA Provost, Consultation Manager
Contact Phone Number: 403-965-2522; Fax: 403-965-2214, Cell 403-894-3639
Email: IRA.P@piikanination.com
Mailing Address: P.O. Box 70, Brocket AB. T0K 0H0

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May 11, 2017	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Dustin Wolfe, Consultation Manager, Megan Crow Shoe, Piikani Nation	Email	See February 22, 2017 log entry	-Some of the concerns (i.e., historical and archaeological) raised fall outside Alberta Transportation's jurisdiction. Alberta Transportation takes direction on mitigation for cultural and historical resources directly from Alberta Culture and Tourism. These concerns have been forwarded to Alberta Culture and Tourism and they advised us that Aaron Wilson, advisor for Treaty 7 in the Aboriginal	Dallas Maynard emailed a letter dated May 10, 2017 from Alberta Transportation responding to Piikani Nation's Traditional Use Study (TUS)

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					Heritage Section of Alberta Culture would be available to you to discuss these concerns further. -The environmental assessment currently being completed will address the project's potential impact and mitigation measures and Piikani Nation's concerns, including impacts to wildlife, stranding of fish, deposition of silt, and windblown dust, will be incorporated into the environmental assessment report.	
May 12, 2017	Landon Reppert, Executive Director, Alberta Transportation	Dustin Wolfe, Consultation Manager, Piikani Nation	Letter	May 11, 2017 entry.	See May 11, 2017 entry.	Alberta Transportation May 10, 2018 letter responding to Piikani Nation's TUS was sent via registered mail.
May 19, 2017	Landon Reppert, Executive Director, Alberta Transportation	Megan Crowshoe, Consultation Manager, Piikani Nation	Delivery notification	N/A	N/A	The May 10, 2017 letter was delivered May 17, 2017 and picked up by Megan Crow Shoe May 19, 2017.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: July-August 2017

PIIKANI NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: IRA Provost, Consultation Manager
Contact Phone Number: 403-965-2522; Fax: 403-965-2214, Cell 403-894-3639
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August 11, 2017	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Ira Provost, Consultation Manager, Megan Crow Shoe, Lisa Old Crow, Piikani Nation	Email	N/A	N/A	Dallas Maynard provided information on upcoming SR1 Information sessions (Open Houses) planned in the Calgary and Springbank Area. He noted these are not part of Alberta Transportation's consultation, but Alberta Transportation wanted Piikani Nation to be aware of the public open houses.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: September – October 2017

PIIKANI NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Ira Provost, Consultation Manager
Contact Phone Number: 403-965-2522; Fax: 403-965-2214, Cell 403-894-3639
Email: ira.p@piikanination.com
Mailing Address: P.O. Box 70, Brocket AB. T0K 0H0

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September 3, 2017	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Ira Provost, Consultation Manager, Lisa Old Crow, Megan Crow Shoe, Piikani Nation	Email	N/A	N/A	Alberta Transportation provided the information boards and handouts from the Public Open House/Information Sessions recently completed for the SR1 Project.

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September 26, 2017	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Ira Provost, Consultation Manager, Lisa Old Crow, Megan Crow Shoe, Piikani Nation	Email	N/A	N/A	Alberta Transportation requested permission to extract and use spatial data from the Piikani Traditional Use Study (TUS) in the Environmental Impact Assessment (EIA) submission. If Piikani Nation does not want the information in a public document, it could be included in a confidential submission to the regulator.
September 26, 2017	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Ira Provost, Consultation Manager, Lisa Old Crow, Megan Crow Shoe, Piikani Nation	Email	N/A	N/A	Dallas Maynard sent the same spatial data request with a correction to the header on the message.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: November – December 2017

PIIKANI NATION

Contact Information received from Indigenous Relations Website as updated

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November 3, 2017	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Ira Provost, Consultation Manager, Lisa Old Crow, Megan Crow Shoe, Piikani Nation;	Email	N/A	N/A	Dallas Maynard emailed the link to the completed Environmental Impact Assessment (EIA) and associated briefing documents.
November 8, 2017	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Ira Provost, Consultation Manager, Lisa Old Crow, Piikani Nation	Email	N/A	N/A	Lisa Old Crow replied to say they were currently reviewing the EIA, and requested a copy of the Piikani Traditional Land Use (TLU) Report.

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November 9, 2017	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Ira Provost, Consultation Manager, Lisa Old Crow, Megan Crow Shoe, Piikani Nation;	Email	N/A	N/A	Dallas Maynard sent the Piikani TLU Report, and stated that while concerns from it were included in the EIA, the actual report was not because they had not received consent from the Piikani Nation to do so.
November 9, 2017	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Ira Provost, Consultation Manager, Lisa Old Crow, Megan Crow Shoe, Piikani Nation;	Email	N/A	N/A	Ira Provost emailed to state that they were hesitant to share their TLU study information publicly until they know the status of the consultation with other Nations, and what the mitigation plans for their concerns were. Ira Provost stated they had no problem sharing the information with the regulator.

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December 5, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Ira Provost, Consultation Manager, Lisa Old Crow, Piikani Nation	Email	N/A	N/A	Dallas Maynard sent a Dropbox link containing the following: <ul style="list-style-type: none"> -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 record of consultation (summary log, specific concerns and response table, and supporting documents) from March 1, 2017-October 31, 2017; -A cover letter from Deputy Minister Barry Day requesting comment on the draft TLRU sections and comment on the consultation logs by January 5, 2018.
December 5, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Ira Provost, Consultation Manager, Piikani Nation	Email	N/A	N/A	Email delivery verification received.
December 11, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Ira Provost, Consultation Manager, Lisa Old Crow, Piikani Nation	Email	N/A	N/A	Dallas Maynard sent a Dropbox link with the presentation given in Calgary November 8, 2017 to the Canadian Environmental Assessment Agency (CEAA) Technical Advisory Group.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: January – February 2018

PIIKANI NATION

Contact Information received from Indigenous Relations Website as updated

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January 12, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Ira Provost, Consultation Manager, Lisa Old Crow, Piikani Nation	Email	N/A	N/A	Dallas Maynard emailed to thank Piikani Nation for the Traditional Use Study (TUS) previously provided to Alberta Transportation, and to ask if the locational information and data from the study could be used in relation to the SR1 project.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
January 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Lisa Old Crow, Piikani Nation	Phone call	N/A	N/A	Dallas Maynard called Lisa Old Crow to inquire about potential dates for the Traditional Land and Resource Use (TLRU) workshop. Lisa Old Crow indicated she and Ira Provost were in Edmonton meeting for the North Saskatchewan Planning First Nation committee. Dallas Maynard asked if he could meet them there for a quick meeting.
January 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Ira Provost, Consultation Manager, Lisa Old Crow, Piikani Nation	Meeting	N/A	N/A	Dallas Maynard met Ira Provost and Lisa Old Crow outside their meeting room for a quick five-minute meeting to discuss dates for the TLRU workshop. Some dates were suggested but Ira Provost said they would need to review their calendar.

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January 26, 2018	Landon Reppert, Alberta Transportation	Ira Provost, Consultation Manager, Piikani Nation	Letter	N/A	N/A	A letter about the submission of the updated Environmental Impact Assessment (EIA) was sent via registered mail. It was regarding a proposal for holding workshops to obtain input on the draft TLRU sections in the EIA (Volumes 3A and 3B) and to discuss project specific concerns and the proposed mitigation measures. If Piikani 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	Ira Provost, Consultation Manager, Piikani Nation	Email	N/A	N/A	The above workshop invitation letter was sent via email.
January 29, 2018	Landon Reppert, Alberta Transportation	Ira Provost, Consultation Manager, Piikani Nation	Postal delivery	N/A	N/A	The January 26, 2018 letter was delivered.
January 30, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Ira Provost, Consultation Manager, Lisa Old Crow, Piikani Nation	Email	N/A	N/A	Dallas Maynard emailed to request dates for the TLRU workshop.
January 31, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Lisa Old Crow, Ira Provost, Piikani Nation	Email	N/A	N/A	Lisa Old Crow emailed proposing dates in February for the TLRU workshop.

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February 5, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Ira Provost, Consultation Manager, Lisa Old Crow, Piikani 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 Canadian Environmental Assessment Agency (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 Piikani Nation was not interested in workshops, Alberta Transportation requested feedback by March 1, 2018.
February 13, 2018	Landon Reppert, Alberta Transportation	Ira Provost, Consultation Manager, Piikani Nation	Letter	N/A	N/A	The above letter and draft TLRU sections of the EIA were sent via registered mail.
February 13, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Ira Provost, Consultation Manager, Lisa Old Crow, Piikani Nation	Email	N/A	N/A	Dallas Maynard emailed a draft agenda for the TLRU workshop and asked for a date.

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February 14, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Lisa Old Crow, Piikani Nation	Phone call	N/A	N/A	Jennifer Hallson called to follow up on Dallas Maynard's February 13, 2018 email. She left a message as there was no answer.
February 16, 2018	Landon Reppert, Alberta Transportation	Ira Provost, Consultation Manager, Piikani Nation	Postal delivery	N/A	N/A	The February 5, 2018 letter was delivered.
February 27, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Ira Provost, Consultation Manager, Lisa Old Crow, Piikani Nation	Email	N/A	N/A	Ira Provost emailed to say that Piikani has not yet reviewed the EIA, as CEAA determined it does not conform to the guidelines. He suggested they do a workshop after the EIA has been submitted. He asked when the EIA will be submitted.
February 27, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Ira Provost, Consultation Manager, Lisa Old Crow, Piikani Nation	Email	N/A	N/A	Dallas Maynard answered that the EIA will be submitted by the end of March, and asked for a date for the workshop.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: March-April 2018

PIIKANI NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Ira Provost, Consultation Manager
Contact Phone Number: 403-965-2522; Fax: 403-965-2214, Cell 403-894-3639
Email: ira.p@piikanination.com
Mailing Address: P.O. Box 70, Brocket AB. T0K 0H0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
March 4, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Ira Provost, Consultation Manager, Lisa Old Crow, Piikani Nation	Email	N/A	N/A	Dallas Maynard emailed to request dates and provide context for the proposed Traditional Land and Resource Use (TLRU) workshop, and that Alberta Transportation would like to update Piikani Nation on the work that has been done, and want to discuss Piikani Nation traditional knowledge and resource use.

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March 23, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Consultation Manager, Piikani Nation	Email	N/A	See the Specific Concerns and Response Table for specific responses and proposed mitigation measures attached to March 23, 2018 email. The responses and mitigation measures are in response to concerns raised by Piikani Nation throughout the SR1 project.	Jennifer Hallson emailed "Table 7-6 SR1 Project Specific Concerns and Responses - Piikani Nation" (Table 7-6) from the EIA along with a cover letter from Alberta Transportation. The letter indicated that Alberta Transportation will be submitting the updated EIA to the regulators on March 29, 2018.
March 26, 2018	Landon Reppert, Executive Director, Alberta Transportation	Ira Provost, Consultation Manager, Piikani Nation	Letter	N/A	See the Specific Concerns and Response Table for specific responses and proposed mitigation measures attached to March 23, 2018 email. The responses and mitigation measures are in response to concerns raised by Piikani Nation throughout the SR1 project.	The March 23, 2018 letter from Alberta Transportation and Table 7-6 were sent via registered mail.
March 28, 2018	Landon Reppert, Executive Director, Alberta Transportation	Ira Provost, Consultation Manager, Piikani Nation	Postal delivery	N/A	N/A	The March 26, 2018 letter was delivered.

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March 29, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Ira Provost, Consultation Manager, Lisa Old Crow, Piikani Nation	Email	N/A	N/A	Dallas Maynard emailed to let Piikani Nation know that the EIA had been resubmitted and provided a File Transfer Protocol (FTP) site where they could access it. Also indicated that Alberta Transportation will be in contact to offer a workshop to go over 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	Ira Provost, Consultation Manager, Piikani Nation	Letter	N/A	N/A	A USB stick with the EIS material on it was mailed by registered mail.
April 5, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Ira Provost, Consultation Manager, Piikani Nation	Postal delivery	N/A	N/A	The April 3, 2018 letter with the USB stick was delivered.
April 16, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Ira Provost, Consultation Manager, Lisa Old Crow, Piikani Nation	Email	N/A	N/A	Dallas Maynard emailed that Alberta Transportation would like to request a meeting to go over Piikani Nation's concerns and the proposed mitigation 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.

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April 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Ira Provost, Consultation Manager, Lisa Old Crow, Piikani Nation	Text message	N/A	N/A	Dallas Maynard texted Ira Provost and Lisa Old Crow to ask when a good time to call about setting up a meeting would be.
April 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Ira Provost, Consultation Manager, Lisa Old Crow, Piikani Nation	Email	N/A	N/A	Dallas Maynard emailed the text message log and asked Ira Provost or Lisa Old Crow to call him to organize a meeting.
April 28, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Ira Provost, Consultation Manager, Lisa Old Crow, Piikani Nation	Email	N/A	N/A	Dallas Maynard emailed to ask when a good time to call would be to organize the meeting to go over the concerns and responses.
April 28, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Ira Provost, Consultation Manager, Lisa Old Crow, Piikani Nation	Email	N/A	N/A	Dallas Maynard sent an email with the previous April 28, 2018 email copied into it as there was a mention to another First Nation in the original email.

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April 30, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Lisa Old Crow, Piikani Nation	Phone Call	N/A	N/A	Dallas Maynard called Lisa Old Crow to discuss setting up the meeting. Lisa Old Crow requested a conference call to discuss the meeting. It was agreed Dallas Maynard would call Piikani on May 2, 2018 at 9:30 am. Dallas Maynard also agreed to forward the concerns and responses table previously sent out March 23, 2018.
April 30, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Ira Provost, Consultation Manager, Lisa Old Crow, Piikani Nation	Email	N/A	N/A	Dallas Maynard emailed the phone log for review.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: May-June 2018

PIIKANI NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Ira Provost, Consultation Manager
Contact Phone Number: 403-965-2522; Fax: 403-965-2214, Cell 403-894-3639
Email: ira.p@piikanation.com
Mailing Address: P.O. Box 70, Brocket AB. T0K 0H0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
May 1, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Lisa Old Crow, Piikani Nation	Phone call	N/A	N/A	Dallas Maynard called the Piikani Consultation Office and spoke to Lisa Old Crow about setting up a meeting to discuss Piikani Nation's concerns and Alberta Transportation's responses as presented in <i>Table 7-6 SR1 Specific Concerns and Responses – Piikani Nation</i> (Table 7-6). Lisa Old Crow asked for a conference call for the next day at 9:30 am.

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May 2, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Ira Provost, Consultation Manager, Lisa Old Crow, Piikani Nation	Phone call	N/A	N/A	Dallas Maynard, Ira Provost, and Lisa Old Crow spoke about the logistics of a meeting to discuss the concerns and responses in Table 7-6. Piikani Nation indicated they had a consultant reviewing the Environmental Impact Assessment (EIA) and they wanted them involved in the meetings. They agreed to forward some potential dates for a meeting, and will provide a budget.

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May 3, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Ira Provost, Consultation Manager, Piikani Nation	Meeting	N/A	N/A	During a break in the Canadian Environmental Assessment Agency (CEAA) Technical Advisory Group (TAG) meeting regarding the SR1 project, Dallas Maynard and Ira Provost discussed setting up the concerns and responses meeting. Ira Provost indicated they were thinking of having two shorter days so Elders could attend. Dallas Maynard indicated they would work with Piikani Nation for what's best for them. Dallas Maynard requested a budget and potential meeting dates.
May 3, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Ira Provost, Consultation Manager, Lisa Old Crow, Piikani Nation	Email	N/A	N/A	Dallas Maynard emailed to follow up on his conversation with Ira Provost that he had tentatively penciled meeting dates of May 31 and June 1, 2018 for a concerns and response meeting.
May 16, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Ira Provost, Consultation Manager, Lisa Old Crow, Piikani Nation	Email	N/A	N/A	Dallas Maynard emailed to ask if May 31 and June 1, 2018 worked for the meeting, and requested a budget.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
May 16, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Ira Provost, Consultation Manager, Lisa Old Crow, Piikani Nation	Email	N/A	N/A	Dallas Maynard emailed information about upcoming CEAA public information sessions. A copy of the advertisement was attached. He also indicated that the EIA is now in its review period with the federal regulator and the public comment period is over May 31, 2018.
May 20, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Ira Provost, Consultation Manager, Lisa Old Crow, Piikani Nation	Email	N/A	N/A	Dallas Maynard emailed that he will be away from May 22-June 11, 2018, and to contact Shayne Maynard or Jennifer Hallson to confirm the concerns and responses meeting tentatively scheduled for May 31 and June 1, 2018. He asked that if those dates do not work, to provide alternative dates.
May 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Ira Provost, Consultation Manager, Piikani Nation	Email	N/A	N/A	Ira Provost emailed asking if Dallas Maynard was available the next morning to speak on the phone about the meeting.
May 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Ira Provost, Consultation Manager, Lisa Old Crow, Piikani Nation	Email	N/A	N/A	Dallas Maynard replied that he would be away but Shayne Maynard and Jennifer Hallson could call their office.

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May 24, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Consultation Manager, Lisa Old Crow, Piikani Nation	Email	N/A	N/A	Jennifer Hallson emailed that she could call the Piikani Office at 9:00 am that morning, and asked which number to call.
May 24, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Consultation Manager, Lisa Old Crow, Piikani Nation	Email	N/A	N/A	Ira Provost indicated they could speak but closer to 9:30 am.
May 24, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Consultation Manager, Lisa Old Crow, Piikani Nation	Email	N/A	N/A	Jennifer Hallson acknowledged the change to 9:30 am, and provided her direct line for them to call.
May 24, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Consultation Manager, Lisa Old Crow, Piikani Nation	Email	N/A	N/A	Ira Provost indicated they would call between 9:15-9:30 am.
May 24, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Consultation Manager, Piikani Nation	Phone call	N/A	N/A	Jennifer Hallson and Ira Provost discussed the logistics of the concerns and responses meeting. Ira Provost provided potential dates of June 18-19, 2018 and said he would send a budget.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
May 24, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Consultation Manager, Lisa Old Crow, Piikani Nation	Email	N/A	N/A	Jennifer Hallson emailed to confirm that June 18-19, 2018 were available to have the meeting. She asked Ira Provost to confirm where they would like to hold the meeting, and indicated she would send out a meeting invite and a draft agenda once he confirmed.
May 29, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Consultation Manager, Lisa Old Crow, Piikani Nation	Email	N/A	N/A	Jennifer Hallson followed up on whether June 18-19, 2018 still worked for the concerns and responses meeting, as had been tentatively scheduled, and asked where Piikani Nation would like to hold the meeting.

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June 1, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Consultation Manager, Piikani Nation	Phone Call	N/A	N/A	Jennifer Hallson called Ira Provost to confirm if June 18-19, 2018 would work for the meeting. Ira Provost indicated that Piikani Nation was working on scheduling other meetings prior to the concerns and responses meeting, so they would be prepared. He indicated the meetings may get bumped by a couple days. He said he had a budget he would send, and that he will confirm the meetings on Monday.
June 4, 2018	Dallas Maynard, Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Consultation Manager, Lisa Old Crow, Piikani Nation	Email	N/A	N/A	Ira Provost emailed that they would like to postpone the concerns and responses meeting until after they submit their technical review to CEAA on June 15, 2018, so that Alberta Transportation could review and respond to the concerns outlined there. He indicated the earliest Piikani Nation would want to meet would be mid-July.

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June 5, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Consultation Manager, Lisa Old Crow, Piikani Nation	Email	N/A	N/A	Jennifer Hallson replied to Ira Provost that they can plan to meet in July. She requested that Piikani Nation send their CEAA review to DEMA so Alberta Transportation can review it before meeting. She indicated that herself or Dallas Maynard would be in touch later to organize dates for the meeting.
June 6, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Consultation Manager, Lisa Old Crow, Piikani Nation	Email	N/A	N/A	Ira Provost indicated they would get a copy of their CEAA review to DEMA as soon as possible, and that he would await suggested dates.
June 14, 2018	Landon Reppert, Executive Director, Alberta Transportation	Ira Provost, Consultation Manager, Piikani Nation	Letter	N/A	N/A	A USB flash drive with the August 2014-February 2017 revised Record of Consultation (ROC) logs and accompanying letter was sent via Express Post. The letter indicated that the ROC logs had been corrected and Piikani Nation had 30 working days to review the ROC logs for any errors and omissions.

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June 14, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Consultation Manager, Piikani Nation	Email	N/A	N/A	Jennifer Hallson emailed a copy of the above June 14, 2018 letter that was accompanying the USB flash drive.
June 15, 2018	Springbank Project Government of Alberta Email Mark Svenson, Alberta Transportation	Ira Provost, Consultation Manager, Chief Stanley C. Grier, D. Crowshoe, Troy Knowlton, Keith G., Brian J., Lowell YH., Barnaby P., Byron Jackson, Lisa Old Crow, Piikani Nation	Email	In the Letter of Objection, Piikani Nation indicated the project will impact the rights and interests of their members and the natural resources upon which they depend.	None at this time.	Ira Provost emailed three documents to the Natural Resources Conservation Board (NRCB) and the Springbank Project Government of Alberta email: 1. Piikani Nation Letter of Objection Springbank Offstream Reservoir Project June 2018; 2. Piikani Nation Statement of Concern Springbank Offstream Reservoir Project June 2018; 3. Piikani Nation Technical Review Springbank Offstream Reservoir Project June 2018. Greater detail on the concerns raised in the technical review are captured in the Specific Concerns and Response Table.
				The following concerns are taken from the Statement of Concern: <ul style="list-style-type: none"> Additional monitoring is required to validate assessment predictions to better understand potential effects on groundwater quality and quantity in the Regional Assessment Area (RAA). Further monitoring of the existing network along with additional further water level monitoring at locations at further distances from the RAA are recommended to help verify model predictions and reduce uncertainty. Adequate groundwater (levels and quality) monitoring during construction and dry 	None at this time.	

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				<p>operation of the Project will be necessary to confirm the localized effects on groundwater surface water interaction.</p> <ul style="list-style-type: none"> • Alberta Transportation should confirm that it has considered potential traditional groundwater use in any culturally sensitive areas and if traditionally used, develop mitigative measures to protect these sensitive areas and consult with community members to inform and participate in related monitoring activities. • Alberta Transportation should explain and clarify what measures will be in place to maintain coarse sediment and/or bedload transport downstream in the Elbow River downstream of the diversion channel; how storage capacity would be maintained on an annual basis when it might be reduced due to sediment deposition within the reservoir and how the integrity of the 		

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				<p>low-level outlet channel would be maintained.</p> <ul style="list-style-type: none"> • Piikani Nation community representatives should be consulted about plans to provide fish habitat replacement or offset, including the DFO consultation and Authorization process. • Alberta Transportation should consider aquatic impacts related not only to herbicides applied to control vegetation during Project operations, but also any existing hydrocarbons including herbicides that are on lands within the full project footprint. Alberta Transportation should also assess the potential for methyl mercury to be produced within the flooded reservoir and transported to the Elbow River during water release; assesses the potential for methylmercury produced in the flooded reservoir to be bioaccumulated by fish to levels that might not 		

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				<p>otherwise occur (and that might exceed human consumption guidelines in the Elbow River). Monitoring should also include inorganic mercury and methylmercury in reservoir sediments, in water overlying sediments, and at the low-level outlet during water release, as well as in fish tissue just prior to salvaging fish back to the Elbow River.</p> <ul style="list-style-type: none"> • Alberta Transportation should provide an assessment of the potential for the off-stream reservoir to develop cyanobacterial blooms, which might result in the production of microcystin toxins that could be introduced downstream during water release to the Elbow River and the drinking water supply, Glenmore Reservoir and develop and communicate contingency plans. 		

				<ul style="list-style-type: none"> • An assessment of how changes to soil quality and quantity might impact other terrestrial resources, including biodiversity, productivity, and ecological integrity, must be completed and should involve revisions to the determination of significance for the soil quality and quantity section. • An assessment of how changes to terrain and soil conditions might impact Indigenous land use resulting from implications for terrestrial resources (e.g., vegetation and wildlife) should be completed in collaboration with, and informed by, the Piikani Nation. • Alberta Transportation should collaborate with Indigenous communities to ensure that the seed mix (and revegetation plan more generally) includes species of importance to the Piikani Nation and other Indigenous communities. • Alberta Transportation should complete additional surveys in the 1-km buffer between the Project Development Area (PDA) and Local Assessment Area (LAA) to ground-truth all 		
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				<p>mapped ecosites and to determine if there are any rare plants, rare plant communities, and/or traditional use species that should be considered for mitigation.</p> <ul style="list-style-type: none"> • More effort is required to ensure that existing disturbance is incorporated into project footprints, especially for projects such as this that are in heavily fragmented areas that have few remaining areas with sufficient interior habitat area to support undisturbed traditional use. • Alberta Transportation did not consult with Piikani Nation members to: include rare traditional plants in the rare surveys, determine if the rare species identified in the RAA and LAA were traditionally important plants, or to develop species-specific mitigation plans for the three SOMC that might be removed by the Project. • Alberta Transportation should consult members of all potentially affected Indigenous groups to ensure accuracy of conclusions in the EIA for traditional use plants 		
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				<p>and the completeness of the underlying data and analysis.</p> <ul style="list-style-type: none"> • The impact assessment of traditional use plant species (Section 10.2.3.2) for Flood and Post-flood Operations should be revised to reflect the loss of traditional use plant species that will be lost with upland and wetland communities submerged during the design flood. • It is necessary that Alberta Transportation engages affected Indigenous communities when developing reclamation monitoring plans to help define meaningful monitoring criteria and indicators for traditional land use objectives and targets including planning for biodiversity potential to support traditional land uses on the post-reclamation landscape. • Alberta Transportation should compare Project cumulative effects to a pre-development Baseline and revise the significance ranking in the Vegetation and Wetlands section of the Cumulative Effects Assessment. • The proponent should consult members of all potentially 		
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				<p>affected indigenous groups to:</p> <ul style="list-style-type: none"> (i) validate lists of traditionally important wildlife species, (ii) add unique or overlooked species of traditional importance, and (iii) identify if indigenous members have specific knowledge about wildlife patterns within the LAA. • Alberta Transportation should collect more data to calibrate habitat suitability models for specific key indicators and validate assessment predictions. • Alberta Transportation should collaborate with Piikani Nation and other Indigenous communities to develop an access management plan (AMP) for roads and other linear access features associated with the Project with restrictions on non-essential access, and with reasonable allowances that give Indigenous communities access to traditional lands. • Alberta Transportation should provide a more detailed reclamation plan that outlines how revegetation efforts will mitigate wildlife habitat loss and develop a detailed reclamation plan in 		
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				<p>collaboration with members of Piikani and other Indigenous communities.</p> <ul style="list-style-type: none"> • Alberta Transportation should provide supporting information to demonstrate that successful ungulate crossings can be achieved with the proposed cover materials for rip-rap and revise the significance rating to reflect the predicted measurable change in the abundance and distribution of ungulates in the LAA. • Alberta Transportation should provide a more detailed description of its monitoring program and provide capability for the Piikani Nation to participate in the monitoring program. • It is Piikani Nation's view that monitoring plans for biodiversity should be completed as a condition for approval and that the plans should be submitted to the Piikani Nation for examination and input. • Alberta Transportation should revise the Project's residual effects on landscape diversity change to significant and irreversible. 		
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				<ul style="list-style-type: none"> • There are several instances in the EIA in which Alberta Transportation cited "reclamation of temporary disturbances" as the basis for assessing residual project effects as not significant or low in magnitude, but did not present adequate information (e.g., scientific evidence and/or case studies) to demonstrate that successful reclamation could be achieved. • Piikani Nation requests that Alberta Transportation discusses how issues of concern to Piikani Nation, their Treaty and Aboriginal Rights and traditional knowledge has been used in Project planning and site selection. • Piikani Nation requests that Alberta Transportation discusses how issues of concern to the Piikani Nation and its traditional and contemporary land uses and Aboriginal Rights have been used in Project planning and site selection. • It is not clear how access for Piikani Nation members would be coordinated such that they would be able to 		
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				<p>carry out ceremonies within the conservation area (Area A) or how the province would facilitate activities such as hunting within an area intended for multi-use including access by recreational users.</p> <ul style="list-style-type: none"> • Alberta Transportation should include the Piikani Nation in discussions with Alberta Culture and Tourism (ACT) related to further investigations of identified sites; present the results once all Baseline information is collected; and provide an opportunity to monitor construction activities near known cultural resources including the flats north of the berm location, the bottom of the Elbow riverbed and on a tributary creek channel off the Elbow River. • The EIA did not make any specific commitments to protect/avoid TLRU and cultural sites, or any specific commitments to mitigate or accommodate tangible and intangible cultural impacts to Blackfoot culture, traditions and practices that will occur as a result of the Project. 		
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				<ul style="list-style-type: none"> • Alberta Transportation should review the information in Tables 14-3 and 14-5 at a workshop so that Piikani Nation use of resources is accurately captured. With so many camps it is likely that water was harvested from the Elbow River and other waterways and that a variety of food and medicinal plants were historically harvested from these areas. • Alberta Transportation should: discuss the availability of vegetation, fish and wildlife species for food, traditional medicinal and cultural purposes in the LAA and RAA in the Conservation and Reclamation plan; develop a monitoring plan with the Piikani to assess Project effects on hunting, trapping, fishing, plant harvesting and cultural use following Project development; develop Project-specific triggers and limits with Piikani for the Project's mitigation, management and monitoring plans that reflect Community TEK and ecological and cultural values; and consider supporting Piikani's cultural retention strategies, including 		
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				<p>plans to establish community-based monitoring of key cultural species and practices.</p> <ul style="list-style-type: none"> No consultation has yet occurred with Alberta or Canada. Piikani Nation requests direct consultation to address the project specific and cumulative loss of lands and natural resources and resulting loss of meaningful opportunities for the exercise of Piikani's treaty and aboriginal rights and interests. 		
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Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
				The Technical Review provided concerns and requests regarding hydrogeology, hydrology, surface water quality and aquatic ecology, terrain and soils, vegetation and wetlands, wildlife, biodiversity, land use and resource management, historical resources, and Piikani Nation's traditional land use study.	None at this time.	
June 15, 2018	Springbank Project Government Email	Ira Provost, Consultation Manager, Chief Stanley C. Grier, D. Crowshoe, Troy Knowlton, Keith G., Brian J., Lowell YH., Barnaby P., Byron Jackson, Lisa Old Crow, Piikani Nation Lisa Schaldemose, Schaldemose & Associates	Email	See first June 15, 2018 entry for concerns.	None at this time.	Ira Provost emailed two documents to CEAA, AEP, and the Springbank Project Government of Alberta email: -Piikani Nation Statement of Concern Springbank Offstream Reservoir Project June 2018; -Piikani Nation Technical Review Springbank Offstream Reservoir Project June 2018.

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June 18, 2018	Jennifer Hallson, Dallas Maynard, DEMA Land Services for Alberta Transportation Mark Svenson, Seamas Skelly, Crystal Damer, Alberta Transportation	Ira Provost, Consultation Manager, Lisa Old Crow, Piikani Nation	Email	See first June 15, 2018 entry for concerns.	None at this time.	Ira Provost emailed the two documents previously sent to CEAA, AEP, and the Springbank Project Government of Alberta email: -Piikani Nation Statement of Concern Springbank Offstream Reservoir Project June 2018; -Piikani Nation Technical Review Springbank Offstream Reservoir Project June 2018.
June 18, 2018	Landon Reppert, Executive Director, Alberta Transportation	Ira Provost, Consultation Manager, Piikani Nation	Postal delivery	N/A	N/A	The June 14, 2018 ROC package was delivered.
June 29, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Consultation Manager, Lisa Old Crow, Piikani Nation	Email	N/A	N/A	Jennifer Hallson emailed to ask if July 9-10 or July 10-11, 2018 would work to have the meetings to discuss concerns. Also confirmed they had received the documents Ira Provost sent June 18, 2018.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: July-August 2018

PIIKANI NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: IRA Provost, Consultation Manager
Contact Phone Number: 403-965-2522; Fax: 403-965-2214, Cell 403-894-3639
Email: IRA.P@piikanination.com
Mailing Address: P.O. Box 70, Brocket AB. T0K 0H0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
July 6, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Ira Provost, Lisa Old Crow, Piikani Nation	Email	N/A	N/A	Dallas Maynard emailed to request potential meeting dates to go over Piikani Nation's concerns and Alberta Transportation's responses, as presented in <i>Table 7-6 SR1 Project Specific Concerns and Responses – Piikani Nation</i> (Table 7-6). He also requested a budget, suggested meeting times of 10:00-4:00, and that they could discuss having more than one day of meetings.

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July 10, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Lisa Old Crow, Piikani Nation	Phone call	N/A	N/A	Dallas Maynard called Lisa Old Crow to inquire about potential dates to meet. Lisa Old Crow indicated Ira Provost will not be available to meet until the second week of August. They tentatively agreed on August 21-22, 2018.
July 10, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Ira Provost, Lisa Old Crow, Piikani Nation	Email	N/A	N/A	Dallas Maynard emailed the phone log from his earlier call with Lisa Old Crow. He said he would confirm August 21-22, 2018 with Alberta Transportation and asked that Piikani Nation prepare a budget for the meetings.
July 30, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani 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 Environmental Impact Assessment (EIA) review. Alberta Transportation also indicated that Dallas Maynard had been in contact regarding a meeting to go over Piikani Nation's concerns.

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August 1, 2018	Landon Reppert, Executive Director, Alberta Transportation	Ira Provost, Piikani Nation	Letter	N/A	N/A	The July 30, 2018 letter was sent via registered mail.
August 3, 2018	Landon Reppert, Executive Director, Alberta Transportation	Ira Provost, Piikani Nation	Postal delivery	N/A	N/A	The July 30, 2018 letter was delivered.
August 3, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation.	Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson emailed the cover letter from Landon Reppert, Alberta Transportation that accompanied a USB flash drive with the March 2017-April 2018 Record of Consultation (ROC) logs and Specific Concerns and Response Table (SCRT). The letter indicated that the Piikani Nation had 70 working days to review the ROC logs and SCRT for any errors and omissions. This 70 day review period was to begin on August 13, 2018 due to Blackfoot offices closures for Sundance.
August 3, 2018	Landon Reppert, Executive Director, Alberta Transportation	Ira Provost, Piikani Nation	Letter	N/A	N/A	A USB flash drive with the March 2017-April 2018 revised ROC logs and SCRT and accompanying letter was sent via Express Post.

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August 9, 2018	Landon Reppert, Executive Director, Alberta Transportation	Ira Provost, Piikani Nation	Postal delivery	N/A	N/A	The ROC package was delivered.
August 13, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Lisa Old Crow, Piikani Nation	Phone call	N/A	N/A	Dallas Maynard called Lisa Old Crow. No answer and the voicemail was full so no message left.
August 13, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Lisa Old Crow, Piikani Nation	Text	N/A	N/A	Dallas Maynard texted Lisa Old Crow letting her know he had tried to call her to confirm the August 21-22, 2018 meetings.
August 14, 2018	Dallas Maynard, Alexandra Burchill, DEMA Land Services for Alberta Transportation	Lisa Old Crow, Piikani Nation	Email	N/A	N/A	Dallas Maynard and Alexandra Burchill called Lisa Old Crow to ask about the August 21-22, 2018 meetings. Lisa Old Crow said she believed they were still on, but she would need to confirm with Ira Provost, and would let Dallas Maynard know.
August 14, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Ira Provost, Lisa Old Crow, Piikani Nation	Email	N/A	N/A	Dallas Maynard emailed Lisa Old Crow to confirm the meetings on August 21-22, 2018. He indicated he was planning on sending a meeting invite out.
August 15, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Lisa Old Crow, Piikani Nation	Text	N/A	N/A	Dallas Maynard texted Lisa Old Crow to ask where the August 21-22, 2018 meetings would be held.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
August 15, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Ira Provost, Lisa Old Crow, Piikani Nation	Email	N/A	N/A	Dallas Maynard emailed Lisa Old Crow to ask where the August 21-22, 2018 meetings would be held, and also asked for a budget for the meetings.
August 16, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Ira Provost, Lisa Old Crow, Piikani Nation	Email	N/A	N/A	Dallas Maynard sent out the meeting invite for the August 21-22, 2018 meetings. A draft agenda was attached for review. Table 7-6 was also attached for reference.
August 17, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Phone call	N/A	N/A	Dallas Maynard called Ira Provost about the August 21-22, 2018 meetings. Due to funerals in the community, Piikani Nation cancelled the meetings. Ira Provost indicated they would like to reschedule for the week of September 17, 2018.
August 17, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Ira Provost, Lisa Old Crow, Piikani Nation	Email	N/A	N/A	Dallas Maynard emailed the August 17, 2018 phone log. He also asked if the draft agenda that had been sent for the August 21-22, 2018 cancelled meetings was okay for when the meetings are rescheduled in September.

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August 29, 2018	Dallas Maynard, Alexandra Burchill, Alberta Transportation	Lisa Old Crow, Piikani Nation	Meeting	N/A	N/A	Dallas Maynard and Alexandra Burchill spoke with Lisa Old Crow prior to a meeting for another project and confirmed meeting dates of September 18-19, 2018.
August 31, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Ira Provost, Lisa Old Crow, Piikani Nation	Email	N/A	N/A	Dallas Maynard sent out a meeting invite for September 18-19, 2018.

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ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: September-October 2018

PIIKANI NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: IRA Provost, Consultation Manager
Contact Phone Number: 403-965-2522; Fax: 403-965-2214, Cell 403-894-3639
Email: ira.p@piikanation.com
Mailing Address: P.O. Box 70, Brocket AB. T0K 0H0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
September 11, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Lisa Old Crow, Piikani Nation	Text message	N/A	N/A	Dallas Maynard texted to ask about a location for the September 18-19, 2018 planned meetings so he could send out an agenda.
September 11, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Lisa Old Crow, Piikani Nation	Text message	N/A	N/A	Lisa Old Crow texted that their conference room was booked for the meetings.
September 11, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Lisa Old Crow, Piikani Nation	Text message	N/A	N/A	Dallas Maynard asked the building name and location in Brocket.

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September 11, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Lisa Old Crow, Piikani Nation	Text message	N/A	N/A	Lisa Old Crow replied the conference room is on the north side of the administration building.
September 11, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Lisa Old Crow, Piikani Nation	Email	N/A	N/A	Jennifer Hallson emailed to ask for a budget for the meetings.
September 13, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Lisa Old Crow, Piikani Nation	Email	N/A	N/A	Lisa Old Crow forwarded the budget for the September 18-19, 2018 meetings.
September 14, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Lisa Old Crow, Piikani Nation	Text message	N/A	N/A	Dallas Maynard texted Lisa Old Crow to ask if they would have their legal counsel present at the September 18-19, 2018 meetings.
September 14, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Lisa Old Crow, Piikani Nation	Text message	N/A	N/A	Dallas Maynard texted to ask if Piikani Nation would have any of their experts at the September 18-19, 2018 meetings.
September 14, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Lisa Old Crow, Piikani Nation	Text message	N/A	N/A	Lisa Old Crow replied that they would have one of their environmental consultants present and that cost is in the budget.

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September 14, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Lisa Old Crow, Piikani Nation	Text message	N/A	N/A	Lisa Old Crow texted that she had spoke with Ira Provost and he said it would be good to have their legal counsel present if Alberta Transportation would cover the costs.
September 14, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Lisa Old Crow, Piikani Nation	Text message	N/A	N/A	Dallas Maynard texted to ask Lisa Old Crow to call him.
September 14, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Lisa Old Crow, Piikani Nation	Text message	N/A	N/A	Dallas Maynard texted that Alberta Transportation will cover environmental costs for consultation but not legal fees.
September 14, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Lisa Old Crow, Piikani Nation	Text message	N/A	N/A	Lisa Old Crow texted that they would be good with what was already in the budget.
September 14, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Lisa Old Crow, Piikani Nation	Text message	N/A	N/A	Dallas Maynard thanked Lisa Old Crow.
September 14, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Ira Provost, Lisa Old Crow, Piikani Nation	Email	N/A	N/A	Dallas Maynard emailed to let Piikani Nation know their budget had been approved.
September 15, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Ira Provost, Lisa Old Crow, Piikani Nation	Email	N/A	N/A	Ira Provost emailed in response to the budget approval, and asked if there was a budget.

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September 16, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Ira Provost, Lisa Old Crow, Piikani Nation	Text Message	N/A	N/A	Dallas Maynard texted both Ira Provost and Lisa Old Crow to outline the revisions on the agenda and why they were made, with a specific reference to having the environmental consultant hired by the Piikani Nation to present their work at the meeting.
September 16, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Ira Provost, Lisa Old Crow, Piikani Nation	Email	N/A	N/A	Dallas Maynard updated the meeting invite with an updated agenda for the September 18-19, 2018 meetings.
September 16, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Ira Provost, Lisa Old Crow, Piikani Nation	Email	N/A	N/A	Dallas Maynard emailed the updated agenda for the September 18-19, 2018 meetings.
September 18-19, 2018	Crystal Damer, Mark Svenson, Seamas Skelly, Alberta Transportation Jim Howell, Colin Buchanan, Jordan Toth, Liam Mackle, Stantec	Ira Provost, Lisa Old Crow, Pat Provost, Albertine Crow Shoe, Shirlee Crow Shoe, Darren Smith, Rosanne Smith, Piikani Nation	Meetings	Concerned about the wildlife and wildlife habitat in the area.	At the meeting, Alberta Transportation described the mitigation for wildlife that is present in the EIA. This includes: wildlife friendly fencing; vegetated and gentle slopes; observing restricted activity periods and setbacks during construction; and camera monitoring programs.	Alberta Transportation met with Piikani Nation to discuss <i>Table 7-6 SR1 Project Specific Concerns and Responses – Piikani Nation</i> (Table 7-6) and the documents submitted by Piikani Nation June 15, 2018. On Day 1, Stantec provided and presentation that included

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	Dallas Maynard, Jennifer Hallson, Alexandra Burchill, DEMA Land Services	Rob Stuart, The Human Environmental Group		Concerned about cultural sites.	At the meeting, Alberta Transportation discussed creating a map with Piikani Nation identified sites so specific risks and mitigation could be discussed at future meeting. Piikani Nation agreed to this as long as the map is kept confidential.	<p>a project overview and the EIA mitigation measures as in Table 7-6. Piikani Nation's consultant, Schaldemose & Associates Inc., also gave a presentation on their technical review of the EIA.</p> <p>On Day 2, Alberta Transportation and Piikani Nation discussed and brainstormed ideas regarding future land use, monitoring, and educational programs.</p>
Access to plants, animals, for bundles and ceremony.	At the meeting, Alberta Transportation stated they will provide opportunities for First Nations to harvest traditional plants prior to construction. Alberta Transportation also offered to have a ceremony prior to construction if Piikani Nation is interested.					
Opportunities for Piikani Nation to purchase excess Crown land.	At the meeting, Alberta Transportation committed to reviewing the process for selling and purchasing the excess Crown land and bringing that information back to Piikani Nation.					
Piikani Nation would like to be involved in land use planning.	At the meeting, Alberta Transportation and Piikani Nation discussed the long-term land use plan and committed to continued discussions on the topic.					

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				Piikani Nation would like the opportunity to provide input on reclamation/seed mixes.	At the meeting, Alberta Transportation committed to discussing the opportunity for Piikani Nation to be involved in reclamation.	
				Piikani Nation would like there to be education and cultural awareness programs, programs for youth.	At the meeting, Alberta Transportation discussed cultural awareness programs with the Piikani Nation and committed to more discussions on the topic.	
October 15, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson emailed the draft meeting notes from the September 18-19, 2018 meetings for review and comment. She also asked for confirmation about November 20, 2018, which was tentative date decided on at the meetings for the next meeting.
October 24, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Ira Provost, Lisa Old Crow, Piikani Nation	Text message	N/A	N/A	Dallas Maynard texted to ask for confirmation for the tentative November 20, 2018 date for the next meeting.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
October 29, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Phone Call	N/A	N/A	Jennifer Hallson called Ira Provost to ask for confirmation on the November 20, 2018 date for next meeting. Ira Provost confirmed that November 20, 2018 would still work. Jennifer Hallson stated she would send out a meeting request right away and an agenda within the next week.
October 29, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Lisa Old Crow Piikani Nation	Email	N/A	N/A	Jennifer Hallson sent out a meeting invite for November 20, 2018.
October 30, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Lisa Old Crow, Ira Provost, Piikani Nation	Email	N/A	N/A	Dallas Maynard emailed Lisa Old Crow to request the invoice for the meetings on September 18-19, 2018. Dallas Maynard attached the budget that was sent initially on September 13, 2018.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: November-December 2018

PIIKANI NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Ira Provost, Consultation Manager
Contact Phone Number: 403-965-2522; Fax: 403-965-2214, Cell 403-894-3639
Email: ira.provost@piikani.consultation.com
Mailing Address: P.O. Box 70, Brocket AB. T0K 0H0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 13, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Lisa Old Crow, Piikani Nation	Email	N/A	N/A	Jennifer Hallson emailed a draft agenda for the November 20, 2018 meeting. She also asked for a budget for the meeting, and for an invoice for the September 18-19, 2018 meetings.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 15, 2018	Amandah van Merlin, DEMA Land Services for Alberta Transportation	Ira Provost, Megan Crow Shoe, Piikani Nation	Phone call	N/A	N/A	Amandah van Merlin called to request the budget for the November 20, 2018 meeting. Megan Crow Shoe answered and a message was left with her. Megan Crow Shoe stated Ira Provost would be back in the office around 1:00 pm.
November 15, 2018	Amandah van Merlin, DEMA Land Services for Alberta Transportation	Ira Provost, Megan Crow Shoe, Piikani Nation	Phone call	N/A	N/A	Amandah van Merlin called the Piikani Nation office to speak with Ira Provost. Megan Crow Shoe answered and stated that Ira Provost had left for the day. Amandah van Merlin left a message requesting the budget for the November 20, 2018 meeting.
November 16, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Ira Provost emailed that Piikani Nation needed to cancel the November 20, 2018 meeting, and asked to reschedule for November 28, 2018.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 16, 2018	Amandah van Merlin, DEMA Land Services for Alberta Transportation	Ira Provost, Megan Crow Shoe, Piikani Nation	Phone call	N/A	N/A	Amandah van Merlin called to speak with Ira Provost about rescheduling the meeting. Megan Crow Shoe answered and stated that Ira Provost was at meetings all day but he was checking emails. Amandah van Merlin informed Megan Crow Shoe that the proposed November 28, 2018 date did not work. Megan Crow Shoe asked that DEMA email Ira Provost with a new date.
November 16, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson emailed to let Ira Provost know that November 28, 2018 did not work for Alberta Transportation, and suggested November 29, 2018 to meet instead.
November 19, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Lisa Old Crow, Piikani Nation	Email	N/A	N/A	Jennifer Hallson cancelled the November 20, 2018 meeting, noting that a new meeting invitation will be sent when a date is confirmed.
November 19, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Phone call	N/A	N/A	Jennifer Hallson called Ira Provost's office number. There was no answer and the answering machine was full.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 19, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Phone call	N/A	N/A	Jennifer Hallson left a message on Ira Provost's cell. She asked if November 29, 2018 would work to reschedule the meeting, and asked him to email or call her back to confirm the date.
November 20, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Ira Provost stated November 29, 2018 does not work, and suggested December 6, 2018.
November 20, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson indicated December 6, 2018 does not work and asked for other possible dates.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 22, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson emailed the cover letter from Crystal Damer, Alberta Transportation that accompanied a USB flash drive with the May 2018-October 2018 Record of Consultation (ROC) logs and Specific Concerns and Response Table (SCRT). The cover letter indicated that Piikani Nation had 30 Government of Alberta working days to review the ROC logs and SCRT for any errors and omissions. She indicated the package was going to be hand delivered the next day.
November 22, 2018	Amandah van Merlin, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Phone call	N/A	N/A	Amandah van Merlin called Ira Provost's office number to discuss meeting dates. There was no answer and the answering machine was full.
November 22, 2018	Amandah van Merlin, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Phone call	N/A	N/A	Amandah van Merlin called Ira Provost's cell phone. She left a message regarding rescheduling the meeting. She asked him to call or email with potential dates.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 23, 2018	Amandah van Merlin, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Phone call	N/A	N/A	Amandah van Merlin called Ira Provost's office number to discuss meeting dates. There was no answer and the answering machine was full.
November 23, 2018	Amandah van Merlin, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Amandah van Merlin followed up on Jennifer Hallson's November 20, 2018 email to ask for dates to reschedule the meeting.
November 23, 2018	James Bowker, DEMA Land Services for Alberta Transportation	Shane Good Rider, Piikani Nation	Personal delivery	N/A	N/A	James Bowker hand delivered the ROC package to Piikani Nation. The package, addressed to Ira Provost, was left with Shane Good Rider at the Piikani Nation Administration office.
November 26, 2018	Amandah van Merlin, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Phone call	N/A	N/A	Amandah van Merlin called Ira Provost's office number to discuss possible meeting dates. Ira Provost suggested December 14 or 17, 2018 to meet. Amandah van Merlin said she would check with Alberta Transportation and get back to him.
November 27, 2018	Amandah van Merlin, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Phone call	N/A	N/A	Amandah van Merlin called Ira Provost's office number to confirm a meeting date. There was no answer and the answering machine was full.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 27, 2018	Amandah van Merlin, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Phone call	N/A	N/A	Amandah van Merlin called Ira Provost's cell phone. She left a message asking for confirmation of December 17, 2018. She also asked if he had received the ROC package.
November 27, 2018	Amandah van Merlin, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Amandah van Merlin confirmed December 17, 2018 works for Alberta Transportation, and asked Ira Provost to confirm the date still worked for Piikani Nation.
November 27, 2018	Amandah van Merlin, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Ira Provost confirmed December 17, 2018 worked for a meeting with Piikani Nation.
November 27, 2018	Amandah van Merlin, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Amandah van Merlin thanked Ira Provost and indicated the meeting invite would be sent out later that day.
November 27, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson sent out a meeting invite for December 17, 2018. Attached was the draft agenda.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 29, 2018	Crystal Damer, Alberta Transportation	Ira Provost, Piikani 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 ROC will be submitted as part of this application.
November 30, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson emailed a copy of the November 29, 2018 letter regarding the DMAF application.
December 3, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Megan Crow Shoe, Piikani Nation	Email	N/A	N/A	Jennifer Hallson requested a budget for the December 17, 2018 meeting. She also indicated that she had not received an invoice for the September 18-19, 2018 meetings.
December 4, 2018	Crystal Damer, Alberta Transportation	Ira Provost, Piikani Nation	Postal delivery	N/A	N/A	The November 29, 2018 letter regarding the DMAF application was delivered by post.
December 7, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Megan Crow Shoe, Ira Provost, Piikani Nation	Email	N/A	N/A	Megan Crow Shoe sent an invoice for the September 18-19, 2018 meetings, and a budget for the December 17, 2018 meeting.

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December 7, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Megan Crow Shoe, Piikani Nation	Email	N/A	N/A	Jennifer Hallson thanked Megan Crow Shoe and asked for confirmation of the meeting location for December 17, 2018.
December 7, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Megan Crow Shoe, Piikani Nation	Email	N/A	N/A	Megan Crow Shoe confirmed the meeting location for December 17, 2018.
December 7, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Megan Crow Shoe, Piikani Nation	Email	N/A	N/A	Jennifer Hallson advised Piikani Nation that their budget for the December 17, 2018 meeting was approved.
December 10, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Megan Crow Shoe, Piikani Nation	Email	N/A	N/A	Ira Provost requested the meeting notes from September 18-19, 2018.
December 11, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Megan Crow Shoe, Piikani Nation	Email	N/A	N/A	Jennifer Hallson forwarded her October 15, 2018 email with the meeting notes from September 18-19, 2018.
December 12, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Megan Crow Shoe, Piikani Nation	Email	N/A	N/A	Jennifer Hallson emailed an updated agenda and a map that was created using data from Piikani Nation's Traditional Use Study (TUS). She indicated that Alberta Transportation would like to discuss which sites will be affected by the project, and potential mitigation measures.

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December 13, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Megan Crow Shoe, Piikani Nation	Email	N/A	N/A	Jennifer Hallson requested information on an inconsistency in Piikani Nation's invoice for the September 18-19, 2018 meetings.
December 13, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Megan Crow Shoe, Piikani Nation	Email	N/A	N/A	Ira Provost clarified the inconsistency in the invoice.
December 13, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Megan Crow Shoe, Piikani Nation	Email	N/A	N/A	Jennifer Hallson requested a corrected invoice to provide to Alberta Transportation.
December 14, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Megan Crow Shoe, Ira Provost, Piikani Nation	Email	N/A	N/A	Megan Crow Shoe provided a corrected invoice.
December 17, 2018	Crystal Damer, Mark Svenson, Seamas Skelly, Alberta Transportation Jim Howell, Jordan Toth, Liam Mackle, Stantec Dallas Maynard, Jennifer Hallson, Amandah van Merlin, DEMA Land Services	Ira Provost, Megan Crow Shoe, Kyle Plain Eagle, Pat Provost, Albertine Crow Shoe, Shirlee Crow Shoe, Darren Smith, Roseanne Smith, Piikani Nation	Meeting	The Piikani Nation voiced concerns about downstream erosion from the instream gates.	At the meeting, Alberta Transportation described that there may be some naturally occurring erosion from the flood flow, but they have designed the project so that the instream gates do not increase flows on the river and therefore erosion would not be increased. The diversion channel will have some armoring to prevent erosion at vulnerable spots.	A meeting was held between Alberta Transportation, Stantec, and Piikani Nation. Stantec presented the flyover video and explained the project location, components, and operations. A map depicting Piikani Nation's identified sites and the project footprint was also discussed.

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				The Piikani Nation voiced concerns that their concerns would not be taken into account.	At the meeting, Alberta Transportation reassured Piikani Nation that they were listening to their concerns and taking them into account for the project.	
				The Piikani Nation would like to perform a ceremonial sweat at the site of the tipi rings and perform other ceremonies before construction.	At the meeting, Alberta Transportation expressed their willingness to support ceremonies being performed.	
				The Piikani Nation requested that Alberta Transportation look into avoiding tipi ring sites identified near the end of the floodplain berm.	At the meeting, Alberta Transportation committed to discussing this with their engineers.	
				The Piikani Nation voiced concerns about protecting sites within the outflow channel requesting that flow control measures be looked into in that area.	At the meeting, Alberta Transportation committed to looking into the impact of flows from the outflow channel on tipi ring sites.	
				The Piikani Nation would like to have monitors on site during construction and after a flood to see if any sites are unearthed.	At the meeting, Alberta Transportation stated their willingness to discuss monitoring programs, and that this was a discussion they were also having with Alberta Environment and Parks (AEP) (the eventual owner and operator of SR1).	

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December 17, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Megan Crow Shoe, Piikani Nation	Email	N/A	N/A	Jennifer Hallson emailed a map showing the locations of SR1 and the McLean Creek option (MC1) that was shown at the meeting.
December 20, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson emailed a copy of a letter dated December 19, 2018 from Alberta Transportation to the Aboriginal Consultation Office (ACO) regarding submission of the ROC from August 2014 to April 2018 to the ACO. Alberta Transportation was submitting the ROC for ACO to review. Ira Provost was copied on the letter.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: January-February 2019

PIIKANI NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Ira Provost, Consultation Manager
Contact Phone Number: 403-965-2522; Fax: 403-965-2214, Cell 403-894-3639
Email: ira.provost@piikaniconsultation.com
Mailing Address: P.O. Box 70, Brocket AB. T0K 0H0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
January 10, 2019	Amandah van Merlin, DEMA Land Services for Alberta Transportation	Ira Provost, Megan Crow Shoe, Piikani Nation	Email	N/A	N/A	Amandah van Merlin emailed the draft meeting notes from the December 17, 2018 meeting for review. She also asked for an invoice for that meeting.
January 14, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Letter	N/A	N/A	Dallas Maynard sent payment for the September 18-19, 2018 meeting via registered mail.
January 17, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Postal delivery	N/A	N/A	The payment sent January 14, 2019 was delivered by post.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
January 21, 2019	Amandah van Merlin, DEMA Land Services for Alberta Transportation	Ira Provost, Megan Crow Shoe, Piikani Nation	Email	N/A	N/A	Amandah van Merlin emailed to request an invoice for the December 17, 2019 meeting.
January 21, 2019	Amandah van Merlin, DEMA Land Services for Alberta Transportation	Megan Crow Shoe, Ira Provost, Andrea Crow Shoe, Piikani Nation	Email	N/A	N/A	Megan Crow Shoe emailed an invoice (CC523) for the December 17, 2018 meeting.
January 21, 2019	Amandah van Merlin, DEMA Land Services for Alberta Transportation	Megan Crow Shoe, Ira Provost, Andrea Crow Shoe, Piikani Nation	Email	N/A	N/A	Amandah van Merlin emailed to thank Megan Crow Shoe.

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Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
January 29, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson emailed a letter dated January 28, 2019 from Crystal Damer, Alberta Transportation. The letter requested that Piikani Nation provide its views and perspectives on its Aboriginal and Treaty rights, cultural and experiential values, and country foods potentially affected by the project. The letter listed four specific topics that Alberta Transportation was requesting input on to respond to Canadian Environmental Assessment Agency (CEAA) IR2-01, IR2-02, and IR2-08. The specific information requests 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.
January 29, 2019	Crystal Damer, Alberta Transportation	Ira Provost, Piikani Nation	Letter	N/A	N/A	The January 28, 2019 letter requesting input for CEAA IRs was sent via registered mail.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
January 30, 2019	Crystal Damer, Alberta Transportation	Ira Provost, Piikani Nation	Postal delivery	N/A	N/A	The January 28, 2019 letter was delivered by post.
February 4, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson sent a cover letter from Crystal Damer, Alberta Transportation, the SR1 Record of Consultation (ROC) logs, Specific Concerns and Response Table (SCRT), and supporting documents for November-December 2018. The cover letter indicated there was a ten Government of Alberta (GoA) day period to review for errors or omissions. The cover letter also asked for any specific feedback on Alberta Transportation's responses and mitigation measures in column 4 of the SCRT.
February 4, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Email delivery verification received.
February 13, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Letter	N/A	N/A	Payment was sent for Piikani Nation invoice CC523 for the December 17, 2019 meeting.
February 18, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Postal delivery	N/A	N/A	The payment of invoice CC523 was delivered by post.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: March-April 2019

PIIKANI NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Ira Provost, Consultation Manager
Contact Phone Number: 403-965-2522; Fax: 403-965-2214, Cell 403-894-3639
Email: ira.provost@piikaniconsultation.com
Mailing Address: P.O. Box 70, Brocket AB. T0K 0H0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
March 8, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson followed up on the January 28, 2019 letter to ask if Piikani 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	Ira Provost, Megan Crowshoe, Piikani Nation	Email	N/A	N/A	Jennifer Hallson emailed to let Piikani Nation know that due to the provincial election, consultation on the SR1 project would be paused until after the election.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: May-June 2019

PIIKANI NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Ira Provost, Consultation Manager
Contact Phone Number: 403-965-2522; Fax: 403-965-2214, Cell 403-894-3639
Email: ira.provost@piikaniconsultation.com
Mailing Address: P.O. Box 70, Brocket AB. T0K 0H0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
May 6, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson emailed to update Ira Provost that Alberta Transportation was in the process of briefing the new Minister and would be in contact after the pause on consultation due to the provincial election was lifted.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
May 22, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani 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 consultation due to the provincial election.
May 22, 2019	Matthew Hebert, Alberta Transportation	Ira Provost, Piikani Nation	Letter	N/A	N/A	The May 21, 2019 letter ending the pause on consultation due to the provincial election was sent via registered mail.
May 23, 2019	Matthew Hebert, Alberta Transportation	Ira Provost, Piikani Nation	Postal delivery	N/A	N/A	The May 21, 2019 letter was delivered by post.
June 5, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson sent a cover letter, the Record of Consultation (ROC) log, Specific Concerns and Response Table (SCRT) and supporting documents for January-February 2019.
June 5, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Email delivery verification received.

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June 14, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani 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 Alberta Environment and Parks, the Natural Resources Conservation Board, and the Canadian Environmental Assessment Agency. A link was provided where the documents could be downloaded. A project update newsletter was also attached.
June 20, 2019	Matthew Hebert, Alberta Transportation	Ira Provost, Piikani 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 consultation, the additional hydrogeological modelling, and information on the responses to the information requests. A USB with all the responses to the regulators was included in the package.

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June 21, 2019	Matthew Hebert, Alberta Transportation	Ira Provost, Piikani Nation	Postal delivery	N/A	N/A	The June 20, 2019 package was delivered by post.
June 25, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson sent a cover letter, the ROC log, SCRT and supporting documents for March-April 2019.
June 25, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Email delivery verification received.

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ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: July-August 2019

PIIKANI NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Ira Provost, Consultation Manager
Contact Phone Number: 403-965-2522; Fax: 403-965-2214, Cell 403-894-3639
Email: ira.provost@piikaniconsultation.com
Mailing Address: P.O. Box 70, Brocket AB. T0K 0H0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
July 29, 2019	Jennifer Hallson, DEMA Land Services on behalf of Matthew Hebert, Alberta Transportation	Ira Provost, Piikani 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 the Canadian Environmental Assessment Agency (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

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						Transportation's responses to the CEAA, Alberta Environment and Parks, and Natural Resources Conservation Board information requests was made. The July 16, 2019 letter from CEAA was attached.
July 31, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson provided a cover letter from Matthew Hebert, Alberta Transportation, the Record of Consultation (ROC) log, and Specific Concerns and Response Table (SCRT) for May-June 2019. She indicated the supporting documents were too large to email so she would send them on a USB stick.
July 31, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Email delivery verification for the ROC package received.
August 1, 2019	Matthew Hebert, Alberta Transportation	Ira Provost, Piikani Nation	Letter	N/A	N/A	The cover letter and a USB stick with the ROC log, SCRT, and supporting documents were sent via registered mail.
August 13, 2019	Matthew Hebert, Alberta Transportation	Ira Provost, Piikani Nation	Postal delivery	N/A	N/A	The ROC package was delivered by post.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: September-October 2019

PIIKANI NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Ira Provost, Consultation Manager
Contact Phone Number: 403-965-2522; Fax: 403-965-2214, Cell 403-894-3639
Email: ira.provost@piikaniconsultation.com
Mailing Address: P.O. Box 70, Brocket AB. T0K 0H0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
September 25, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson emailed a cover letter, the Record of Consultation (ROC) logs, Specific Concerns and Response Table (SCRT), and supporting documents (ROC Documents) updated for July-August 2019.
September 25, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Delivery verification of the ROC Documents received.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
October 1, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson emailed that there was a typo in the cover letter that accompanied the July-August 2019 ROC Documents. Due to this, the 10 day review period would restart the day following this email.
October 1, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Email delivery verification for the ROC Documents typo email received.
October 22, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Ira Provost, Piikani 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. The letter also responded to the request for a workshop to review Tables 14-3 and 14-5 in the March 2018 Environmental Impact Assessment, suggesting that a workshop be held following Alberta Transportation's submission of their written response to the Schaldemose & Associates Inc review.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
October 22, 2019	Matthew Hebert, Alberta Transportation	Ira Provost, Piikani Nation	Letter	N/A	N/A	The October 21, 2019 letter regarding future land use and Indigenous participation was sent via registered mail.
October 28, 2019	Matthew Hebert, Alberta Transportation	Ira Provost, Piikani Nation	Postal delivery	N/A	N/A	The October 21, 2019 letter regarding future land use and Indigenous participation was delivered by post.

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ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: November-December 2019

PIIKANI NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Ira Provost, Consultation Manager
Contact Phone Number: 403-965-2522; Fax: 403-965-2214, Cell 403-894-3639
Email: ira.provost@piikaniconsultation.com
Mailing Address: P.O. Box 70, Brocket AB. T0K 0H0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 5, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Ira Provost, Piikani 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	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 8, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Ira Provost, Piikani 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	Ira Provost, Piikani Nation	Letter	N/A	N/A	The Project Update Letter was sent via registered mail.
November 15, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson emailed the draft future land use documents, including draft principles for future land use, and the draft Indigenous Participation Plan (IPP). She asked if Piikani Nation would be available to meet before the end of the year or early in the new year.
November 15, 2019	Matthew Hebert, Alberta Transportation	Ira Provost, Piikani Nation	Postal delivery	N/A	N/A	The Project Update Letter was delivered via registered mail.
November 20, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson followed up on her November 15, 2019 email to ask if Piikani Nation was available to meet in December 2019.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 27, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Ira Provost, Piikani Nation	Phone call	N/A	N/A	Jennifer Hallson called Ira Provost's office number. There was no answer and no answering machine.
November 27, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Ira Provost, Piikani Nation	Phone call	N/A	N/A	Jennifer Hallson called Ira Provost's cell phone. She explained she was following up on her emails about meeting to discuss future land use and the draft IPP. Ira Provost said he had seen the emails and needed to check with his office about scheduling a meeting. He indicated Piikani Nation would get back to Jennifer Hallson with a date in December to meet.
December 4, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson followed up on her November 27, 2019 phone call to request a meeting date.
December 4, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Megan Crowshoe, Ira Provost, Piikani Nation	Email	N/A	N/A	Megan Crowshoe emailed to suggest the afternoon of December 12, 2019 to meet, otherwise they were not available until the new year.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
December 6, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson emailed a cover letter, the Record of Consultation (ROC) logs, Specific Concerns and Response Table (SCRT), and supporting documents for September-October 2019.
December 6, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Email delivery verification for the ROC logs, SCRT, and supporting documents received.
December 6, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Megan Crowshoe, Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson confirmed Alberta Transportation was available December 12, 2019. She asked what time worked best and requested a budget for the meeting. She also indicated she would send a draft agenda the next week.
December 9, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Megan Crowshoe, Ira Provost, Piikani Nation	Email	N/A	N/A	Megan Crowshoe suggested 1:00 pm for the December 12, 2019 meeting.
December 9, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Megan Crowshoe, Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson confirmed 1:00 pm worked, and she would send out a meeting invite and a draft agenda.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
December 9, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Megan Crowshoe, Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson sent a meeting invite for December 12, 2019. The purpose of the meeting was to discuss future land use and the draft IPP. A draft agenda was attached.
December 9, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Ira Provost accepted the meeting invite.
December 9, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Megan Crowshoe, Piikani Nation	Email	N/A	N/A	Megan Crowshoe accepted the meeting invite.
December 9, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Megan Crowshoe, Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson emailed Megan Crowshoe to confirm the meeting location and requested a budget for any anticipated costs for the meeting.
December 9, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Megan Crowshoe, Ira Provost, Piikani Nation	Email	N/A	N/A	Megan Crowshoe confirmed the meeting would be at the Piikani Consultation Office. She said they would discuss a budget at the meeting.
December 10, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Megan Crowshoe, Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson explained that Alberta Transportation requires a budget prior to a meeting so they can approve it before the meeting takes place. She also asked for further directions to the Piikani Consultation Office.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
December 10, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Megan Crowshoe, Piikani Nation	Email	N/A	N/A	Megan Crowshoe provided a map for the December 12, 2019 meeting.
December 10, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Ira Provost, Piikani 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 Piikani Nation's technical review were listed for reference.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
December 12, 2019	Matthew Hebert, Mark Svenson, Alberta Transportation Elise Savard, Colin Buchanan, Stantec Jennifer Hallson, Amandah van Merlin, DEMA Land Services	Ira Provost, Megan Crowshoe, Piikani Nation	Meeting	None.	N/A	A meeting was held to discuss future land use and the draft IPP. Alberta Transportation reviewed both of the documents (provided November 15, 2019) and Piikani Nation provided some initial feedback that they were interested in discussing future land use and the draft IPP. Piikani Nation indicated they would discuss these topics with their Elders and then another, larger meeting could be scheduled. Alberta Transportation committed to providing the draft mitigation and monitoring plans for wildlife, water, groundwater, and vegetation, and to provide Project shapefiles to Piikani Nation.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
December 16, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Ira Provost, Megan Crowshoe, Piikani Nation	Email	<i>See June 15, 2018 entry and SCRT for detailed concerns from Piikani Nation's technical review.</i>	<i>See SCRT for detailed responses to concerns from Piikani Nation's technical review.</i>	Jennifer Hallson emailed a cover letter and Alberta Transportation's response to Piikani Nation's technical review of the Environmental Impact Assessment. 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	Matthew Hebert, Alberta Transportation	Ira Provost, Piikani Nation	Letter	N/A	N/A	A USB with Alberta Transportation's response to Piikani Nation's technical review was sent via registered mail.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
December 17, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Ira Provost, Piikani 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 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 Piikani Nation's technical review were listed for reference.
December 20, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Ira Provost, Piikani Nation	Email	<i>See February 22, 2017, 2018 entry and SCRT for detailed concerns raised in Piikani Nation's Traditional Use Study (TUS).</i>	<i>See SCRT for detailed responses to concerns raised in Piikani Nation's TUS.</i>	Jennifer Hallson emailed a cover letter and Alberta Transportation's response to Piikani Nation's TUS. She noted Alberta Transportation would like to meet to discuss any outstanding concerns, and she would follow up in the new year.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: January-February 2020

PIIKANI NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Ira Provost, Consultation Manager
Contact Phone Number: 403-965-2522; Fax: 403-965-2214, Cell 403-894-3639
Email: ira.provost@piikaniconsultation.com
Mailing Address: P.O. Box 70, Brocket AB. T0K 0H0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
January 3, 2020	Matthew Hebert, Alberta Transportation	Ira Provost, Piikani Nation	Postal delivery	N/A	N/A	The USB with Alberta Transportation's response to Piikani Nation's technical review was delivered via registered mail.
January 15, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Megan Crowshoe, Piikani Nation	Email	N/A	N/A	Jennifer Hallson sent the meeting minutes from the December 12, 2019 meeting for review.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
January 30, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Megan Crowshoe, Piikani Nation	Email	N/A	N/A	Jennifer Hallson followed up to see if Ira Provost had discussed the future land use and Indigenous Participation Plan (IPP) documents with their Elders. She indicated Alberta Transportation would like to meet in February to discuss these topics, and also welcomes written feedback. Jennifer Hallson requested potential meeting dates.
January 30, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson emailed a cover letter, the Record of Consultation (ROC) logs, and Specific Concerns and Response Table (SCRT) for November-December 2019. She noted the supporting documents were too large so they would be mailed on a USB.
January 30, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Email delivery verification for the ROC documents received.
February 4, 2020	Matthew Hebert, Alberta Transportation	Ira Provost, Piikani Nation	Letter	N/A	N/A	A USB with the cover letter, ROC logs, SCRT, and supporting documents was sent via registered mail.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
February 6, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani 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 Piikani Nation's technical review of the EIA and Alberta Transportation's response to the technical review. Alberta Transportation informed Piikani Nation that they would be providing these documents to NRCB, with the note that consultation is still ongoing.
February 10, 2020	Matthew Hebert, Alberta Transportation	Ira Provost, Piikani Nation	Postal delivery	N/A	N/A	The USB with the cover letter, ROC logs, SCRT, and supporting documents was delivered via registered mail.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
February 14, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Megan Crowshoe, Piikani Nation	Email	N/A	N/A	Jennifer Hallson followed up on her first January 30, 2020 email to request dates to continue discussions on future land use and the IPP. She also noted that Alberta Transportation would like to meet to discuss their response to Piikani Nation's Traditional Use Study (TUS) and response to Piikani Nation's technical review, and will defer to Piikani Nation on how best to organize these multiple meeting topics.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: March-April 2020

PIIKANI NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Ira Provost, Consultation Manager
Contact Phone Number: 403-965-2522; Fax: 403-965-2214, Cell 403-894-3639
Email: ira.provost@piikaniconsultation.com
Mailing Address: P.O. Box 70, Brocket AB. T0K 0H0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
March 23, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Phone call	N/A	N/A	Jennifer Hallson called Ira Provost to check in about Piikani Nation's status and ability to consult given the COVID-19 pandemic.. There was no answer, so she left a message requesting a call or email back.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
March 25, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Megan Crowshoe, Piikani Nation	Email	N/A	N/A	Jennifer Hallson followed up on her March 23, 2020 voicemail to check in and inquire what Piikani Nation's office's working arrangements were and if they could continue consultation activities.
April 14, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Megan Crowshoe, Piikani 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 consultation with Piikani Nation.
April 16, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Megan Crowshoe, Piikani 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	Ira Provost, Megan Crowshoe, Piikani Nation	Email	N/A	N/A	Jennifer Hallson emailed four draft monitoring plans (groundwater, surface water, vegetation and wetlands, and wildlife) for Piikani Nation's review. She indicated Alberta Transportation welcomes written feedback and would also be available to discuss the plans in a meeting.



ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: May-June 2020

PIIKANI NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Ira Provost, Consultation Manager
Contact Phone Number: 403-965-2522; Fax: 403-965-2214, Cell 403-894-3639
Email: ira.provost@piikaniconsultation.com
Mailing Address: P.O. Box 70, Brocket AB. T0K 0H0

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May 11, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson emailed a cover letter, the Record of Consultation (ROC) logs, Specific Concerns and Response Table (SCRT), and supporting documents for January-February 2020.
May 11, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Email delivery verification for the ROC documents received.



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May 12, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani 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	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
May 15, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson emailed a message from Matthew Hebert, Alberta Transportation including 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 Piikani Nation's technical review and Traditional Use Study, the four draft monitoring plans provided April 20, 2020, and continue discussions on future land use.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
June 1, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson emailed a message from Matthew Hebert, Alberta Transportation regarding the filing of the first two of three parts of the Round 2 information requests from Alberta Environment and Parks and the Natural Resources Conservation Board.
June 3, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson sent a message from Matthew Hebert, Alberta Transportation with a link to the Spring 2020 Project Update. The Project Update outlined SR1's function as a significant component of the Government of Alberta's flood mitigation strategy for southern Alberta and Calgary, and its role working together with other flood mitigation projects such as the upgrades to the Glenmore Reservoir.
June 4, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson followed up to inquire if Piikani Nation would be completing the Request for Information.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
June 19, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson followed up again to inquire if Piikani Nation would be completing the Request for Information.
June 30, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson sent a letter from Alberta Transportation regarding Fisheries and Oceans Canada and fish offsetting requirements for the SR1 Project, with an indication that they would like to meet in late July-August to discuss the options and get feedback from Piikani Nation.



ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: July-August 2020

PIIKANI NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Ira Provost, Consultation Manager
Contact Phone Number: 403-965-2522; Fax: 403-965-2214, Cell 403-894-3639
Email: ira.provost@piikaniconsultation.com
Mailing Address: P.O. Box 70, Brocket AB. T0K 0H0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
July 2, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson emailed a letter from Matthew Hebert, Alberta Transportation regarding the <i>Water Act</i> application for the SR1 Project. The letter described the application process and requested feedback on any potential adverse impacts that the <i>Water Act</i> approval may have on treaty rights and traditional uses.



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July 2, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson emailed a plain language summary of the <i>Water Act</i> application.
July 3, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson emailed a message from Matthew Hebert, Alberta Transportation notifying Piikani Nation that the third part of the provincial information requests package had been submitted to Alberta Environment and Parks (AEP) and the Natural Resources Conservation Board (NRCB).
July 15, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson emailed a cover letter, the Record of Consultation (ROC) logs, Specific Concerns and Response Table (SCRT), and supporting documents for March-April 2020.
July 15, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Email delivery notification for the ROC documents received.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
July 20, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson emailed a letter regarding the archaeological work being completed for the SR1 Project. The letter invited Piikani Nation to observe the Historical Resources Impact Assessment (HRIA) work as well as visit the cultural sites identified by Piikani Nation. The letter requested confirmation of interest and indicated capacity funding was available.
July 22, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	See SCRT for detailed responses.	Jennifer Hallson emailed a package that included responses to concerns in the SCRT that either had no response or required an updated response. Alberta Transportation requested feedback within 15 GOA days.



Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
July 22, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson sent a message from Matthew Hebert, Alberta Transportation that notified Piikani Nation that Alberta Transportation had responded to four out of five information requests from the Impact Assessment Agency of Canada (IAAC) on July 17, 2020. The Draft Fish Rescue and Fish Health Monitoring and Mitigation Programs (provided in Round 2 NRCB IR31, Appendix IR31-1) and the Draft Air Quality Management Plan (provided in Round 2 IAAC IR4-04, Appendix IR4-1) were attached.
July 24, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Megan Crowshoe, Piikani Nation	Email	N/A	N/A	Jennifer Hallson followed up to inquire if Piikani Nation planned to complete the Request for Information (RFI) sent on May 15, 2020.



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August 4, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson emailed a letter from Matthew Hebert, Alberta Transportation inviting Piikani Nation to participate in group virtual meetings to review the draft monitoring plans, fish offsetting plans, and the <i>Water Act</i> application. The letter requested confirmation of Piikani Nation's preference of group meetings or individual meetings by August 14, 2020.
August 6, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson followed up on the July 20, 2020 letter regarding the archaeological work for the SR1 Project. She requested Piikani Nation to respond if they were interested in participating in the visits to the cultural sites identified by Piikani Nation.

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August 31, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson emailed to provide an update on the archaeological work for the SR1 Project. The excavation and mitigation work had been postponed to the following year, and Alberta Transportation would contact Piikani Nation at that time to offer an invitation to observe the work. Alberta Transportation had received the permit to conduct the HRIA work and would complete that this fall.
August 31, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson emailed a cover letter, the ROC logs, SCRT, and supporting documents for May-June 2020.
August 31, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Email delivery notification for the ROC documents received.



ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: September-October 2020

PIIKANI NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Ira Provost, Consultation Manager
Contact Phone Number: 403-965-2522; Fax: 403-965-2214, Cell 403-894-3639
Email: ira.provost@piikaniconsultation.com
Mailing Address: P.O. Box 70, Brocket AB. T0K 0H0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
September 3, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson emailed a questionnaire compiled by Alberta Transportation to request feedback on the six draft monitoring plans for the SR1 Project. An updated group meeting schedule was provided. An offer for capacity funding to review the monitoring plans was also made.



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September 8, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Megan Crowshoe, Piikani Nation	Email	N/A	N/A	Jennifer Hallson inquired whether Piikani Nation would be submitting the Request for Information (RFI) for the Indigenous Participation Plan (IPP) for the SR1 Project.
September 10, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson sent a meeting invitation for the September 17, 2020 group meeting to discuss the draft Surface Water Monitoring Plan and the draft Fish Rescue and Fish Health Monitoring and Mitigation Program. An agenda was attached.
September 17, 2020	Mark Svenson, Alberta Transportation Elise Savard, Dave Brescia, Darrell Jobson, Lacey AuCoin, Talina Cyr-Steenkamp, Michele Perret, Stantec Jennifer Hallson, Amandah van Merlin, DEMA Land Services	Ira Provost, Piikani Nation	Meeting	None.	N/A	A meeting was held to review the draft Surface Water Monitoring Plan and the draft Fish Rescue and Fish Health Monitoring and Mitigation Program for the SR1 Project. Presentations were given on both plans with a question period following each.

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September 17, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson sent a meeting invitation for the September 24, 2020 group meeting to discuss the draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan and the draft Wildlife Mitigation and Monitoring Plan. An agenda was attached.
September 17, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Ira Provost accepted the September 24, 2020 group meeting invite. <i>Note: Ira Provost did not attend the September 24, 2020 meeting.</i>
September 18, 2020	Amandah van Merlin, DEMA Land Services for Alberta Transportation	Ira Provost, Megan Crowshoe, Piikani Nation	Email	N/A	N/A	Amandah van Merlin sent an update from Matthew Hebert, Alberta Transportation regarding public community information sessions that were occurring on September 24, 2020 and October 8, 2020.
September 24, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson emailed the presentations for the September 24, 2020 meeting to ensure anyone joining by phone could follow along.

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September 24, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson sent a meeting invitation for the October 1, 2020 group meeting to discuss the draft Groundwater Monitoring Plan and the draft Air Quality Management Plan. An agenda was attached.
September 29, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson provided the meeting minutes from the September 17, 2020 group meeting, along with the presentations that were given.
October 2, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson sent a meeting invitation for the October 8, 2020 group meeting to discuss the <i>Water Act</i> application and the <i>Public Lands Act</i> application. An agenda was attached.
October 5, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson sent a link to recently released renderings of what the SR1 Project components would look like, if approved and built, from different points on the landscape.

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October 5, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson sent a letter and summary from Matthew Hebert, Alberta Transportation regarding the <i>Public Lands Act</i> application. The letter noted that Alberta Transportation would like to consult regarding any potential adverse effects (if any) on Piikani Nation's treaty rights and traditional uses.
October 6, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson sent a message from Matthew Hebert, Alberta Transportation regarding the Natural Resources Conservation Board (NRCB) providing notice to convene a pre-hearing conference (scheduled for December 2, 2020) for the SR1 Project. Alberta Transportation remains committed to ongoing consultation with Piikani Nation.

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October 7, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson sent a message from Matthew Hebert, Alberta Transportation regarding the Business Readiness Workshop for the SR1 Project, scheduled for October 21, 2020. The message requested Piikani Nation to provide any contact names for Piikani Nation or member-owned companies that should be invited to the meeting.
October 7, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson sent a reminder email for the October 8, 2020 group meeting.
October 8, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson emailed the presentations for the October 8, 2020 meeting to ensure anyone joining by phone could follow along.
October 9, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson sent a meeting invite for the Business Readiness Workshop (morning session).
October 9, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson sent a meeting invite for the Business Readiness Workshop (afternoon session).



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October 14, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson followed up on the <i>Water Act</i> and <i>Public Lands Act</i> information, provided July 2, 2020 and October 5, 2020 respectively, and if Piikani Nation would like to meet to discuss the two applications and consult on potential adverse effects (if any) to their treaty rights or traditional uses.
October 16, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson sent a message from Matthew Hebert, Alberta Transportation, that provided a link to the Fall 2020 Project Update for the SR1 Project.
October 19, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson sent the agenda for the Business Readiness Workshops occurring on October 21, 2020.
October 20, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson sent a cover letter, the Record of Consultation (ROC) logs, Specific Concerns and Response Table, and supporting documents for July-August 2020.



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October 20, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Email delivery receipt for the July-August 2020 ROC documents received.
October 23, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson sent a message from Matthew Hebert, Alberta Transportation regarding filing of a response to the Impact Assessment Agency of Canada (IAAC) regarding future land use for the SR1 Project. The email highlighted that the Government of Alberta will establish a First Nations Land Use Advisory Committee for the area, as well as identify a portion of land near the SR1 Project that can be used by First Nations as a staging area. The response to IAAC 4-05 was attached.
October 23, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Phone call	N/A	N/A	Jennifer Hallson left a message regarding a site visit that was being planned for October 30, 2020 to NE 3-24-4-W5M to visit the sites identified by Piikani Nation in their TUS report.

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October 27, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson emailed the presentation that was given at the Business Readiness Workshop on October 21, 2020. The email also included the information Alberta Transportation was looking for regarding interest and capacity for the construction work packages by November 16, 2020.
October 28, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Ira Provost, Piikani Nation	Email	N/A	N/A	Jennifer Hallson followed up on her October 23, 2020 voicemail to let Ira Provost know that the site visit had been moved to November 6, 2020 and to let her know if Piikani Nation was interested in attending.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: August-October 2014

SIKSIKA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Glenda Spotted Eagle, Consultation Manager; cc Richard Right Hand, Consultation Coordinator, and Scotty Many Guns, Consultation Officer

Contact Phone Number: 403-324-4442; 586-727-1957; 587-437-5188

Email: glendase@siksikanation.com; rrh.siksika@gmail.com; scottymanyguns@shaw.ca

Mailing Address: P.O. Box 1100, Siksika AB. T0J 3W0

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August 18, 2014	Government of Alberta, Aboriginal Relations	Richard Right Hand, Consultation Manager, Siksika Nation	Initial Letter outlining the Springbank Off-Stream Storage Project	None	None	None
August 27, 2014	Syed Abbas, Director, Water Management Section, Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Notification Letter sent Registered Mail September 10, 2014	None	None	None
September 16, 2014	Terry McKitrick DEMA Land Services for Alberta Transportation	Pick up of Notification Letter at Gleichen Post Office	Confirmed Pick up by Siksika with signature	None	None	Notification Letter confirmed picked up by Siksika Nation
October 8, 2014	Terry McKitrick DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email	None	None	DEMA emailed the August 27, 2014 Notification to Richard Right Hand's attention.

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October 8, 2014	Terry McKitrick DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email	None	None	Richard Right Hand requested dates when TRANS was available to meet.
October 21, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email	None	None	Dallas Maynard responded to Richard Right Hand with several meeting dates in November. Siksika was also informed that the SR1 Reservoir had been changed from a "Wet Reservoir" to a "Dry Reservoir"
October 21, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email exchange	None	None	Richard Right Hand responded that he was on holiday in November. Dallas Maynard asked Richard Right Hand to provide dates to meet and asked if he was available the next week.
October 21, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email	None	None	Dallas Maynard asked Richard Right Hand to provide dates to meet and asked if he was available the next week.
October 23, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email	None	None	Richard Right Hand provided several dates when he was available to meet with Alberta Transportation in late October and November or December 2014.

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October 23, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email response	None	None	Dallas Maynard informed Richard Right Hand that he would be getting meeting dates from Transportation and would respond.
October 23, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email response	None	None	Dallas Maynard indicated that Alberta Transportation were available for an afternoon meeting on Monday Oct. 27, 2014 at 1:30 PM.
October 23, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email to Siksika staff with a cc to Dallas Maynard Google Map JPG showing Meeting location was attached.	None	None	Richard Right Hand instructed one of his consultation office to book a meeting room for the October 27, 2014 meeting and enclosed a map showing their Consultation office location.
October 23, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email	None	None	Dallas Maynard responded to Richard Right Hand's confirmation on the meeting date and the meeting location map.
October 23, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email SR1 EIA TOR	None	None	Dallas Maynard sent Richard Right Hand Siksika Nation the Springbank SR1 ESRD October 14, 2014, EIA TOR that were out for public comment.
October 23, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email	None	None	Richard Right Hand asked Dallas Maynard who would be attending.

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October 23, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email	None	None	Dallas responded with the attendee's names (Dallas Maynard and Mark Svenson).
October 24, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email	None	None	Dallas Maynard informed Richard Right Hand that a third person Paul Phillips from DEMA would be attending the October 27, 2014, meeting.

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October 27, 2014	Mark Svenson, Alberta Transportation Dallas Maynard, Paul Phillips from DEMA Land Services	Richard Right Hand, Consultation Manager, Siksika Nation, Scotty Many Guns, Cheryl Black	Meeting at the Siksika Consultation Office	<ul style="list-style-type: none"> - Concern expressed on potential impact from the SR1 on Blackfoot artifacts, ceremonial and medicinal plants. - Concerns expressed as to what would happen to the Oil /Gas pipelines that cross the SR1 site. - Request for Siksika to be involved in a Traditional Use Study - Siksika Nation want to have their Elders involved when medicinal plants and Traditional Knowledge is being assessed - As the Siksika Nation had been severely impacted by the 2013 flood they were concerned and wanted their membership to be informed on the ongoing attempt to mitigate future floods. 	<p>Alberta Transportation responded that once access was available technical studies and design would be undertaken which should provide information to respond to the concerns expressed.</p> <p>The pipelines would likely be relocated but that information is not known at this time.</p> <p>Alberta Transportation agreed to work with Siksika Nation to provide a newspaper article, and upon request will provide a presentation to Council and/or general membership.</p>	Richard Right Hand wants TRANS to provide an article for the Siksika newspaper and their web site. Richard Right Hand would like to have TRANS do a formal presentation to the Community.

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October 27, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email	None	None	Dallas Maynard responded to a request at the October 27 th meeting by Richard Right Hand to have a GoA representative do an SR1 presentation at an upcoming community meeting on November 4, 2014.
October 27, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email	None	None	Richard Right Hand responded that he would wait for another future Community meeting to request a GoA SR1 presentation.
October 29, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email	None	None	Dallas Maynard indicated to Richard Right Hand that they had a commitment from Alberta Transportation to get an news article to Siksika as requested. Asked for the Siksika contact
October 29, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation Cheryl Black, Siksika Consultation Office	Email	None	None	Richard Right Hand asked Cheryl Black to provide Dallas Maynard with the name and contact information of the Siksika Newspaper and provided a contact for organizing a presentation to the community.

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October 29, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Cheryl Black, Siksika Consultation Office	Email	None	None	Cheryl Black forwarded the contact information for the Siksika Media Coordinator Wade Healy.
October 29, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Cheryl Black, Scotty Many Guns, Richard Right Hand, Consultation Manager, Siksika Nation	Email c.c. Wade Healy, Media Coordinator, Siksika Nation	None	None	Dallas Maynard provided Siksika with the ESRD Public Affairs Officer contact Jason Penner who will coordinate the SR1 article for delivery to Siksika Newspaper.
October 30, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Wade Healy, Media Coordinator, Siksika Nation	Phone Call	None	None	Dallas Maynard called Wade Healy, Siksika Media Co-ordinator to confirm his contact information and to provide the ESRD contact Jason Penner.
October 30, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation Jason Penner, Public Affairs Officer, Alberta Environment & Sustainable Resource Development	Wade Healy, Media Coordinator, Siksika Nation	Email	None	None	Dallas Maynard emailed Jason Penner letting him know that Wade Healy was available at that moment to speak about the newspaper article, and provided a phone number for Wade Healy.
October 30, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation Jason Penner, Public Affairs Officer, Alberta Environment & Sustainable Resource Development (AESRD)	Wade Healy, Media Coordinator, Siksika Nation	Email	None	None	Jason Penner replied to Dallas Maynard's email to say that he had spoken to Wade Healy and everything is on track.

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October 30, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation Jason Penner, Public Affairs Officer, AESRD	Wade Healy, Media Coordinator, Siksika Nation cc. Cheryl Black, Scotty Many Guns, Richard Right Hand, Consultation Manager, Siksika Nation	Email	None	None	Dallas Maynard responded to Jason Penner's October 30, 2014 email and cc'd Siksika Consultation Office, regarding the newspaper article Jason Penner was drafting. Dallas Maynard indicated that if Jason Penner needed any information to let him know.

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ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: November-December 2014

SIKSIKA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Glenda Spotted Eagle, Consultation Manager; cc Richard Right Hand, Consultation Coordinator, and Scotty Many Guns, Consultation Officer

Contact Phone Number: 403-324-4442; 586-727-1957; 587-437-5188

Email: glendase@siksikanation.com; rrh.siksika@gmail.com; scottymanyguns@shaw.ca

Mailing Address: P.O. Box 1100, Siksika AB. T0J 3W0

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November 6, 2014	Jason Penner, Public Affairs Officer, AESRD	Wade Healy, Media Consultant, Siksika Nation	Email with the SR1 media release as an attachment	None	None	The Springbank SR1 Media Release was sent to the Siksika Nation for publication in their newspaper and online.
November 6, 2014	Jason Penner, Public Affairs Officer, AESRD	Wade Healy, Media Consultant, Siksika Nation	Email with the SR1 Map as an attachment	None	None	The Springbank SR1 Project Map was sent to the Siksika Nation for publication in their newspaper and online.

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November 14, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email	None	None	The draft meeting notes for the October 27, 2014 meeting with the Siksika Nation were sent for their review and comment. The web link to the conceptual engineering studies completed by AMEC on the SR1 Project were included in the email.
November 26, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email with the Siksika Nation Newspaper attachment	None	None	Siksika Nation shared a copy of the article on the SR1 project published in their November 2014 newspaper with Alberta Transportation.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: January-February 2015

SIKSIKA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Glenda Spotted Eagle, Consultation Manager; cc Richard Right Hand, Consultation Coordinator, and Scotty Many Guns, Consultation Officer

Contact Phone Number: 403-324-4442; 586-727-1957; 587-437-5188

Email: glendase@siksikanation.com; rrh.siksika@gmail.com; scottymanyguns@shaw.ca

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Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
January 20, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email	None	None	As a courtesy Alberta Transportation sent the Public Consultation meeting Notification for the SR1 scheduled for Calgary (Jan 27) and Cochrane (Jan 28) 2015.
February 9, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email	None	None	Alberta Transportation provided a SR1 Project update to indicate that planning was proceeding and there was no change on the lack of land access at the SR1 Project location.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
February 9, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email	None	None	Richard Right Hand responded thanking Dallas Maynard for the update information and indicated that he had cc their Flood recovery team lead Alayna Many Guns on the update Email correspondence. Alberta Transportation had no direct correspondence with the Siksika Flood Recovery team.

DRAFT

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: March-April 2015

SIKSIKA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Glenda Spotted Eagle, Consultation Manager; cc Richard Right Hand, Consultation Coordinator, and Scotty Many Guns, Consultation Officer

Contact Phone Number: 403-324-4442; 586-727-1957; 587-437-5188

Email: glendase@siksikanation.com; rrh.siksika@gmail.com; scottymanyguns@shaw.ca

Mailing Address: P.O. Box 1100, Siksika AB. T0J 3W0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
March 10, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email	None	None	DEMA provided an update and informed Siksika Nation of planned Public Open Houses on SR1 and provided a link to download January 2015 Open House story boards. Siksika Nation were informed that Alberta Transportation still had no access to the SR1 lands.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: May-June 2015

SIKSIKA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Glenda Spotted Eagle, Consultation Manager; cc Richard Right Hand, Consultation Coordinator, and Scotty Many Guns, Consultation Officer

Contact Phone Number: 403-324-4442; 586-727-1957; 587-437-5188

Email: glendase@siksikanation.com; rrh.siksika@gmail.com; scottymanyguns@shaw.ca

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Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
June 15, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email	None	None	Alberta Transportation (Dallas Maynard) provided an update on SR1 to Richard Right Hand stating that the new government was being briefed on the SR1 project and that there was no new information to share.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
June 15, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email	None	None	Richard Right Hand responded and thanked DEMA for the update. He also directed Alberta Transportation that Cheryl Black was no longer with the Siksika Consultation office.

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ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: July-August 2015

SIKSIKA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Glenda Spotted Eagle, Consultation Manager; cc Richard Right Hand, Consultation Coordinator, and Scotty Many Guns, Consultation Officer

Contact Phone Number: 403-324-4442; 586-727-1957; 587-437-5188

Email: glendase@siksikanation.com; rrh.siksika@gmail.com; scottymanyguns@shaw.ca

Mailing Address: P.O. Box 1100, Siksika AB. T0J 3W0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
No communication during this time period.						

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: September-October 2015

SIKSIKA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Glenda Spotted Eagle, Consultation Manager; cc Richard Right Hand, Consultation Coordinator, and Scotty Many Guns, Consultation Officer

Contact Phone Number: 403-324-4442; 586-727-1957; 587-437-5188

Email: glendase@siksikanation.com; rrh.siksika@gmail.com; scottymanyguns@shaw.ca

Mailing Address: P.O. Box 1100, Siksika AB. T0J 3W0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
September 28, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email	None	None	DEMA indicated that Alberta Transportation was still waiting for direction from the government on SR1.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: November-December 2015

SIKSIKA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Glenda Spotted Eagle, Consultation Manager; cc Richard Right Hand, Consultation Coordinator, and Scotty Many Guns, Consultation Officer

Contact Phone Number: 403-324-4442; 586-727-1957; 587-437-5188

Email: glendase@siksikanation.com; rrh.siksika@gmail.com; scottymanyguns@shaw.ca

Mailing Address: P.O. Box 1100, Siksika AB. T0J 3W0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 25, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email with SR1 Map attachment	None	None	Alberta Transportation provided a conceptual drawing of the SR1 Off-stream storage Project. At the same time, the Siksika Nation were informed that Alberta still did not have access to the private lands impacted by the SR1 Project.
November 25, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email response	None	None	Richard Right Hand responded thanking for the update and inquired if there was ever a presentation or information submitted to their newspaper.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 25, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email	None	None	Dallas Maynard responded that the media release and plan for the Springbank SR1 project was sent to the Siksika Media contact (Wade Healy, by Jason Penner from ESRD) in early November 2014 (November 6, 2014).
November 25, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email	None	None	Richard Right Hand requested some big maps of the SR1 so they could be put up around the Siksika Community.
November 25, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email	None	None	Dallas Maynard replied that he will check if there are maps available.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: January-February 2016

SIKSIKA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Glenda Spotted Eagle, Consultation Manager; cc Richard Right Hand, Consultation Coordinator, and Scotty Many Guns, Consultation Officer

Contact Phone Number: 403-324-4442; 586-727-1957; 587-437-5188

Email: glendase@siksikanation.com; rrh.siksika@gmail.com; scottymanyguns@shaw.ca

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Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
January 5, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email	None	None	Dallas Maynard responded that Alberta Transportation did not have any large-scale plans for the SR1 Project. A promise was made to share plans when they were available.
January 5, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email	None	None	Richard Right Hand responded to the update on November 25, 2015 and inquired if there was ever a meeting a meeting with the Siksika Flood Recovery team.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
January 5, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email	None	None	Dallas Maynard responded that he did not know what meetings have occurred between the Government of Alberta and the Siksika Flood Recovery Team. Dallas indicated that he would investigate.
January 5, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email	None	None	Richard Right Hand responded that Alana Many Guns was no longer with the Recovery Team and Richard also referenced the SR1 article for the Siksika paper (which had been sent to Siksika on November 6, 2014).
January 6, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email	None	None	Dallas Maynard provided an email from Brittany Goulding, Stakeholder Liaison (Calgary), Engagement Section at Environment and Parks, to Mark Svenson. In the response Brittany indicated that she had worked with Alayna Many Guns as part of the Flood Recovery Task Force, however none of those meetings involved SR1.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: March-April 2016

SIKSIKA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Glenda Spotted Eagle, Consultation Manager; cc Richard Right Hand, Consultation Coordinator, and Scotty Many Guns, Consultation Officer

Contact Phone Number: 403-324-4442; 586-727-1957; 587-437-5188

Email: glendase@siksikanation.com; rrh.siksika@gmail.com; scottymanyguns@shaw.ca

Mailing Address: P.O. Box 1100, Siksika AB. T0J 3W0

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March 24, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email	None	None	Dallas Maynard informed Richard Right Hand that the Government of Alberta had secured access to the Springbank SR1 private lands, and that planning Siksika's next steps could begin. The email provided links to the announcement page online.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
March 24, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email	None	None	Richard RH responded that the Siksika Nation wanted to undertake a site visit and requested to use their drone to record the area. Richard that this would help the Siksika people impacted by the (2013) flood.
March 24, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email	None	None	Dallas Maynard requested a site visit budget for any site visits to SR1 that the Siksika Nation may be planning.
March 24, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email	None	None	Richard Right Hand responded that Scotty (Many Guns) would send a budget later for the site visits and drone.
April 4, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Consultation Officer, Siksika Nation	Phone call	None	None	Dallas Maynard called Scotty Many Guns to set up a meeting with Siksika Nation and provide an update on the access to the SR1 lands. Scotty Many Guns thought it was a good idea and asked that a request be sent to Richard Right Hand by email.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
April 4, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email	None	None	Alberta Transportation requested a formal meeting with the Siksika Nation to update them on the SR1 Project and the Access that had been negotiated. DEMA asked for dates when Siksika was available.
April 8, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Consultation Officer, Siksika Nation	Phone call	None	None	Scotty Many Guns called Dallas Maynard and indicated Siksika Nation would like to meet at the River Cree Casino on Wednesday, April 13, 2016. Dallas Maynard said he would check with Alberta Transportation and confirm the meeting.
April 11, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Consultation Officer, Richard Right Hand, Consultation Manager, Siksika Nation	Email	None	None	In response to Scotty Many Guns' phone call on April 8, requesting SR1 meeting dates, Dallas Maynard after contact with Alberta Transportation responded with two options April 13 th , 2016 or April 14 th , 2016 at the River Cree Casino Hotel.
April 11, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email	None	None	Dallas Maynard provided a drop box link to a digital copy of the SR1 Map produced by Stantec.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
April 12, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Letter	None	None	A large format hard copy of the Stantec SR1 map was mailed to Richard Right Hand's attention.
April 22, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Erin Solway, Office Manager – Sand Hills Recruitment for Scotty Many Guns, Siksika Nation	Email with attached budget/invoice	None	None	Siksika Nation provided a Site Visit Budget/Invoice for the preliminary drive through of the SR1.
April 27, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation Seamas Skelly, Alberta Transportation, Major Capital Projects.	Richard Right Hand, Consultation Manager, Scotty Many Guns, and Siksika Elder Fred Breaker, Siksika Nation	SR1 drive through on Public Roads	None	None	An informal meeting occurred with Alberta Transportation over the hood of the truck to provide an initiation on the drive through. The Siksika Nation and Transportation then Undertook a drive through of the SR1. Seamas Skelly pointed out the SR1 proposed channels, dams and structures as they could be seen from the public roads. The purpose of the drive through was to acquaint the Siksika Nation with SR1 so they could plan which parts of the project they wanted to visit.

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April 28, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email with link			Dallas Maynard thanked the Siksika Nation for their cooperation on the drive through of SR1 and a link to a fly-over video that Stantec had created was shared with the Siksika Nation.

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ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: May-June 2016

SIKSIKA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Glenda Spotted Eagle, Consultation Manager; cc Richard Right Hand, Consultation Coordinator, and Scotty Many Guns, Consultation Officer

Contact Phone Number: 403-324-4442; 586-727-1957; 587-437-5188

Email: glendase@siksikanation.com; rrh.siksika@gmail.com; scottymanyguns@shaw.ca

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May 3, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Erin Solway, Office Manager – Sand Hills Recruitment for Scotty Many Guns, Siksika Nation	Email with attached budget/invoice	None	None	The Siksika Nation provided a budget/invoice for the SR1 Site visits which included 10 days on site followed by time to compile their TUS.
May 7, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Consultation Officer, Siksika Nation	Phone call	None	None	TRANS requested additional information on the Siksika SR1 TUS budget.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
May 7, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Consultation Officer, Siksika Nation	Meeting Notes taken at the meeting highlighting areas of the budget that required additional support was presented to Scotty Many Guns at the conclusion of the meeting.	None	None	Dallas Maynard and Scotty Many Guns met in Canmore and discussed the additional support required by TRANS for Siksika Nation's TUS budget. A list of items for response was provided to Scotty Many Guns and he agreed to respond in writing to each item.
May 10, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager and Scotty Many Guns, Consultation Officer, Siksika Nation	Email	None	None	Alberta Transportation notified the Siksika Nation that CEAA had accepted the project description and provided the CEAA project review timelines along with a link to CEAA's website. Also notified the Siksika Nation about Alberta Transportation's upcoming Public Open Houses and provided the link with information on SR1.

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May 20, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Consultation Officer, Siksika Nation	Email with attachment outlining support for the Siksika Budget	<p>The Siksika consultation TUS cited areas that would require research,</p> <ul style="list-style-type: none"> - the Project Perimeter; - the Reservoir Site - the Downstream Discharge Channel from the reservoir to the Elbow River; - Upstream high bank riparian impacts potentially related to the diversion structure; - Construction period and In-stream work and potential riparian impacts; - During flood, downstream seepage concerns; potentially caused by the project and not by normal flooding; - upstream surges when the flood gates are raised; 	None at this time as the technical Project work has just commenced.	The Siksika Nation provided a detailed response to the additional information requested by TRANS on the SR1 TUS Budget.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
May 23, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email with 2 links, one to Alberta Environment and Parks' website, the other to CEAA's website.	None	None	<p>Alberta Transportation shared an updated computer developed fly-over animation of the SR1 project and includes boards that were developed for recent Public Open Houses held in Springbank and Calgary held May 10, and 11, 2016.</p> <p>The second link shared was to the CEAA's website and the Springbank Off-Stream Reservoir Project description that is currently open for Public Comment.</p>
June 9, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Scotty Many Guns, Consultation Officer, Siksika Nation	Email	None	None	DEMA informed the Siksika Nation that their SR1 TUS budget had been approved. DEMA committed to work with Scotty Many Guns to set up site visit dates.
June 23, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email	None	None	The email informed the Siksika Nation that the CEAA had decided that a federal EIA was required for SR1. Informed them that First Nations would have an opportunity to comment on aspects of the Federal EA.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
June 23, 2016	Shauna Sigurdson, Regional Director Prairie and Northern Region Environment Canada	Chief Vincent Yellow Old Woman, Richard Right Hand, Consultation Manager, Scotty Many Guns, Siksika Nation	Letter with enclosed draft EIS Guidelines	None	None	The letter provided the draft EIS requesting Comments by July 25, 2016, and indicated that once the EIS is finalized CEAA will propose a Consultation Plan for the Siksika Nation.
June 26, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Scotty Many Guns, Consultation Officer, Siksika Nation	Email	None	None	Dallas Maynard provided the Siksika Nation with a copy of the final TOR for the SR1 EIA. He pointed out the requirement of the EIA (Stantec) related to Traditional Knowledge and Land Use and asked Siksika's cooperation in assisting Stantec in this section of the EIA. Dallas Maynard also requested meeting just before or after a meeting the following week on another project to plan Siksika Nation's site visits.
June 27, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email	None	None	Richard Right Hand forwarded a link to a CBC news article related to the CEAA decision to require a federal EIA.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: July-August 2016

SIKSIKA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Glenda Spotted Eagle, Consultation Manager; cc Richard Right Hand, Consultation Coordinator, and Scotty Many Guns, Consultation Officer

Contact Phone Number: 403-324-4442; 586-727-1957; 587-437-5188

Email: glendase@siksikanation.com; rrh.siksika@gmail.com; scottymanyguns@shaw.ca

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July 3, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Consultation Officer, Siksika Nation	Email and Phone discussions	None	None	In response to have funding provided for Siksika's TUS site visit in advance of the visit Dallas Maynard responded that it was unlikely that the funds would be available until the week of July 18 th . No phone log available.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
July 15, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Consultation Officer, Siksika Nation	Phone Call	None	None	Dallas Maynard called Scotty Many Guns and indicated that the first payment for the Siksika TUS site visit was ready for pick up or delivery. At Noon July 15 th Scotty arrived at the DEMA office and Terry McKitrick delivered the payment by hand.
July 19, 2016 Siksika Nation Site Visit Day #1	<u>Transportation</u> Seamas Skelly <u>DEMA Land Services</u> Paul Phillips,	<u>Siksika TUS Site Visit Team</u> Richard Right Hand, Fred Breaker; Scotty Many Guns; Lennon First Rider; Noran Calf Robe; Josh Right Hand; and James McHugh	Site Visit to SR1 properties #86, and # 4	None	None	The Siksika Nation Site Visit started with walking the Flood Plain Berm, Property # 86 & Property #4. Siksika checked out the old First Nation campsite on Mary Robinson's property. We also walked the Diversion Channel on Property #19
July 20, 2016 Siksika Nation Site Visit Day #2	<u>Transportation</u> Seamas Skelly <u>DEMA Land Services</u> Paul Phillips,	<u>Siksika TUS Site Visit Team</u> Richard Right Hand, Fred Breaker; Scotty Many Guns; Lennon First Rider; Noran Calf Robe; Josh Right Hand; and James McHugh	Site Visit to SR1 properties #15, and #33	None	None	The Siksika Technicians and Elders walked the proposed SR1 Weir on properties 15 and 33.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
July 21, 2016 Siksika Nation Site Visit Day #3	<u>Transportation</u> Seamas Skelly <u>DEMA Land Services</u> Paul Phillips, Dallas Maynard attended in the morning for Stantec Meeting at the Grey Eagle Hotel <u>Stantec Attendees:</u> Colin Buchannan Sarah Kemp de Gerda	<u>Siksika TUS Site Visit Team</u> Richard Right Hand, Fred Breaker; Scotty Many Guns; Lennon First Rider; Noran Calf Robe; Josh Right Hand; and James McHugh	Meeting and site visit SR1 properties #21, 22, 24, 33 &25	- During their walk along SR1 Property #21 the Siksika Team pointed out rocks along the east side of the unnamed creek near the outfall from the reservoir and sheltered by adjacent hills on the west side of the creek, which indicated that was a wintering ground for the Blackfoot many years ago, and could be tipi rings. Concerns were expressed about any disturbance that might occur in this area as a result of the SR1 project.	No Response has been provided to this concern pending the final design of the SR1 Off-stream storage reservoir.	A half hour meeting was held with Stantec who met with the Siksika Consultation team to explain the work they were undertaking and their requirement to obtain information from Siksika for the TKE component of the SR1 EIA/EIS Studies. Seamas Skelly undertook a briefing for the Siksika Nation on the properties that they had identified as wanting to visit. The Siksika Consultation team walked RGE RD 35 to visit properties 21, 22, 24, and 25.
July 22, 2016	Terry McKitrick, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Consultation Officer, Siksika Nation	Letter and Cheque pick-up by Grant Gillies	None	None	DEMA payment to the Siksika Nation picked up the first pro-rated TUS cheque for SR1. For Site Visit #1.
August 5, 2016	Terry McKitrick, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Consultation Officer, Siksika Nation	Letter and Cheque Pick up.	None	None	DEMA payment to the Siksika Nation for the preliminary drive through of SR1.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
August 9, 2016 Siksika Nation Site Visit Day 4	<u>Transportation</u> Seamas Skelly <u>DEMA Land Services</u> Paul Phillips,	<u>Siksika TUS Site Visit Team</u> Scotty Many Guns; Noran Calf Robe; Leo Pretty Young Man Floyd Charles Breaker Elijah Right Hand	SR1 Site Visit Properties # 21; #24	- The Siksika Consultation Team re-inspected the area on property #21 along the unnamed creek at the outflow. Possible evidence of tipi rings found. Siksika expressed concerns that the evidence of past use of this area for a winter camp could be destroyed by the SR1 Project construction.	No response at this time as the SR1 Project design was still in progress.	Walked the in from RR 35 onto Properties #21 and #24 down to the Elbow River on both sides of the unnamed creek.
August 10, 2016 Site Visit Day 5	<u>Transportation</u> Seamas Skelly <u>DEMA Land Services</u> Paul Phillips,	<u>Siksika TUS Site Visit Team</u> Scotty Many Guns; Noran Calf Robe; Leo Pretty Young Man Floyd Charles Breaker Elijah Right Hand	SR1 Site Visit Properties # 6; #9	- The Siksika Consultation team expressed concerns that the excavation could have a serious impact on Blackfoot cultural items as the SR1 area was part of the Blackfoot Territory. The Siksika team expressed an interest in having monitors in place during the construction.	No response was provided to the request for monitors during construction. Alberta Transportation have noted this request.	Walked Rge Rd 242 to Elbow River. Walked the bank of the Elbow River in the area where proposed Diversion Channel will leave the Elbow River. Property # 6 and # 9.
August 16, 2016 Site Visit Day 6	<u>Transportation</u> Seamas Skelly <u>DEMA Land Services</u> Paul Phillips,	<u>Siksika TUS Site Visit Team</u> Scotty Many Guns; Noran Calf Robe; Leo Pretty Young Man Floyd Charles Breaker Elijah Right Hand	SR1 Site Visit Properties # 86; #4	None	None	Walked the Elbow River to the foot of the Diversion Structure. Met with Landowner Mary Robinson. Walked the Stoney (North South Trail) on the Mary Robinson property. Properties #86 and # 4.

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August 17, 2016	Terry McKitrick, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Consultation Officer, Siksika Nation	Letter and Cheque Pick up by Grant Gillies	None	None	DEMA final payment to the Siksika Nation picked up the final pro-rated TUS cheque for SR1. For Site Visit #2.
August 24, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email	None	None	Requested availability of the Siksika Nation and the two other Blackfoot Nations at Head Smashed In Buffalo Jump on either September 15 or 16, 2016 to discuss SR1 potential impacts.

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ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: September-October 2016

SIKSIKA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Glenda Spotted Eagle, Consultation Manager; cc Richard Right Hand, Consultation Coordinator, and Scotty Many Guns, Consultation Officer

Contact Phone Number: 403-324-4442; 586-727-1957; 587-437-5188

Email: glendase@siksikanation.com; rrh.siksika@gmail.com; scottymanyguns@shaw.ca

Mailing Address: P.O. Box 1100, Siksika AB. T0J 3W0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
September 2, 2016	Landon Reppert, Executive Director Major Capital Projects, Transportation, Dallas Maynard, DEMA Land Services	Richard Right Hand, Consultation Manager, Siksika Nation	Email with attached Letter of Invitation and draft Agenda	None	None	A formal Letter of Invitation for the Head Smashed In Buffalo Jump Meeting and a draft meeting agenda was sent via email to Richard Right Hand, Consultation Manager at the Siksika Nation.
September 11, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Grant Gillies, Sandhills Management Supplies, Siksika Nation	Email with attached Budget	None	None	Siksika Request for funding to attend the Head Smashed In Meeting of Blackfoot Confederacy.

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September 11, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Grant Gillies, Sandhills Management Supplies, Siksika Nation	Email with a revised budget	None	None	Siksika had omitted a consultant who works for Siksika from the previous budget. That was corrected.
September 12, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Grant Gillies, Sandhills Management Supplies, Siksika Nation	Email requesting clarifications on the Siksika Budget	None	None	DEMA questioned the line item cost for "Map Review"
September 12, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Grant Gillies, Sandhills Management Supplies, Siksika Nation	Email with the revised budget with Map fee out.			Siksika revised their budget request for Head Smashed In Meeting.
September 13, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Scotty Many Guns, Siksika Nation	Email	None	None	DEMA informed Siksika Nation that their Head Smashed In meeting budget had been approved by Transportation.
September 13, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email with attached ESRD and CEAA TOR/Guidelines and CEAA Correspondence	None	None	In advance of the September 15, 2016 Head Smashed in Meeting forwarded the ESRD Feb. 5, 2015 TOR; the CEAA final guidelines for the EIS; and the CEAA June 23, 2016 letter to the Siksika Nation.
September 13, 2016	<u>Transportation</u> Seamas Skelly <u>DEMA Land Services</u> Dallas Maynard,	<u>Siksika TUS Site Visit Team</u> Richard Right Hand Elijah Right Hand Scotty Many Guns Grant Gillies	SR1 Site Visit No. 3 Properties #86.	None	None	Walked the Flood Plain Berm and proposed diversion structure on the Elbow River at Property #86. The Siksika Consultant Grant Gillies took notes, no direct concerns were expressed during this site visit.

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September 15, 2016	<p><u>Transportation</u> Landon Reppert, Exec. Director Major Capital Projects TRANS Syed Abbas, Director Water Management Section, TRANS Mark Svenson, TRANS Seamas Skelly, Senior Water Project Technologist, TRANS Michael Murphy, Indigenous Coordinator's Office, INFRA</p> <p><u>DEMA Land Services</u> Dallas Maynard Paul Phillips</p>	<p><u>Siksika Nation Attendees</u> Scotty Many Guns, Consultation Officer, Fred Breaker Leo Pretty Young Man Josh Right Hand</p>	Head Smashed In Buffalo Jump Meeting with the three Treaty 7 Blackfoot Nations	<ol style="list-style-type: none"> 1) Siksika Nation request front line Monitors be present throughout the SR1 construction; 2) Siksika Nation request archaeological information gathered during the SR1 Site investigations, 3) Siksika Nation request information on Species at Risk (Wildlife and Plants) gathered during the SR1 investigations, 4) Siksika Nation request impact information on fish and fish habitat resulting from the SR1 project, 5) Siksika Nation request information on how the design of the SR1 is being done to insure during a flood event that the mortality of fish is limited. 6) The Siksika Nation emphasized the need to protect artifacts that exist on the SR1 site. 	<p>No Commitment was made by Alberta Transportation regarding "front line monitors" at this stage of the project, and it was indicated that none would be made until the project was approved.</p> <p>It was not possible to provide any response on the archaeological and wildlife and fish habitat inquiries as the studies were still underway by Stantec at this stage of the project.</p> <p>Project design was still under review so no response on the project design was possible.</p> <p>Alberta Transportation could not respond to the existence of artifacts on the SR1 site as the archaeological work and submissions to Alberta Culture has not been finalized.</p>	Alberta Transportation requested that the Siksika Nation provide their Traditional Use Studies as soon as possible so that the results of their site visit and field work could be reviewed, and consideration given to potential mitigation of any concerns raised as a result of the site visits to the SR1 lands.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: November-December 2016

SIKSIKA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Glenda Spotted Eagle, Consultation Manager; cc Richard Right Hand, Consultation Coordinator, and Scotty Many Guns, Consultation Officer

Contact Phone Number: 403-324-4442; 586-727-1957; 587-437-5188

Email: glendase@siksikanation.com; rrh.siksika@gmail.com; scottymanyguns@shaw.ca

Mailing Address: P.O. Box 1100, Siksika AB. T0J 3W0

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November 4, 2016	Terry McKittrick, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Consultation Officer, Siksika Nation Grant Gillies, Sandhills Management Supplies, Siksika Nation	Letter and Cheque pick-up by Grant Gillies and deposited November 7, 2016	None	None	DEMA payment to the Siksika Nation for costs to attend the Head Smashed In meeting picked up at the DEMA St. Albert Office.

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November 26, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email with attached "draft Meeting Notes"	None	None	The Draft Meeting Notes from the September 15, 2016 meeting between Alberta Transportation and the Blackfoot Nations (Blood Tribe, Piikani Nation, and the Siksika Nation) were forwarded for comment and input.
December 9, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email	None	None	Transportation informed the Siksika Nation regarding the environmental assessment that was being completed at McLean Creek. It was explained the MC1 work was related to the SR1 project.
December 11, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email	None	None	Dallas Maynard on behalf of Transportation requested a meeting with the Siksika Nation to review their findings of their SR1 TUS Study and action items from the September 15, 2016, Head Smashed in Meeting.
December 19, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email with attached Summary Consultation log (PDF)	None	None	Transportation shared the SR1 Consultation log for the Siksika Nation. Requested that the Siksika Nation provide their comments on the Consultation log.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: January-February 2017

SIKSIKA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Glenda Spotted Eagle, Consultation Manager; cc Richard Right Hand, Consultation Coordinator, and Scotty Many Guns, Consultation Officer

Contact Phone Number: 403-324-4442; 586-727-1957; 587-437-5188

Email: glendase@siksikanation.com; rrh.siksika@gmail.com; scottymanyguns@shaw.ca

Mailing Address: P.O. Box 1100, Siksika AB. T0J 3W0

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January 7, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email	None	None	Dallas Maynard emailed the Siksika Nation with suggested dates and location for a joint meeting with Alberta Transportation. Alberta Transportation requested Traditional Use Study reports in advance of the meeting to allow time to review them prior to the meeting.

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January 12, 2017	Landon Reppert, Executive Director, Alberta Transportation Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email with attached Letter.	None	None	A formal invitation was sent to Richard Right Hand, Consultation Manager for the Siksika Nation, to meet with Alberta Transportation in Lethbridge on January 18, 2017 to discuss their site visits and Traditional Use Study.
January 12, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email	None	None	Richard Right Hand confirmed they would be at the meeting.
January 12, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email	None	None	Dallas Maynard acknowledged Richard Right Hand's email and indicated that they look forward to meeting with Siksika Nation.
January 12, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Consultation Technician, Richard Right Hand, Consultation Manager, Siksika Nation	Email exchange	None	None	The Siksika Nation presented a meeting budget for approval, for their attendance at the January 18, 2017 SR1 meeting with the Blackfoot Confederacy. Copy of email not available. Alberta Transportation responded and approved the budget.
January 16, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email with attachment	None	None	Draft Agenda sent to the Siksika Nation and the remainder of the Blackfoot Confederacy for their review and input prior to the meeting.

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<p>January 18, 2017</p> <p>Blackfoot Confederacy Meeting</p>	<p>Syed Abbas, Director, Water Services Transportation, Mark Svenson, TRANS, Seamas Skelly, TRANS Dallas Maynard, Michael Cearns DEMA Land Services</p>	<p>Richard Right Hand, Consultation Manager; Scotty Many Guns, Grant Gillies (Consultant), Siksika Nation; Fred Breaker, Larry Leather</p>	<p>SR1 Meeting with Blackfoot Confederacy Fairfield Marriott Inn & Suites, Lethbridge AB.</p>	<p>Concerns were raised related to impacts on Cultural sites by the SR1 during and after construction.</p> <p>Concerns about lack of sharing archaeological data.</p> <p>Concerns expressed on SR1 construction impact to animal homes, such as the beavers;</p> <p>The Siksika Nation and the remainder of the Blackfoot Confederacy indicated that they should have accompanied Stantec during their EIA/EIS work.</p>	<p>Alberta Transportation (AT) requested detailed site-specific concerns and requested the Siksika Nation Traditional Use Studies that so they could review it and direct their experts to propose potential mitigation.</p> <p>AT indicated to the Siksika Nation that until authorized by Culture no SR1 Archaeological information can be shared.</p> <p>AT responded that they were undertaking the EIA/EIS work in accordance with the requirements of the regulatory process (CEAA & ESRD/AEP).</p> <p>AT indicated that they did not have the authority to change the regulatory process and if the Siksika Nation wanted to be directly involved in the EIA/EIS process they would have to consult Provincial agencies such as Environment, Indigenous Relations, and Culture.</p>	<p>A focus of the meeting for Alberta Transportation was to hear concerns and potential impacts related to the site visits and the Traditional Use Study that the Siksika Nation were undertaking. Stantec were in attendance to record those concerns for inclusion in the EIA/EIS for SR1.</p> <p>Alberta Transportation responded that they are waiting for delivery of the formal Traditional Use Study(s) so they can consider formal responses and potential mitigation, that may be required.</p>

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January 25, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email with a link to the Stantec PowerPoint Presentation from the January 18, 2017 meeting.	None	None	Transportation provided a copy of the Stantec January 18, 2017, PowerPoint presentation on their SR1 Environmental Impact Statement (CEAA).
January 30, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email	None	None	The email inquired when Transportation would receive the Siksika Nation SR1 Traditional Use Study. Transportation also requested written comments on any impacts or concerns that the Siksika Nation may have regarding their current practice of Treaty Rights and traditional uses on the SR1 Site. Transportation indicated they wanted to work with the Siksika Nation toward receiving a non-objection letter on SR1.
January 30, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email	None	None	Richard Right Hand responded that Siksika would discuss the request with the other Blackfoot Confederacy members at an upcoming meeting.

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January 31, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email	None	None	Dallas Maynard thanked Richard for his update and indicated Transportation looked forward to their response.
February 25, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email	None	None	Transportation through DEMA informed Richard Right Hand and the Siksika Nation that the SR1 Consultation would continue through the Regulatory process into 2018. Dallas emphasized the importance of receiving the Siksika TUS report as soon as possible to allow for its inclusion of the upcoming submissions to Regulatory Authorities.
February 27, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email with January 18, 2017 Draft Meeting Notes Attachment	None	None	The draft January 18 th meeting notes for the Blackfoot Confederacy Meeting were sent to the Siksika Nation for review and comment.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: March-April 2017

SIKSIKA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Glenda Spotted Eagle, Consultation Manager; cc Richard Right Hand, Consultation Coordinator, and Scotty Many Guns, Consultation Officer

Contact Phone Number: 403-324-4442; 586-727-1957; 587-437-5188

Email: glendase@siksikanation.com; rrh.siksika@gmail.com; scottymanyguns@shaw.ca

Mailing Address: P.O. Box 1100, Siksika AB. T0J 3W0

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March 1, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email	N/A	N/A	Mike Oka requested a meeting with Alberta Transportation, The Blood Tribe/Kainai, and Siksika Nation to discuss the Blood Tribe TUS Report (not yet delivered).
March 1, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Scotty Many Guns, Consultation Technician, Siksika Nation	Email	N/A	N/A	The Consultation Logs and Record of Consultation was shared with the Siksika Nation by Dropbox Link. A request for questions, or comments or was included in the email.

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March 1, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Scotty Many Guns, Consultation Technician, Siksika Nation	Email	N/A	N/A	Email verification of delivery of the March 1, 2017 email with the consultation logs and record of consultation.
March 6, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Scotty Many Guns, Consultation Technician, Siksika Nation	Email	N/A	N/A	Alberta Transportation requested the Siksika TUS report in advance of any proposed meeting so they have time to review and prepare responses to the report.
March 6, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Scotty Many Guns, Consultation Technician, Siksika Nation	Email	N/A	N/A	Richard Right Hand responded that their TUS report should be delivered tomorrow (March 7, 2017)
March 6, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Scotty Many Guns, Consultation Technician, Siksika Nation	Email	N/A	N/A	Dallas thanked Richard for his quick response.
March 6, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email	N/A	N/A	Mike Oka, Blood Tribe/Kainai, responded to Alberta Transportations request for the Blood Tribe's Traditional Use Study (TUS) that they would hand the report to Alberta Transportation at their next meeting. Richard Right Hand was copied on the email.

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March 6, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email	N/A	N/A	Alberta Transportation stated again that they needed to see the Blood Tribe's TUS reports and the impacts that may be cited, in advance of any meeting to allow for a meaningful discussion of the issues and potential mitigation measures that may be available. discuss the concern and potential mitigation. Richard Right Hand was copied on the email.
March 8, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Grant Gillies for Scotty Many Guns, Consultation Technician, Richard Right Hand, Consultation Manager, Scotty Many Guns, Consultation Technician, Siksika Nation	Email	N/A	N/A	The Siksika Nation on behalf of themselves and the Blood Tribe submitted two joint invoices the first for a one-day meeting held between Siksika Nation and the Blood Tribe at the River Cree Marriott on March 1, 2017. The second Invoice was a Performa invoice for a joint working group of Transportation and SCO/KCO.

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March 10, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Scotty Many Guns, Consultation Technician, Siksika Nation	Email	N/A	N/A	Dallas Maynard confirmed that the joint meeting budgets had been forwarded to Alberta Transportation for their review. Alberta Transportation provided an update on the regulatory timelines for receiving TUS reports, reviewing those reports and concerns, reviewing potential mitigation all which would be part of the SR1 EIA and EIS submissions. Those dates were March 31, 2017, for inclusion in the submission and April 30, 2017, for inclusion as an appendix. Also stated that considering the deadlines for regulatory submissions, it is critical that Siksika Nation's TUS and all concerns be received prior to any meeting with Alberta Transportation.

<p>March 13, 2017</p>	<p>Dallas Maynard, DEMA Land Services for Alberta Transportation</p>	<p>Grant Gillies for the Siksika Nation Consultation Office SCO and the Blood Tribe Consultation Office KCO</p>	<p>Email with attached joint Interim TUS Report</p>	<ul style="list-style-type: none"> -Concerns expressed that Alberta Transportation had not provide access to all of the SR1 lands. -Concerns expressed related to impacts to Blackfoot ceremonial locations and cultural sites by the SR1 Project. -Concerns expressed related to the protection of off-river sloughs as animals and fish in and around the Elbow River rely on the sloughs. Stated that these will need to be protected. -Concerns expressed on the potential impact to medicinal and ceremonial plants. Stated that these will need to be protected or relocated. -Concerns expressed related to upstream and downstream effects. -Desire to further study Blackfoot Traditional Camp Site in creek valley. A joint archaeological and TUS should be undertaken of the creek valley to identify possible burial sites. -Requested HRIA and archaeological information. -Due to likelihood that there are Blackfoot traditional use and cultural sites throughout the creek valley, it is suggested that the natural creek channel should not be used as an outflow channel. 	<p>None at this time.</p>	<p>The Joint Siksika Nation/Blood Tribe Interim TUS Report circulated to Alberta Transportation for review.</p> <p>A response to the TUS will be provided pending review.</p>
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				-Request for on-site monitors during construction -Establish ASAP the following: who will be employed in the development of the proposed project, what community benefits will be available to accommodate the loss of our traditional use, and what steps will be taken to address and accommodate future impacts to Siksika interests if the proposed project develops or operates differently than currently described.		
March 20, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email	N/A	N/A	Mike Oka inquired if there would be a meeting with Alberta Transportation on Friday, March 24, 2017. Richard Right Hand was copied on the email
March 21, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Email	N/A	N/A	Dallas Maynard informed Mike Oka that the report was still under review. Once the review was completed and a response provided to the interim report a meeting time and location could be discussed. Richard Right Hand was copied on the email

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
April 3, 2017	Terry McKitrick DEMA Land Services for Alberta Transportation	Scotty Many Guns, Consultation Technician, Siksika Nation	Personal delivery	N/A	N/A	Scotty Many Guns picked up payment of Siksika Consultation Office Invoice SCO 210b for their TUS at DEMA's St. Albert office.

DRAFT

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: May-June 2017

SIKSIKA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Glenda Spotted Eagle, Consultation Manager; cc Richard Right Hand, Consultation Coordinator, and Scotty Many Guns, Consultation Officer

Contact Phone Number: 403-324-4442; 586-727-1957; 587-437-5188

Email: glendase@siksikanation.com; rrh.siksika@gmail.com; scottymanyguns@shaw.ca

Mailing Address: P.O. Box 1100, Siksika AB. T0J 3W0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
May 11, 2017	Landon Reppert, Executive Director, Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation, Scotty Many Guns, Consultation Officer, Siksika Consultation Office (SCO)	Email	Refer to March 13, 2017 entry for issues and concerns raised Siksika Nation's joint interim Traditional Use Study (TUS).	-Alberta Transportation responded on the access issue that they approved all Siksika Nation budgets for site visits on SR1 and facilitated access on SR1 with private landowners on all properties that Siksika Nation requested access. -On matters related to cultural and historical resources Alberta Transportation indicated they take direction	A letter dated May 10, 2017 responding to Siksika Nation's joint interim TUS from Alberta Transportation was sent via email.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
					<p>from Alberta Culture. The Treaty 7 contact name at Alberta Culture was provided and Alberta Transportation indicated that person would be available to respond to the Blood Tribe on SR1 cultural and historical concerns.</p> <p>-Alberta Transportation responded that the Environmental Impact Assessment (EIA) currently being completed will address the general concerns, including impacts to wetlands and upstream and downstream effects, and mitigation measures will be incorporated into the EIA report.</p>	
May 12, 2017	Landon Reppert, Executive Director, Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Letter	See May 11, 2017 entry above	See May 11, 2017 entry above	Alberta Transportation's May 10, 2017 response to Siksika Nation's joint interim TUS was sent via registered mail.
May 18, 2018	Landon Reppert, Executive Director, Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation	Delivery notification	N/A	N/A	The May 10, 2017 letter was delivered May 17, 2017 and picked up on May 18, 2017.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
June 25, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Grant Gillies, Scotty Many Guns, Siksika Nation	Email	None	None	Grant Gillies forwarded an invoice for Siksika Nation and the Blood Tribe/Kainai for a meeting held between the two Blackfoot Nations in Edmonton at the River Cree Marriot to discuss their joint TUS.

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ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: July-August 2017

SIKSIKA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Glenda Spotted Eagle, Consultation Manager; cc Richard Right Hand, Consultation Coordinator, and Scotty Many Guns, Consultation Officer

Contact Phone Number: 403-324-4442; 586-727-1957; 587-437-5188

Email: glendase@siksikanation.com; rrh.siksika@gmail.com; scottymanyguns@shaw.ca

Mailing Address: P.O. Box 1100, Siksika AB. T0J 3W0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
July 9, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation, Scotty Many Guns, Consultation Officer,	Email	N/A	N/A	Alberta Transportation declined to agree to reimburse the SCO (and KCO) for their March 1, 2017, meeting as it had not pre-approved by AT and they considered this meeting to be part of the funding set aside for the Siksika CO delivery of their SR1 TUS.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
August 3, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Consultation Officer, Siksika Nation	Telephone Call	N/A	N/A	During a Telephone Call Dallas Maynard, informed Scotty Many Guns of upcoming SR1 Open Houses and inquired how the Siksika Nation and possibly the Blackfoot Confederacy would like to receive an update on the SR1 project EIA. Scotty indicated he would confer internally with Siksika and the Confederacy and respond.
August 11, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Manager, Siksika Nation, Scotty Many Guns, Consultation Officer	Email	N/A	N/A	Dallas Maynard provided information on upcoming SR1 Information sessions (Open Houses) planned in the Calgary and Springbank Area. He noted these are not part of Alberta Transportation's consultation, but Alberta Transportation wanted Siksika Nation to be aware of the public open houses.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: September – October 2017

SIKSIKA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Glenda Spotted Eagle, Consultation Manager; cc Richard Right Hand, Consultation Coordinator, and Scotty Many Guns, Consultation Officer

Contact Phone Number: 403-324-4442; 586-727-1957; 587-437-5188

Email: glendase@siksikanation.com; rrh.siksika@gmail.com; scottymanyguns@shaw.ca

Mailing Address: P.O. Box 1100, Siksika AB. T0J 3W0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
September 3, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Coordinator, Siksika Nation, Scotty Many Guns, Consultation Officer, Siksika Nation	Email	N/A	N/A	Alberta Transportation provided the information boards and handouts from the Public Open House/Information Sessions recently completed for the SR1 Projects.
September 3, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Coordinator, Siksika Nation, Scotty Many Guns, Consultation Officer, Grant Gillies, Siksika Nation	Email	N/A	N/A	Richard Right Hand emailed to say he had received Dallas Maynard's September 3, 2017 email and asked if there was information on Maclean Creek.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
September 3, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Coordinator, Scotty Many Guns, Consultation Officer, Grant Gillies, Siksika Nation	Email	N/A	N/A	Dallas Maynard emailed a handout about the Maclean Creek option and said he would check if there was other information.
September 26, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Coordinator, Scotty Many Guns, Consultation Officer, Siksika Nation Sandhills	Email	N/A	N/A	Alberta Transportation requested permission to extract and use spatial data from the interim Kainai and Siksika Traditional Use Study (TUS) report in the Environmental Impact Assessment (EIA) submission. If Siksika Nation does not want the information in a public document, it could be included in a confidential submission to the regulator.
September 26, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Coordinator, Scotty Many Guns, Consultation Officer, Siksika Nation	Email	N/A	N/A	Mike Oka with the Blood Tribe/Kainai asked Dallas Maynard if they would be funded to discuss the request for use of spatial information. Richard Right Hand and Scotty Many Guns were copied on the email.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
September 27, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Coordinator, Scotty Many Guns, Consultation Officer, Siksika Nation	Email	N/A	N/A	Dallas Maynard responded to Mike Oka's September 26, 2017 question that Alberta Transportation does not see the need to meet. The September 26, 2017 request from Alberta Transportation was re-stated and Alberta Transportation asked: -Can the spatial/location data from the Siksika Nation/Blood Tribe/Kainai Interim TUS report be included in the SR1 submission that will be subject to public access? -Or, can the spatial data be used as a confidential document for reference by the regulator and not a public document? -Or, is no permission granted for any use of spatial data?
September 27, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Coordinator, Scotty Many Guns, Consultation Officer, Siksika Nation	Email	N/A	N/A	Mike Oka clarified it that there was no request to meet with Alberta Transportation, the funding would be to allow the Blackfoot Confederacy to meet to discuss the request. Richard Right Hand and Scotty Many Guns were copied on the email.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
September 27, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Coordinator, Scotty Many Guns, Consultation Officer, Siksika Nation	Email	N/A	N/A	Richard Right Hand replied to emails regarding the use of data from the TUS saying that they will get back to Dallas Maynard later that day.
September 27, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Scotty Many Guns, Consultation Coordinator, Siksika Nation	Email	N/A	N/A	Dallas Maynard replied to Richard Right Hand to thank him.

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ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: November – December 2017

SIKSIKA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Glenda Spotted Eagle, Consultation Manager; cc Richard Right Hand, Consultation Coordinator, and Scotty Many Guns, Consultation Officer

Contact Phone Number: 403-324-4442; 586-727-1957; 587-437-5188

Email: glendase@siksikanation.com; rrh.siksika@gmail.com; scottymanyguns@shaw.ca

Mailing Address: P.O. Box 1100, Siksika AB. T0J 3W0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 3, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Consultation Manager, Siksika Nation; Richard Right Hand, Consultation Coordinator, Siksika Nation; Scotty Many Guns, Consultation Officer, Siksika Nation	Email	N/A	N/A	Dallas Maynard emailed a link to the completed Environmental Impact Assessment (EIA) along with associated briefing documents.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 3, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Consultation Manager, Siksika Nation; Richard Right Hand, Consultation Coordinator, Siksika Nation; Scotty Many Guns, Consultation Officer, Siksika Nation	Email	N/A	N/A	Richard Right Hand replied to the November 3, 2017 email stating they will take a look at the information and get back to Dallas Maynard.
December 5, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Consultation Manager, Siksika Nation; Richard Right Hand, Consultation Coordinator, Siksika Nation; Scotty Many Guns, Consultation Officer, Siksika 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 record of consultation (summary log, specific concerns and response table, and supporting documents) from March 1, 2017-October 31, 2017; - A cover letter from Deputy Minister Barry Day requesting comment on the draft TLRU sections and comment on the consultation logs by January 5, 2018.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
December 5, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Consultation Manager, Siksika Nation; Richard Right Hand, Consultation Coordinator, Siksika Nation; Scotty Many Guns, Consultation Officer, Siksika Nation	Email	N/A	N/A	Email delivery verification received.
December 11, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Consultation Manager, Siksika Nation; Richard Right Hand, Consultation Coordinator, Siksika Nation; Scotty Many Guns, Consultation Officer, Siksika Nation	Email	N/A	N/A	Dallas Maynard sent a Dropbox link with the presentation given in Calgary November 8, 2017 to the Canadian Environmental Assessment Agency (CEAA) Technical Advisory Group.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: January – February 2018

SIKSIKA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Glenda Spotted Eagle, Consultation Manager; cc Richard Right Hand, Consultation Coordinator, and Scotty Many Guns, Consultation Officer

Contact Phone Number: 403-324-4442; 586-727-1957; 587-437-5188

Email: glendase@siksikanation.com; rrh.siksika@gmail.com; scottymanyguns@shaw.ca

Mailing Address: P.O. Box 1100, Siksika AB. T0J 3W0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
January 12, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Consultation Manager, Siksika Nation; Richard Right Hand, Consultation Coordinator, Siksika Nation; Scotty Many Guns, Consultation Officer, Siksika Nation	Email	N/A	N/A	Dallas Maynard emailed to thank Siksika for the interim Traditional Use Study (TUS) they had provided previously and to ask if Alberta Transportation would be provided a final version. Dallas Maynard also inquired whether the locational information and data could be used in relation to the SR1 project.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
January 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Coordinator, Siksika Nation; Scotty Many Guns, Consultation Officer, Siksika Nation	Meeting	N/A	N/A	Dallas Maynard met Richard Right Hand and Scotty Many Guns for dinner, and discussed dates for a SR1 workshop. They discussed having two workshops, one in Calgary and one on reserve. Siksika Nation will look at dates and will be in touch to confirm.
January 26, 2018	Landon Reppert, Alberta Transportation	Glenda Spotted Eagle, Consultation Manager, Siksika Nation; Richard Right Hand, Consultation Coordinator, Siksika Nation; Scotty Many Guns, Consultation Officer, Siksika Nation	Letter	N/A	N/A	A letter about the submission of the updated Environmental Impact Assessment (EIA) was sent via registered mail. It was regarding a proposal for holding workshops to obtain input on the draft Traditional Land and Resource Use (TLRU) sections of the EIA (Volumes 3A and 3B) and to discuss project specific concerns and the proposed mitigation measures. If Siksika Nation was not interested in workshops, Alberta Transportation requested feedback by March 1, 2018.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
January 26, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Consultation Manager, Siksika Nation; Richard Right Hand, Consultation Coordinator, Siksika Nation; Scotty Many Guns, Consultation Officer, Siksika Nation	Email	N/A	N/A	The above workshop invitation letter was sent via email.
January 26, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Consultation Manager, Siksika Nation; Richard Right Hand, Consultation Coordinator, Siksika Nation; Scotty Many Guns, Consultation Officer, Siksika Nation	Email	N/A	N/A	Richard Right Hand emailed to confirm Siksika was planning a workshop in February with Dallas Maynard and requested a second workshop in Calgary.
January 31, 2018	Landon Reppert, Alberta Transportation	Glenda Spotted Eagle, Consultation Manager, Siksika Nation	Postal delivery	N/A	N/A	The January 26, 2018 letter was delivered.
February 1, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Consultation Manager; Richard Right Hand, Consultation Coordinator; Scotty Many Guns, Consultation Officer, Siksika Nation	Email	N/A	N/A	Dallas Maynard emailed to confirm he had booked a workshop at Siksika on February 27, 2018. He suggested having the Calgary workshop on February 26, 2018.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
February 1, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Consultation Manager; Richard Right Hand, Consultation Coordinator; Scotty Many Guns, Consultation Officer, Siksika Nation	Email	N/A	N/A	Richard Right Hand emailed to say they could meet at the Siksika Business Centre, and asked for dates so he could book a meeting room.
February 5, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Consultation Manager; Richard Right Hand, Consultation Coordinator; Scotty Many Guns, Consultation Officer, Siksika Nation	Email	N/A	N/A	Dallas Maynard emailed 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 Canadian Environmental Assessment Agency (CEAA)-facilitated workshops to obtain input on the draft TLRU sections and to discuss concerns about the project. Included was Attachment A, which detailed specific topics that Alberta Transportation was interested in discussing. If Siksika Nation was not interested in workshops, Alberta Transportation requested feedback by March 1, 2018.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
February 8, 2018	Landon Reppert, Alberta Transportation	Glenda Spotted Eagle, Consultation Manager, Siksika Nation	Letter	N/A	N/A	The above letter and draft TLRU sections of the EIA were sent via registered mail.
February 13, 2018	Landon Reppert, Alberta Transportation	Glenda Spotted Eagle, Consultation Manager, Siksika Nation	Postal delivery	N/A	N/A	The February 5, 2018 letter was delivered.
February 13, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Consultation Manager; Richard Right Hand, Consultation Coordinator; Scotty Many Guns, Consultation Officer, Siksika Nation	Email	N/A	N/A	Dallas Maynard emailed the agenda for the workshops, to ask the locations for the workshops, and to ask for budgets for the workshops. He also indicated Stantec would be in attendance, and CEAA would be moderating the workshop.
February 21, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Grant Gillies, Richard Right Hand, Consultation Coordinator; Scotty Many Guns, Consultation Officer, Siksika Nation	Email	N/A	N/A	Grant Gillies sent budgets for the two workshops and a map to the location on the Siksika reserve.
February 21, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Grant Gillies, Richard Right Hand, Consultation Coordinator; Scotty Many Guns, Consultation Officer, Siksika Nation	Email	N/A	N/A	Dallas Maynard emailed that the workshop budgets were approved. He also indicated he was organising the Calgary workshop at the Coast Plaza Hotel and said he would send out a meeting request.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
February 21, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Coordinator; Scotty Many Guns, Consultation Officer, Grant Gillies, Siksika Nation	Email	N/A	N/A	Richard Right Hand emailed to thank Dallas Maynard for the update.
February 21, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Consultation Manager; Richard Right Hand, Consultation Coordinator; Scotty Many Guns, Consultation Officer, Grant Gillies, Siksika Nation	Email	N/A	N/A	Dallas Maynard sent out a meeting invite for the workshops on February 26 and 27, 2018.
February 26, 2018	Syed Abbas, Seamas Skelly, Alberta Transportation Dallas Maynard, Jennifer Hallson, DEMA Land Services Jim Howell, Colin Buchanan, Talina Cyr-Steenkamp, Liam Mackle, Stantec	Scotty Many Guns Richard Right Hand Grant Gillies 10+ Elders and members of Siksika Nation	Workshop	N/A	N/A	A workshop was held between Alberta Transportation, Stantec, and Siksika Nation, facilitated by CEAA, to obtain input on the draft TLRU sections of the EIA and to discuss and address concerns about the project. Issues and concerns raised at the workshop were treated as confidential subject to the First Nation's validation of the information. The draft workshop notes from the February 26, 2018 workshop have not been validated by Siksika Nation.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
February 26, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Coordinator; Scotty Many Guns, Consultation Officer, Grant Gillies, Siksika Nation	Email	N/A	N/A	Dallas Maynard emailed to update everyone that the February 27, 2018 workshop was cancelled and would be rescheduled.
February 26, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Coordinator, Scotty Many Guns, Consultation Officer, Siksika Nation Sandhills Agency	Email	N/A	N/A	Richard Right Hand thanked Dallas Maynard for the update.

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ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: March-April 2018

SIKSIKA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Glenda Spotted Eagle, Consultation Manager; cc Richard Right Hand, Consultation Coordinator, and Scotty Many Guns, Consultation Officer

Contact Phone Number: 403-324-4442; 586-727-1957; 587-437-5188

Email: glendase@siksikanation.com; rrh.siksika@gmail.com; scottymanyguns@shaw.ca

Mailing Address: P.O. Box 1100, Siksika AB. T0J 3W0

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March 6, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Scotty Many Guns, Richard Right Hand, Siksika Nation	Email	N/A	N/A	The draft workshop notes from February 26, 2018 were sent to Siksika Nation for review. Note: These notes have not been validated by Siksika Nation and have not been included in the record.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
March 23, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Scotty Many Guns, Richard Right Hand, Siksika Nation	Email	N/A	See the Specific Concerns and Response Table for specific responses and proposed mitigation measures attached to March 23, 2018 email. The responses and mitigation measures are in response to concerns raised by Siksika Nation throughout the SR1 project.	Jennifer Hallson emailed "Table 7-5 SR1 Project Specific Concerns and Responses - Siksika Nation" (Table 7-5) from the Environmental Impact Assessment (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 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Grant Gillies, Siksika Consultation Office	In person pick-up	N/A	N/A	Grant Gillies picked up a cheque at DEMA's St. Albert Office.
March 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Siksika Nation	Email	N/A	N/A	Richard Right Hand emailed a report written by the Canadian Environmental Assessment Agency (CEAA) titled "Comprehensive Study Report: Little Bow Reservoir Rehabilitation and Upgrading Project." Richard Right Hand had brought this project up at the February 26, 2018 workshop.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
March 26, 2018	Landon Reppert, Executive Director, Alberta Transportation	Glenda Spotted Eagle, Richard Right Hand, Scotty Many Guns, Siksika Nation	Letter	N/A	See the Specific Concerns and Response Table for specific responses and proposed mitigation measures attached to March 23, 2018 email. The responses and mitigation measures are in response to concerns raised by Siksika Nation throughout the SR1 project.	The March 23, 2018 letter from Alberta Transportation and Table 7-5 were sent via registered mail.
March 26, 2018	Landon Reppert, Executive Director, Alberta Transportation	Glenda Spotted Eagle, Richard Right Hand, Scotty Many Guns, Siksika Nation	Postal delivery	N/A	N/A	The March 26, 2018 letter was delivered.
March 29, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Scotty Many Guns, Richard Right Hand, Siksika Nation	Email	N/A	N/A	Dallas Maynard emailed to let Siksika Nation know that the EIA had been resubmitted and provided an File Transfer Protocol (FTP) site where they could access it. Also indicated that Alberta Transportation will be in contact to offer a workshop to go over 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	Glenda Spotted Eagle, Siksika Nation	Letter	N/A	N/A	A USB stick with the EIA material on it was mailed by registered mail.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
April 3, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Siksika Nation	Email	N/A	N/A	Richard Right Hand asked if there were any posters or handouts for SR1 as Siksika Nation was putting up a display in the community.
April 4, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Dallas Maynard provided an FTP site from Stantec that had the Open House boards.
April 5, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Siksika Nation	Postal delivery	N/A	N/A	The April 3, 2018 letter with the USB stick was delivered.
April 12, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Scotty Many Guns, Siksika Nation	Meeting	N/A	N/A	After a meeting regarding a different project, Dallas Maynard, Scotty Many Guns, and Richard Right Hand agreed to a date of April 26, 2018 for a meeting about Siksika's concerns and Alberta Transportation's responses.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
April 25, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Scotty Many Guns, Richard Right Hand, Siksika Nation	Email	N/A	N/A	Dallas Maynard emailed a draft agenda for the April 26, 2018 meeting. The concerns and responses table from March 23, 2018 was also attached for reference. Dallas Maynard also described the purpose of the meeting, which is to go over Siksika Nation's specific concerns about the SR1 project and Alberta Transportation's responses, and to discuss mitigation measures.
April 26, 2018	Syed Abbas, Seamas Skelly, Alberta Transportation Dallas Maynard, Shayne Maynard, DEMA Land Services	Scotty Many Guns, Richard Right Hand, Grant Gillies, Leonard Cutter, James McHugh, Noran Calf Robe, Leo Pretty Young Man, Fred Breaker, Siksika Nation	Meeting	Concerned about the Blackfoot trail and campsites around Mary Robinson's property. Will they be impacted by construction?	At the meeting, it was explained that the log cabin would be affected, but the trail would not. Alberta Transportation will verify and respond in writing.	A meeting was held at the Grey Eagle Resort between Alberta Transportation, Stantec, and Siksika Nation to discuss Siksika Nation's concerns and Alberta

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	Clare Edwards, Talina Cyr-Steenkamp, Colin Buchanan, Stantec			If the Project is built, what will be the change in water volume on the Siksika Nation in the event of a flood?	At the meeting it was explained that the majority of the flooding on Siksika came from the Bow River. Alberta Transportation said they would identify what percentage of the flood SR1 would have mitigated. During the meeting Stantec heard from on of their engineers and their best guess was SR1 would have taken 17% of the magnitude of the flood.	Transportation's responses and proposed mitigation measures, which were provided in Table 7-5 of the EIA that was sent to Siksika Nation March 23, 2018. Further mitigation measures to previous concerns brought up by the Siksika Nation are provided in the Specific Concerns and Response Table. Kathy Perchaluk of the Aboriginal Consultation Office attended as an observer.
There will be 1824 m ² of "suitable" fish habitat lost. Siksika Nation asked that the habitat be replaced/compensated with suitable habitat. They would like to hear from a fisheries expert as to what would be deemed suitable. This would be discussed with Siksika Nation.	At the meeting, Alberta Transportation said they will look into this concern. The Department of Fisheries and Oceans is involved in reviewing replacing habitat or compensation.					
Wetland replacement: Siksika Nation would like to do a TUS in-field review of the proposed land.	At the meeting, it was explained that Alberta Transportation is required to replace wetlands and if unable to must provide compensation.					

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				<p>Siksika Nation would like to monitor before and after a flood to understand what is growing in the Project area. Some plants may not grow back. Do not want to over harvest. Transplanting makes sense but would need to assess where suitable habitat is.</p>	None at this time.	
				<p>Siksika Nation would like the description and representation of Stoney Nakoda Nation's traditional territory pulled from the filing, or an opportunity for Siksika Nation to present a thorough description.</p>	<p>At the meeting, Alberta Transportation suggested Siksika Nation use their submission of their final TUS report to address traditional territory. Comments about the submission can also be directed to CEAA.</p>	
				<p>Expressed concerns about water quality (e.g., methylmercury) and drinking water concerns (e.g., sewage releases).</p>	<p>At the meeting, Stantec answered that the water is not in the reservoir long enough to exceed problem levels and the water will be drained out before there is a problem.</p>	
				<p>Debris left behind in the reservoir after a flood.</p>	<p>At the meeting, Stantec replied that the management strategy is to leave the debris behind unless it is obstructing the future operation of the structure.</p>	

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				Request to hunt and harvest in Area B since it will become Crown land.	None at this time.	
				Request for further information on wildlife studies where the back up of water would occur.	At the meeting, Stantec indicated that water would back up regardless of whether the project was present or not.	
				Siksika Nation would like to do a traditional use survey of Area A.	None at this time.	
				Siksika Nation would like to do a site visit if/when pipelines are removed (ground disturbance)	None at this time.	
				Siksika Nation would like preferred contracting for the contract procurement process.	None at this time.	
				Siksika Nation would like to explore uses of Area C (leasing options).	None at this time.	
April 27, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Siksika Nation	Email	N/A	N/A	Richard Right Hand requested an electronic copy of the Stoney claim that references traditional land. The use of the claim in the EIA had been discussed at the April 26, 2018 meeting.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: May-June 2018

SIKSIKA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Glenda Spotted Eagle, Consultation Manager; cc Richard Right Hand, Consultation Coordinator, and Scotty Many Guns, Consultation Officer

Contact Phone Number: 403-324-4442; 586-727-1957; 587-437-5188

Email: glendase@siksikanation.com; rrh.siksika@gmail.com; scottymanyguns@shaw.ca

Mailing Address: P.O. Box 1100, Siksika AB. T0J 3W0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
May 6, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Coordinator, Scotty Many Guns, Consultation Officer, Siksika Nation	Email	N/A	N/A	Richard Right Hand requested that Dallas Maynard resend the open house boards File Transfer Protocol (FTP) link that had previously been sent April 4, 2018.

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May 6, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Coordinator, Scotty Many Guns, Consultation Officer, Siksika Nation	Email	N/A	N/A	Dallas Maynard replied to Mike Oka that he will get Stantec to renew the FTP site as it had expired. Dallas Maynard indicated he would let Richard Right Hand know when the FTP site would be active again.
May 11, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Coordinator, Scotty Many Guns, Consultation Officer, Grant Gillies, Siksika Nation	Email	N/A	N/A	Dallas Maynard forwarded a new FTP link with the open house boards. He indicated the link would expire May 25, 2018.
May 11, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Coordinator, Scotty Many Guns, Consultation Officer, Grant Gillies, Siksika Nation	Email	N/A	N/A	Richard Right Hand thanked Dallas Maynard.
May 16, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Coordinator, Glenda Spotted Eagle, Consultation Manager, Scotty Many Guns, Consultation Officer, Siksika Nation	Email	N/A	N/A	Dallas Maynard emailed information about upcoming Canadian Environmental Assessment Agency (CEAA) public information sessions. A copy of the advertisement was attached. He also indicated that the Environmental Impact Assessment (EIA) is now in its review period with the federal regulator and the public comment period is over May 31, 2018.

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May 16, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Consultation Coordinator, Glenda Spotted Eagle, Consultation Manager, Scotty Many Guns, Consultation Officer, Siksika Nation	Email	N/A	N/A	Richard Right Hand thanked Dallas Maynard for the information.
June 14, 2018	Landon Reppert, Executive Director, Alberta Transportation	Glenda Spotted Eagle, Consultation Manager, Richard Right Hand, Consultation Coordinator, Scotty Many Guns, Consultation Officer, Siksika Nation	Letter	N/A	N/A	A USB flash drive with the August 2014-February 2017 revised Record of Consultation (ROC) logs and accompanying letter was sent via Express Post. The letter indicated that the ROC logs had been corrected and Siksika Nation had 30 working days to review the ROC logs for any errors and omissions.
June 14, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Consultation Manager, Richard Right Hand, Consultation Coordinator, Scotty Many Guns, Consultation Officer, Siksika Nation	Email	N/A	N/A	Jennifer Hallson emailed a copy of the above June 14, 2018 letter that was accompanying the USB flash drive.
June 19, 2018	Landon Reppert, Executive Director, Alberta Transportation	Glenda Spotted Eagle, Consultation Manager, Siksika Nation	Postal delivery	N/A	N/A	The June 14, 2018 ROC package was delivered.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: July-August 2018

SIKSIKA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Glenda Spotted Eagle, Consultation Manager; cc Richard Right Hand, Consultation Coordinator, and Scotty Many Guns, Consultation Officer

Contact Phone Number: 403-324-4442; 586-727-1957; 587-437-5188

Email: glendase@siksikanation.com; rrh.siksika@gmail.com; scottymanyguns@shaw.ca

Mailing Address: P.O. Box 1100, Siksika AB. T0J 3W0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
July 6, 2018	Seamas Skelly, Alberta Transportation	Scotty Many Guns, Siksika Nation	Phone call	See April 26, 2018 entry.	Seamas Skelly explained that the only intent of including reference to the Stoney Nakoda Nation claim was to reference traditional territories as the regulator had requested, and the map was provided by Stoney Nakoda Nation's lawyer. Seamas Skelly assured Scotty Many Guns that Alberta Transportation was not intending to substantiate or	Seamas Skelly called Scotty Many Guns to follow up on the discussion that took place during the meeting on April 26, 2018, regarding concerns expressed by Siksika Nation on the reference in the March 2018 EIA to a Statement of Claim no. 0301-19586 made by the Stoney Nakoda Nations in relation to their traditional territories claim.

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					agree with Stoney Nakoda Nation's claim. Seamas Skelly indicated that they cannot retract the reference in the Environmental Impact Assessment (EIA), but Alberta Transportation could issue a separate letter claiming that the intent was solely to describe traditional territory as submitted by Stoney Nakoda Nation. Siksika Nation could also express their concerns directly to the Canadian Environmental Assessment Agency (CEAA).	Scotty Many Guns requested that Seamas Skelly put his explanation in an email to him and Richard Right Hand, and they will discuss and get back to him regarding what action Siksika may require. Scotty Many Guns also indicated he would get clarification on the report that Richard Right Hand requested in an email on April 27, 2018.
July 16, 2018	Seamas Skelly, Alberta Transportation	Scotty Many Guns, Richard Right Hand, Glenda Spotted-Eagle, Siksika Nation	Email	See July 6, 2018 entry.	See July 6, 2018 entry.	Seamas Skelly emailed his explanation regarding the reference to the Stoney Nakoda Nation claim in the March 2018 EIA. Seamas Skelly stated that Alberta Transportation values their relationship with Siksika Nation and he looks forward to hearing from them.
July 17, 2018	Seamas Skelly, Alberta Transportation	Scotty Many Guns, Richard Right Hand, Glenda Spotted Eagle, Siksika Nation	Email	N/A	N/A	Richard Right Hand replied to Seamas Skelly that he will review his notes and get back to him.

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July 19, 2018	Terry McKitrick, DEMA Land Services for Alberta Transportation	Grant Gillies, Siksika Nation	Personal pickup	N/A	N/A	Grant Gillies picked up a cheque for payment of the invoice for the April 26, 2018 meeting at DEMA's office.
July 20, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Richard Right Hand, Scotty Many Guns, Siksika Nation	Email	See April 26, 2018 entry.	The Old Blackfoot Trail is located outside of the Project Development Area (PDA) and will not be affected by construction. Alberta Transportation is not aware of the locations of any campsites on Mary Robinson's property; none were identified on the property during the heritage resources survey of the Project Development Area. If specific locations are identified, Alberta Transportation will determine if the location is inside the PDA and therefore may be impacted by project construction. If the area falls within the PDA all necessary regulatory requirements, policies and procedures will be followed with respect to the site, which will include discussions with Alberta Culture and Tourism.	Jennifer Hallson sent the April 26, 2018 meeting notes for review. Included in the email was a response to a concern brought up during the April 26, 2018 meeting regarding whether the Old Blackfoot Trail or campsites on Mary Robinson's property would be disturbed by the project.

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July 26, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Siksika Nation	Text message	N/A	N/A	Dallas Maynard asked Scotty Many Guns to call him to discuss: holding a meeting on the Siksika reserve to replace the one that was cancelled on April 27, 2018; and the possibility of a second concerns meeting.
July 26, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Siksika Nation	Text message	N/A	N/A	Scotty Many Guns texted Dallas Maynard that he would call him later that morning.
August 3, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Richard Right Hand, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson emailed the cover letter from Landon Reppert, Alberta Transportation that was accompanying a USB flash drive with the March 2017- April 2018 Record of Consultation (ROC) logs and Specific Concerns and Response Table (SCRT). The letter indicated that the and Siksika Nation had 70 working days to review the ROC logs and SCRT for any errors and omissions. This 70 day review period was to begin on August 13, 2018 due to Blackfoot offices closures for Sundance.

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August 3, 2018	Landon Reppert, Executive Director, Alberta Transportation	Glenda Spotted Eagle, Siksika Nation	Email	N/A	N/A	A USB flash drive with the March 2017-April 2018 ROC logs and SCRT and accompanying letter was sent via Express Post.
August 7, 2018	Landon Reppert, Executive Director, Alberta Transportation	Glenda Spotted Eagle, Siksika Nation	Postal delivery	N/A	N/A	The ROC package was delivered.

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ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: September-October 2018

SIKSIKA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Glenda Spotted Eagle, Consultation Manager; cc Richard Right Hand, Consultation Coordinator, and Scotty Many Guns, Consultation Officer

Contact Phone Number: 403-324-4442; 586-727-1957; 587-437-5188

Email: glendase@siksikanation.com; rrh.siksika@gmail.com; scottymanyguns@shaw.ca

Mailing Address: P.O. Box 1100, Siksika AB. T0J 3W0

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September 7, 2018	Seamas Skelly, Alberta Transportation	Scotty Many Guns, Richard Right Hand, Siksika Nation	Email	N/A	N/A	Seamas Skelly followed up on his explanation regarding the reference to the Stoney Nakoda Nation claim in the March 2018 Environmental Impact Assessment (EIA). Seamas Skelly stated that Alberta Transportation values their relationship with Siksika Nation and he looks forward to hearing from them.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
September 16, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Scotty Many Guns, Richard Right Hand, Siksika Nation	Email	N/A	N/A	Dallas Maynard emailed to request permission to use the information and notes from the February 26, 2018 Traditional Land and Resource Use (TLRU) workshop. The meeting notes were attached to the email. He also asked dates for an on-reserve meeting as the February 27, 2018 meeting was cancelled.
September 16, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Glenda Spotted Eagle, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Richard Right Hand replied to Dallas Maynard that they would review the information and get back to him.
September 24, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Siksika Nation	Text message	N/A	N/A	Dallas Maynard texted to ask about dates for an on-reserve meeting to update on the SR1 project.
September 24, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Siksika Nation	Text message	N/A	N/A	Scotty Many Guns texted that he would call Dallas Maynard at 4:00 pm that day.
October 10, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Siksika Nation	Phone call	N/A	N/A	Dallas Maynard called but there was no answer. He left a message asking Scotty Many Guns to call him back.
October 10, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Siksika Nation	Text message	N/A	N/A	Scotty Many Guns texted asking Dallas Maynard to call him around 4:00 pm.

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October 10, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Siksika Nation	Text message	N/A	N/A	Dallas Maynard texted "sounds good" and indicated he wanted to discuss the on-reserve SR1 meeting. He asked if Scotty Many Guns had a date for the meeting.
October 10, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Siksika Nation	Text message	N/A	N/A	Scotty Many Guns replied "ok."
October 26, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Richard Right Hand, Siksika Nation	Email	N/A	N/A	Dallas Maynard emailed Richard Right Hand and Scotty Many Guns to request a meeting to provide an update on the SR1 project and discuss the future land use possibilities of the SR1 project with the Siksika Nation.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: November-December 2018

SIKSIKA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Glenda Spotted Eagle, Consultation Manager; cc Richard Right Hand, Consultation Coordinator, and Scotty Many Guns, Consultation Officer

Contact Phone Number: 403-324-4442; 586-727-1957; 587-437-5188

Email: glendase@siksikanation.com; rrh.siksika@gmail.com; scottymanyguns@shaw.ca

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November 12, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Richard Right Hand, Siksika Nation	Meeting	N/A	N/A	While meeting on a different project, Dallas Maynard, Scotty Many Guns, and Richard Right Hand decided on December 10, 2018 to have a meeting to discuss SR1. Siksika Nation requested this meeting be an informal open house rather than a formal meeting. Dallas Maynard said this could be discussed and requested a budget.

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November 16, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Richard Right Hand, Grant Gillies, Siksika Nation	Email	N/A	N/A	Dallas Maynard sent out a meeting invite for the meeting on December 10, 2018. He indicated the agenda would be sent out within the next week, and that the purpose of the meeting was to provide an update on the regulatory process, and to discuss land use once the project is constructed.
November 16, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Siksika Nation	Email	N/A	N/A	Dallas Maynard sent the meeting invite to Glenda Spotted Eagle, who had been missed on the previous invite.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 22, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Richard Right Hand, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson emailed the cover letter from Crystal Damer, Alberta Transportation that accompanied a USB flash drive with the May 2018-October 2018 Record of Consultation (ROC) logs and Specific Concerns and Response Table (SCRT). The cover letter indicated that Siksika Nation had 30 Government of Alberta working days to review the ROC logs and SCRT for any errors and omissions. She indicated the package was going to be hand delivered that day.
November 22, 2018	James Bowker, DEMA Land Services for Alberta Transportation	Charmayne Black, Siksika Nation	Personal delivery	N/A	N/A	James Bowker hand delivered the ROC package to Siksika Nation. The package, addressed to Glenda Spotted Eagle, was left with Charmayne Black at the Siksika Nation Tribal Administration office.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 29, 2018	Crystal Damer, Alberta Transportation	Glenda Spotted Eagle, Siksika 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 ROC will be submitted as part of this application.
November 30, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Richard Right Hand, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson emailed a copy of the November 29, 2018 letter regarding the DMAF application.
November 30, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Siksika Nation	Phone call	N/A	N/A	Dallas Maynard called to discuss the December 10, 2018 meeting. The connection was not good and Scotty Many Guns indicated he would call back when he could.
December 3, 2018	Crystal Damer, Alberta Transportation	Glenda Spotted Eagle, Siksika Nation	Postal delivery	N/A	N/A	The November 29, 2018 letter regarding the DMAF application was delivered by post.
December 3, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Siksika Nation	Phone call	N/A	N/A	Dallas Maynard called to request a budget for the December 10, 2018 meeting. Scotty Many Guns said he would send a budget, and requested an email as well.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
December 3, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Richard Right Hand, Glenda Spotted Eagle, Siksika Nation	Email	N/A	N/A	Dallas Maynard followed up on his phone call and requested a budget for the December 10, 2018 meeting. He also attached the meeting agenda.
December 3, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Siksika Nation	Phone call	N/A	N/A	Scotty Many Guns called Dallas Maynard, who was unable to answer, and did not leave a message.
December 3, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Siksika Nation	Text message	N/A	N/A	Dallas Maynard texted Scotty Many Guns that he had seen the missed call and asked if Scotty Many Guns had time to talk.
December 3, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Siksika Nation	Text message	N/A	N/A	Scotty Many Guns texted that he would call Dallas Maynard the next morning.
December 3, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Siksika Nation	Text message	N/A	N/A	Dallas Maynard thanked Scotty Many Guns.
December 5, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Siksika Nation	Phone call	N/A	N/A	Scotty Many Guns called Dallas Maynard. Dallas Maynard was unable to answer and no message was left.
December 5, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Siksika Nation	Text message	N/A	N/A	Dallas Maynard texted Scotty Many Gun to let him know he was in a meeting and could not talk.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
December 5, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Siksika Nation	Text message	N/A	N/A	Scotty Many Guns texted that they will send the budget for the December 10, 2018 meeting that day.
December 6, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Grant Gillies, Scotty Many Guns, Richard Right Hand, Siksika Nation	Email	N/A	N/A	Grant Gillies emailed a budget for the December 10, 2018 meeting on behalf of Siksika Nation.
December 7, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Grant Gillies, Scotty Many Guns, Richard Right Hand, Siksika Nation	Email	N/A	N/A	Dallas Maynard advised Siksika Nation that their budget for the December 10, 2018 meeting was approved.
December 9, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Siksika Nation	Email	N/A	N/A	Richard Right Hand requested a projector for the December 10, 2018 meeting.
December 9, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Dallas Maynard replied that they will bring a projector to the meeting.
December 10, 2018	Crystal Damer, Mark Svenson, Alberta Transportation Jim Howell, Colin Buchanan, Jordan Toth, Liam Mackle, Stantec Dallas Maynard, Jennifer Hallson, Amandah van Merlin, DEMA Land Services	Scotty Many Guns, Richard Right Hand, 20-25 Elders and community members, Siksika Nation	Meeting	There were concerns raised about flood protection along the Bow River in addition to the measures on the Elbow River.	At the meeting, Alberta Transportation stated that flood protection measures were being looked into on the Bow River and that would be a separate project.	A meeting was held between Alberta Transportation, Stantec, and Siksika Nation. Stantec presented the flyover video and explained the project location, components, and operations. Alberta Transportation discussed the regulatory process
				Concerns were raised about fish entering the reservoir during a flood.	At the meeting, Alberta Transportation explained the plan for a monitoring and fish rescue program after the floods had passed and the reservoir was releasing the water.	

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				Concerns were raised about water quality after a flood.	At the meeting, Alberta Transportation noted that SR1 would not treat or have an effect on water quality after a flood.	
				Concerns were raised regarding the decision of SR1 over the McLean Creek (MC1) option as a flood protection measure.	At the meeting, Alberta Transportation explained why SR1 was chosen over MC1. MC1 would be located on Crown land instead of private land, would have more environmental effects, and the impacts to Treaty rights would be higher.	
				Siksika Nation expressed concerns regarding the viability of the land use plan and indicated they would want to see a land use plan before commenting on it. There were concerns that the Siksika Nation would be asked to consult and then their input would not be used in the final plan, leaving them without access to the landscape. The community mentioned the Grassy Narrows case and the issues around use of the Majorville Medicine Wheel.	None at this time.	

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				Concerns were raised regarding getting input from the Siksika Nation prior to construction so that areas of concern could be better avoided.	None at this time.	
				Concerns were raised that more departments within Siksika Nation need to be part of this conversation.	None at this time.	
December 12, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Grant Gillies, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Grant Gillies emailed an invoice for the December 10, 2018 meeting.
December 13, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Siksika Nation	Email	N/A	N/A	Richard Right Hand emailed to ask about payment of the invoice for the December 10, 2018 meeting. He mentioned he would be in Edmonton the next day and could pick up payment.
December 13, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Siksika Nation	Phone call	N/A	N/A	Scotty Many Guns called but Dallas Maynard was unable to answer the call.
December 13, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Siksika Nation	Text message	N/A	N/A	Scotty Many Guns texted to ask Dallas Maynard to call him.
December 13, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Siksika Nation	Text message	N/A	N/A	Dallas Maynard replied that he could call Scotty Many Guns around 4:00 pm.

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December 13, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Siksika Nation	Text message	N/A	N/A	Scotty Many Guns replied "sure."
December 13, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Siksika Nation	Text message	N/A	N/A	Dallas Maynard texted that he had seen Richard Right Hand's December 13, 2018 email about payment. Dallas Maynard let Scotty Many Guns know that the invoice had been submitted to Alberta Transportation for payment and requested it be a priority, but it would not be ready the next day.
December 13, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Siksika Nation	Text message	N/A	N/A	Scotty Many Guns replied that they need to pay the Elders and catering, and it was "disappointing" that payment was not ready.
December 13, 2018	Alexandra Burchill, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Siksika Nation	Phone call	N/A	N/A	Scotty Many Guns called to inquire about the invoice for the December 10, 2018 meeting and when Siksika Nation can expect payment. Alexandra Burchill recommended contacting Jennifer Hallson. She said she would text him Jennifer Hallson's contact information.

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December 13, 2018	Alexandra Burchill, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Siksika Nation	Text	N/A	N/A	Alexandra Burchill texted Jennifer Hallson's phone number to Scotty Many Guns.
December 13, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Dallas Maynard let Richard Right Hand know that he had requested a rush on payment for the invoice for the December 10, 2018 meeting but he does not know when it will be ready.
December 17, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Siksika Nation	Phone call	N/A	N/A	Scotty Many Guns called Dallas Maynard and left a message asking Dallas Maynard to call him.
December 17, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Siksika Nation	Text message	N/A	N/A	Dallas Maynard texted that he was in a meeting and would call Scotty Many Guns later.
December 17, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Siksika Nation	Text message	N/A	N/A	Scotty Many Guns replied "ok."
December 17, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Siksika Nation	Text message	N/A	N/A	Dallas Maynard texted that he had just gotten home and would call in the morning.
December 17, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Siksika Nation	Text message	N/A	N/A	Scotty Many Guns replied that they would talk tomorrow.
December 18, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Siksika Nation	Phone call	N/A	N/A	Scotty Many Guns called Dallas Maynard and left a message asking Dallas Maynard to call him.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
December 18, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Siksika Nation	Text message	N/A	N/A	Dallas Maynard texted that he could not talk at the moment.
December 18, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Siksika Nation	Text message	N/A	N/A	Scotty Many Guns replied "ok."
December 18, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Siksika Nation	Phone call	N/A	N/A	Dallas Maynard called Scotty Many Guns. Scotty Many Guns inquired about payment for the December 10, 2018 meeting. Dallas Maynard explained that he had submitted the invoice and had requested a rush on payment, but it would take time to receive the money from Alberta Transportation. Dallas Maynard added that typically payment would be provided 30-35 days after receiving the invoice.
December 20, 2018	Amandah van Merlin, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Richard Right Hand, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Amandah van Merlin emailed the December 10, 2018 meeting notes for review, asking for any additions or comments by January 11, 2018.

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December 20, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Richard Right Hand, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson emailed a copy of a letter dated December 19, 2018 from Alberta Transportation to the Aboriginal Consultation Office (ACO) regarding submission of the ROC from August 2014 to April 2018 to the ACO. Alberta Transportation was submitting the ROC for ACO to review. Glenda Spotted Eagle, Richard Right Hand, and Scotty Many Guns were copied on the letter.

DRAFT

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: January-February 2019

SIKSIKA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Glenda Spotted Eagle, Consultation Manager; cc Richard Right Hand, Consultation Coordinator, and Scotty Many Guns, Consultation Officer

Contact Phone Number: 403-324-4442; 586-727-1957; 587-437-5188

Email: glendase@siksikanation.com; rrh.siksika@gmail.com; scottymanyguns@shaw.ca

Mailing Address: P.O. Box 1100, Siksika AB. T0J 3W0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
January 2, 2019	Shayne Maynard, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Shayne Maynard informed Scotty Many Guns that the cheque for the December 10, 2018 meeting (Invoice #835) was ready, and asked if he should mail it or have Grant Gillies pick it up.
January 2, 2019	Shayne Maynard, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Siksika Nation	Phone call	N/A	N/A	Scotty Many Guns called to ask Shayne Maynard to contact Grant Gillies to pick up the cheque.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
January 3, 2019	Shayne Maynard, DEMA Land Services for Alberta Transportation	Grant Gillies, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Shayne Maynard emailed Grant Gillies to let him know a cheque was ready for pick up at DEMA's office.
January 3, 2019	Donna Thibideau, DEMA Land Services for Alberta Transportation	Grant Gillies, Siksika Nation	Personal pickup	N/A	N/A	Grant Gillies picked up the cheque for the December 10, 2018 meeting.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
January 29, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Richard Right Hand, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson emailed a letter dated January 28, 2019 from Crystal Damer, Alberta Transportation. The letter requested that Siksika Nation provide its views and perspectives on its Aboriginal and Treaty rights, cultural and experiential values, and country foods potentially affected by the project. The letter listed four specific topics that Alberta Transportation was requesting input on to respond to Canadian Environmental Assessment Agency (CEAA) IR2-01, IR2-02, and IR2-08. The specific information requests 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	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Richard Right Hand, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson attached the January 28, 2019 letter, which she missed on the previous email.
January 29, 2019	Crystal Damer, Alberta Transportation	Glenda Spotted Eagle, Richard Right Hand, Scotty Many Guns, Siksika Nation	Letter	N/A	N/A	The January 28, 2019 letter requesting input for CEEA IRs was sent via registered mail.
January 31, 2019	Crystal Damer, Alberta Transportation	Glenda Spotted Eagle, Siksika Nation	Postal delivery	N/A	N/A	The January 28, 2019 letter was delivered by post.
February 4, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Richard Right Hand, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson sent a cover letter from Crystal Damer, Alberta Transportation, the SR1 Record of Consultation (ROC) logs, Specific Concerns and Response Table (SCRT), and supporting documents for November-December 2018. The cover letter indicated there was a ten Government of Alberta (GOA) day period to review for errors or omissions. The cover letter also asked for any specific feedback on Alberta Transportation's responses and mitigation measures in column 4 of the SCRT.
February 4, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Siksika Nation	Email	N/A	N/A	Email delivery verification received.

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February 20, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Scotty Many Guns, Siksika Nation	Text message	N/A	N/A	Dallas Maynard texted Siksika Nation to ask if they would be submitting a final Traditional Use Study (TUS) as a follow up to the joint interim report previously submitted with the Blood Tribe/Kainai.

DRAFT

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: March-April 2019

SIKSIKA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Glenda Spotted Eagle, Consultation Manager; cc Richard Right Hand, Consultation Coordinator, and Scotty Many Guns, Consultation Officer

Contact Phone Number: 403-324-4442; 586-727-1957; 587-437-5188

Email: glendase@siksikanation.com; rrh.siksika@gmail.com; scottymanyguns@shaw.ca

Mailing Address: P.O. Box 1100, Siksika AB. T0J 3W0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
March 4, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Siksika Nation	Phone call	N/A	N/A	During a call on another project, Dallas Maynard asked if Siksika Nation would be submitting a final Traditional Use Study (TUS) for SR1. Scotty Many Guns asked if there was a budget. Dallas Maynard responded that the TUS budget had been approved and fully paid. Scotty Many Guns indicated they could discuss this when they saw each other the next week.

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March 8, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Richard Right Hand, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson followed up on the January 28, 2019 letter to ask if Siksika Nation was planning on responding to it. She indicated that Alberta Transportation was still interesting in obtaining their input.
March 8, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Richard Right Hand, Glenda Spotted Eagle, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Richard Right Hand responded that he will get back to Jennifer Hallson on Monday (March 11, 2019).
March 20, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Richard Right Hand, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson emailed to let Siksika Nation know that due to the provincial election, consultation on the SR1 project would be paused until after the election.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: May-June 2019

SIKSIKA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Glenda Spotted Eagle, Consultation Manager; cc Richard Right Hand, Consultation Coordinator, and Scotty Many Guns, Consultation Officer

Contact Phone Number: 403-324-4442; 586-727-1957; 587-437-5188

Email: glendase@siksikanation.com; rrh.siksika@gmail.com; scottymanyguns@shaw.ca

Mailing Address: P.O. Box 1100, Siksika AB. T0J 3W0

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May 6, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted-Eagle, Richard Right Hand, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson emailed to update Siksika Nation that Alberta Transportation was in the process of briefing the new Minister and would be in contact after the pause on consultation due to the provincial election was lifted.
May 22, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted-Eagle, Richard Right Hand, Scotty Many Guns, Siksika 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

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						SR1 project and ended the pause on consultation due to the provincial election.
May 22, 2019	Matthew Hebert, Alberta Transportation	Glenda Spotted-Eagle, Richard Right Hand, Scotty Many Guns, Siksika Nation	Letter	N/A	N/A	The May 21, 2019 letter ending the pause on consultation due to the provincial election was sent via registered mail.
May 22, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Richard Right Hand, Glenda Spotted-Eagle, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Richard Right Hand confirmed receipt of Jennifer Hallson's earlier May 22, 2019 email.
May 28, 2019	Matthew Hebert, Alberta Transportation	Glenda Spotted-Eagle, Richard Right Hand, Scotty Many Guns, Siksika Nation	Postal delivery	N/A	N/A	The May 22, 2019 letter was delivered by post.
June 5, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted-Eagle, Richard Right Hand, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson sent a cover letter, the Record of Consultation (ROC) log, Specific Concerns and Response Table (SCRT) and supporting documents for January-February 2019.
June 5, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted-Eagle, Richard Right Hand, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Email delivery verification received.
June 14, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted-Eagle, Richard Right Hand, Scotty Many Guns, Siksika 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 Alberta

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
						Environment and Parks, the Natural Resources Conservation Board, and the Canadian Environmental Assessment Agency. A link was provided where the documents could be downloaded. A project update newsletter was also attached.
June 20, 2019	Matthew Hebert, Alberta Transportation	Glenda Spotted-Eagle, Richard Right Hand, Scotty Many Guns, Siksika 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 consultation, the additional hydrogeological modelling, and information on the responses to the information requests. A USB with all the responses to the regulators was included in the package.
June 24, 2019	Matthew Hebert, Alberta Transportation	Glenda Spotted-Eagle, Richard Right Hand, Scotty Many Guns, Siksika Nation	Postal delivery	N/A	N/A	The June 20, 2019 package was delivered by post.
June 25, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted-Eagle, Richard Right Hand, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson sent a cover letter, the ROC log, SCRT and supporting documents for March-April 2019.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
June 25, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted-Eagle, Richard Right Hand, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Email delivery verification received.

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ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: July-August 2019

SIKSIKA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Glenda Spotted Eagle, Consultation Manager; cc Richard Right Hand, Consultation Coordinator, and Scotty Many Guns, Consultation Officer

Contact Phone Number: 403-324-4442; 586-727-1957; 587-437-5188

Email: glendase@siksikanation.com; rrh.siksika@gmail.com; scottymanyguns@shaw.ca

Mailing Address: P.O. Box 1100, Siksika AB. T0J 3W0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
July 22, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Richard Right Hand, Siksika Nation	Email	N/A	N/A	Richard Right Hand requested an update on the Canadian Environmental Assessment Agency (CEAA) response to Alberta Transportation's regulatory submission. He provided a link to a Calgary Herald news article, pulling out the paragraphs that discussed engagement with Indigenous groups.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
July 29, 2019	Jennifer Hallson, DEMA Land Services on behalf of Matthew Hebert, Alberta Transportation	Glenda Spotted Eagle, Richard Right Hand, Scotty Many Guns, Siksika 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, Alberta Environment and Parks, and Natural Resources Conservation Board information requests was made. The July 16, 2019 letter from CEAA was attached.
July 31, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Richard Right Hand, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson provided a cover letter from Matthew Hebert, Alberta Transportation, the Record of Consultation (ROC) log, Specific Concerns and Response Table (SCRT), and supporting documents for May-June 2019.
July 31, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Siksika Nation	Email	N/A	N/A	Email delivery verification for the ROC package received.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
July 31, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Richard Right Hand, Siksika Nation	Email	N/A	N/A	Email delivery verification for the ROC package received.

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ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: September-October 2019

SIKSIKA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Glenda Spotted Eagle, Consultation Manager; cc Richard Right Hand, Consultation Coordinator, and Scotty Many Guns, Consultation Officer

Contact Phone Number: 403-324-4442; 586-727-1957; 587-437-5188

Email: glendase@siksikanation.com; rrh.siksika@gmail.com; scottymanyguns@shaw.ca

Mailing Address: P.O. Box 1100, Siksika AB. T0J 3W0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
September 23, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Glenda Spotted Eagle, Richard Right Hand, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson provided the contact information for the individual to speak to about cleanliness and pollution on the Bow River. This fulfilled an action item from the December 10, 2018 meeting.
September 25, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Glenda Spotted Eagle, Richard Right Hand, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson emailed a cover letter, the Record of Consultation (ROC) logs, Specific Concerns and Response Table (SCRT), and supporting documents (ROC

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						Documents) updated for July-August 2019.
September 25, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Glenda Spotted Eagle, Siksika Nation	Email	N/A	N/A	Delivery verification of the ROC Documents received.
September 25, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Richard Right Hand, Siksika Nation	Email	N/A	N/A	Delivery verification of the ROC Documents received.
October 1, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Glenda Spotted Eagle, Richard Right Hand, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson emailed that there was a typo in the cover letter that accompanied the July-August 2019 ROC Documents. Due to this, the 10 day review period would restart the day following this email.
October 1, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Glenda Spotted Eagle, Siksika Nation	Email	N/A	N/A	Email delivery verification for the ROC Documents typo email received.
October 1, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Richard Right Hand, Siksika Nation	Email	N/A	N/A	Email delivery verification for the ROC Documents typo email received.
October 1, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Email delivery verification for the ROC Documents typo email received.
October 22, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Glenda Spotted Eagle, Richard Right Hand, Scotty Many Guns, Siksika 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

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						participation for the project and requested a meeting to discuss. Alberta Transportation also requested confirmation on whether Siksika Nation would be submitting a final Traditional Use Study.
October 22, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Richard Right Hand, Siksika Nation	Email	N/A	N/A	An autoreply was received from Richard Right Hand that indicated he was on holidays until October 28, 2019.
October 22, 2019	Matthew Hebert, Alberta Transportation	Glenda Spotted Eagle, Richard Right Hand, Scotty Many Guns, Siksika Nation	Letter	N/A	N/A	The October 21, 2019 letter regarding future land use and Indigenous participation was sent via registered mail.
October 28, 2019	Matthew Hebert, Alberta Transportation	Glenda Spotted Eagle, Richard Right Hand, Scotty Many Guns, Siksika Nation	Postal delivery	N/A	N/A	The October 21, 2019 letter regarding future land use and Indigenous participation was delivered by post.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: November-December 2019

SIKSIKA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Glenda Spotted Eagle, Consultation Manager; cc Richard Right Hand, Consultation Coordinator, and Scotty Many Guns, Consultation Officer

Contact Phone Number: 403-324-4442; 586-727-1957; 587-437-5188

Email: glendase@siksikanation.com; rrh.siksika@gmail.com; scottymanyguns@shaw.ca

Mailing Address: P.O. Box 1100, Siksika AB. T0J 3W0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 5, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Glenda Spotted-Eagle, Richard Right Hand, Scotty Many Guns, Siksika 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	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 8, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Glenda Spotted-Eagle, Richard Right Hand, Scotty Many Guns, Siksika 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	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Richard Right Hand, Glenda Spotted-Eagle, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Richard Right Hand thanked Jennifer Hallson for the update and indicated they would review the information.
November 8, 2019	Matthew Hebert, Alberta Transportation	Glenda Spotted-Eagle, Richard Right Hand, Scotty Many Guns, Siksika Nation	Letter	N/A	N/A	The Project Update Letter was sent via registered mail.
November 14, 2019	Matthew Hebert, Alberta Transportation	Glenda Spotted-Eagle, Richard Right Hand, Scotty Many Guns, Siksika 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	Glenda Spotted-Eagle, Richard Right Hand, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson emailed the draft future land use documents, including draft principles for future land use, and the draft Indigenous Participation Plan (IPP). She asked if Siksika Nation would be available to meet before the end of the year or early in the new year.

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November 15, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Richard Right Hand, Glenda Spotted-Eagle, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Richard Right Hand replied that early in the new year would work better for Siksika Nation.
November 15, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Richard Right Hand, Glenda Spotted-Eagle, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson requested dates in January 2020 to meet.
November 15, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Richard Right Hand, Glenda Spotted-Eagle, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Richard Right Hand indicated he would get back to Jennifer Hallson on Monday.
November 18, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson forwarded the July-August 2019 Record of Consultation (ROC) logs, Specific Concerns and Response Table (SCRT) and the accompanying cover letter because no delivery receipt had been received from Scotty Many Guns' email when they were originally sent. Jennifer Hallson requested that Scotty Many Guns confirm if he had received the documents.
November 18, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Email delivery verification of the July-August 2019 ROC documents received.
November 29, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Richard Right Hand, Glenda Spotted-Eagle, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson requested meeting dates in January 2020.

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November 29, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Richard Right Hand, Glenda Spotted-Eagle, Scotty Many Guns, Sherrie Yellow Horse, Siksika Nation	Email	N/A	N/A	Richard Right Hand suggested January 6, 2020 to meet.
November 29, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Richard Right Hand, Glenda Spotted-Eagle, Scotty Many Guns, Sherrie Yellow Horse, Siksika Nation	Email	N/A	N/A	Jennifer Hallson confirmed January 6, 2020 worked for Alberta Transportation. She asked what time would work to meet.
November 29, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Richard Right Hand, Glenda Spotted-Eagle, Scotty Many Guns, Sherrie Yellow Horse, Siksika Nation	Email	N/A	N/A	Richard Right Hand suggested 10:00 am.
November 29, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Richard Right Hand, Glenda Spotted-Eagle, Scotty Many Guns, Sherrie Yellow Horse, Siksika Nation	Email	N/A	N/A	Jennifer Hallson confirmed 10:00 am worked and indicated she would send out a meeting invite. An agenda would be sent out in the next week.
November 29, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Richard Right Hand, Glenda Spotted-Eagle, Scotty Many Guns, Sherrie Yellow Horse, Siksika Nation	Email	N/A	N/A	Jennifer Hallson sent out a meeting invite for January 6, 2020 at 10:00 am. The purpose of the meeting was to discuss future land use and the draft IPP.
November 29, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Richard Right Hand, Siksika Nation	Email	N/A	N/A	Richard Right Hand accepted the meeting invite.
December 1, 2019, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Sherrie Yellow Horse, Siksika Nation	Email	N/A	N/A	Sherrie Yellow Horse accepted the meeting invite.

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December 6, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Glenda Spotted-Eagle, Richard Right Hand, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson emailed a cover letter, the ROC logs, and SCRT for September - October 2019. She indicated she would send the supporting documents on a USB, as they were too large to email.
December 6, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Glenda Spotted-Eagle, Siksika Nation	Email	N/A	N/A	Email delivery verification for the ROC logs and SCRT received.
December 6, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Richard Right Hand, Siksika Nation	Email	N/A	N/A	Email delivery verification for the ROC logs and SCRT received.
December 6, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Email delivery verification for the ROC logs and SCRT received.
December 6, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Richard Right Hand, Glenda Spotted-Eagle, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Richard Right Hand emailed that Siksika Nation would review and get back to Alberta Transportation within the 10 day review period. He asked what the status was of SR1.
December 10, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Richard Right Hand, Glenda Spotted-Eagle, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson explained that SR1 was currently in the regulatory phase. Alberta Transportation continues to consult with First Nations such as Siksika Nation to discuss concerns, as well as future land use and Indigenous

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						participation, which will be discussed at the January 6, 2019 meeting. The Project Update Letter, provided November 8, 2019, was attached for reference as well.
December 10, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Glenda Spotted-Eagle, Siksika Nation	Email	N/A	N/A	An auto reply was received stating Glenda Spotted-Eagle was out of the office December 9-13, 2019.
December 10, 2019	Matthew Hebert, Alberta Transportation	Glenda Spotted-Eagle, Richard Right Hand, Scotty Many Guns, Siksika Nation	Letter	N/A	N/A	A USB with the ROC logs, SCRT, and supporting documents was mailed via registered mail.
December 10, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Glenda Spotted-Eagle, Richard Right Hand, Scotty Many Guns, Siksika 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.
December 11, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Glenda Spotted-Eagle, Richard Right Hand, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson sent a draft agenda for the January 6, 2020 meeting, asking for any comments. She also requested confirmation of the

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						meeting location, as well as a budget for any anticipated costs for the meeting.
December 16, 2019	Matthew Hebert, Alberta Transportation	Glenda Spotted-Eagle, Richard Right Hand, Scotty Many Guns, Siksika Nation	Postal delivery	N/A	N/A	The USB with the ROC logs, SCRT, and supporting documents was delivered via registered mail.
December 17, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Glenda Spotted-Eagle, Richard Right Hand, Scotty Many Guns, Siksika 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.
December 18, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Glenda Spotted-Eagle, Richard Right Hand, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson followed up on her December 11, 2019 email to confirm where the January 6, 2020 meeting would be held.
December 18, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Richard Right Hand, Glenda Spotted-Eagle, Scotty Many Guns, Sherrie Yellow Horse, Siksika Nation	Email	N/A	N/A	Richard Right Hand confirmed the meeting would be held at Blackfoot Crossing Historical Park.
December 26, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Sherrie Yellow Horse, Siksika Nation	Email	N/A	N/A	Sherrie Yellow Horse declined the meeting invitation.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: January-February 2020

SIKSIKA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Glenda Spotted Eagle, Consultation Manager; cc Richard Right Hand, Consultation Coordinator, and Scotty Many Guns, Consultation Officer

Contact Phone Number: 403-324-4442; 586-727-1957; 587-437-5188

Email: glendase@siksikanation.com; rrh.siksika@gmail.com; scottymanyguns@shaw.ca

Mailing Address: P.O. Box 1100, Siksika AB. T0J 3W0

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January 2, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Richard Right Hand, Scotty Many Guns, Glenda Spotted Eagle, Siksika Nation	Email	N/A	N/A	Jennifer Hallson sent an updated agenda for the January 6, 2020 meeting and requested confirmation on the location as well as a budget for the meeting.
January 6, 2020	Matthew Hebert, Mark Svenson, Alberta Transportation Elise Savard, Colin Buchanan, Richard Sparvier, Stantec	Richard Right Hand, Scotty Many Guns, Noran Calf Robe, Siksika Nation	Meeting	Siksika Nation would like to ensure this is meaningful consultation and not just checking off boxes.	At the meeting, Alberta Transportation responded that its intent has been to conduct meaningful consultation. Alberta Transportation recognizes there are concerns that are important to Siksika	A meeting was held to discuss future land use and the draft Indigenous Participation Plan (IPP). During the meeting, Alberta Transportation and Siksika Nation planned to have a workshop around the

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	Jennifer Hallson, Amandah van Merlin, DEMA Land Services			Siksika Nation is concerned about protection for cultural sites.	<p>Nation and Alberta Transportation will continue discussions with Siksika Nation to understand and mitigate concerns, where appropriate.</p> <p>At the meeting, Alberta Transportation offered to facilitate visits and ceremonies on the site. Alberta Transportation requested information about the location and nature of cultural and traditional sites for planning purposes. Alberta Culture will also consider whether those sites are historic resources or traditional use sites as defined by the Historical Resources Act. Alberta Transportation inquired about Siksika Nation's Traditional Use Study, and requested any information on the locations of sites of concern so a more in-depth conversation about mitigation can occur.</p>	<p>end of February to discuss mitigation plans, the regulatory process, and meeting with the business arm of Siksika Nation.</p> <p>The Aboriginal Consultation Office (ACO) attended. Alberta Transportation committed to: provide information on the McLean Creek option; resend the contact information for the AEP individual responsible for water quality on the Bow River; to find out and share information on the Carseland Bow River Headworks Diversion; to provide the contact at EP to discuss broader flood mitigation in Alberta; and check into the status of the South Saskatchewan Regional Plan (SSRP) First Nations' sub-table.</p> <p>Siksika Nation committed to providing a final Traditional use Study and include feedback on future land use. Alberta Transportation and Siksika Nation planned to</p>

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						meet again in February to continue discussions.
January 8, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Richard Right Hand, Scotty Many Guns, Glenda Spotted Eagle, Siksika Nation	Email	N/A	N/A	Jennifer Hallson followed up on action items from the January 6, 2020 meeting to provide the contact person for Bow River water quality and information about the Carseland Bow River Headworks Diversion.
January 9, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Richard Right Hand, Siksika Nation	Email	N/A	N/A	Richard Right Hand requested the handouts from the January 6, 2020 meeting.
January 9, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Richard Right Hand, Scotty Many Guns, Glenda Spotted Eagle, Siksika Nation	Email	N/A	N/A	Jennifer Hallson provided the Draft Guiding Principles and Direction for Future Land Use, and associated documents, and the draft IPP, noting they were originally provided November 15, 2019.

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January 17, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Richard Right Hand, Scotty Many Guns, Glenda Spotted Eagle, Siksika Nation	Email	N/A	N/A	Jennifer Hallson provided the January 6, 2020 meeting minutes for review, and addressed one of the action items to provide the Alberta Environment and Parks contact for flood mitigation in Alberta. She also asked for potential dates for a workshop around the end of February to discuss mitigation plans, the regulatory process, and meeting with the business arm of Siksika Nation.
January 21, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Richard Right Hand, Scotty Many Guns, Glenda Spotted Eagle, Siksika Nation	Email	N/A	N/A	Jennifer Hallson attached an invoice for the January 6, 2020 meeting that Siksika Nation had sent to the ACO. She noted that invoices need to be addressed to DEMA Land Services and costs need to be broken out into detailed line items. She also indicated that Alberta Transportation requires budgets prior to any meetings.
January 23, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Richard Right Hand, Scotty Many Guns, Glenda Spotted Eagle, Siksika Nation	Email	N/A	N/A	Jennifer Hallson provided an email from the Land Use Secretariat to address an action item from the January 6, 2020 meeting regarding the

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						status of the South Saskatchewan Regional Plan sub-table.
January 27, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Richard Right Hand, Scotty Many Guns, Glenda Spotted Eagle, Siksika Nation	Email	N/A	N/A	Jennifer Hallson followed up on her January 17, 2020 email to request potential dates for a workshop and a revised invoice for the January 6, 2020 meeting.
January 30, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Richard Right Hand, Scotty Many Guns, Glenda Spotted Eagle, Siksika Nation	Email	N/A	N/A	Jennifer Hallson emailed a cover letter, the Record of Consultation (ROC) logs, and Specific Concerns and Response Table (SCRT), and supporting documents for November-December 2019.
January 30, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Siksika Nation	Email	N/A	N/A	Email delivery verification for the ROC documents received.
January 30, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Richard Right Hand, Siksika Nation	Email	N/A	N/A	Email delivery verification for the ROC documents received.
January 30, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Email delivery verification for the ROC documents received.
February 11, 2020	Dallas Maynard, DEMA Land Services for Alberta Transportation	Richard Right Hand, Siksika Nation	Email	N/A	N/A	Richard Right Hand requested an update of the Project as he was meeting with Chief and Council.

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February 11, 2020	Amandah van Merlin, DEMA Land Services for Alberta Transportation	Richard Right Hand, Scotty Many Guns, Glenda Spotted Eagle, Siksika Nation	Email	N/A	N/A	Amandah van Merlin responded to Richard Right Hand's request, indicating there was a Technical Advisory Group meeting February 24-25, 2020 run by the Impact Assessment Agency of Canada and Alberta Transportation would be attending on February 25, 2020. She indicated Alberta Transportation was looking to schedule a workshop with Siksika Nation to discuss mitigation plans, the regulatory process, and meeting with the business arm of Siksika Nation. She also requested a revised invoice for the January 6, 2020 meeting.
February 21, 2020	Amandah van Merlin, DEMA Land Services for Alberta Transportation	Richard Right Hand, Scotty Many Guns, Glenda Spotted Eagle, Siksika Nation	Email	N/A	N/A	Amandah van Merlin followed up on the request for dates for a workshop and a revised invoice for the January 6, 2020 meeting.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: March-April 2020

SIKSIKA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Glenda Spotted Eagle, Consultation Manager; cc Richard Right Hand, Consultation Coordinator, and Scotty Many Guns, Consultation Officer

Contact Phone Number: 403-324-4442; 586-727-1957; 587-437-5188

Email: glendase@siksikanation.com; rrh.siksika@gmail.com; scottymanyguns@shaw.ca

Mailing Address: P.O. Box 1100, Siksika AB. T0J 3W0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
April 14, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Richard Right Hand, Scotty Many Guns, Siksika 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 consultation with Siksika Nation.
April 14, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Richard Right Hand, Glenda Spotted Eagle, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Richard Right Hand requested a copy of the agreement made with Tsuut'ina Nation.

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April 16, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Richard Right Hand, Glenda Spotted Eagle, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson responded to Richard Right Hand's April 14, 2020 email and indicated the agreement between Alberta Transportation and Tsuut'ina Nation is confidential and details are unable to be shared.
April 23, 2020	Amandah van Merlin, DEMA Land Services for Alberta Transportation	Richard Right Hand	Phone call	N/A	N/A	Amandah van Merlin called Richard Right Hand to inquire about his office's status now that the ACO had lifted the consultation pause put in place following Siksika Nation's declaration of a state of local emergency. Richard Right Hand confirmed the consultation team was working from home and able to review documents and do online meetings.
April 29, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Richard Right Hand, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson sent shapefiles of the SR1 project area and flood scenarios.
April 29, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Richard Right Hand, Glenda Spotted Eagle, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Richard Right Hand requested an update on the Project, noting "I guess location has been chosen, based on the agreement signed with Tsuut'ina."



ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: May-June 2020

SIKSIKA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Glenda Spotted Eagle, Consultation Manager; cc Richard Right Hand, Consultation Coordinator, and Scotty Many Guns, Consultation Officer

Contact Phone Number: 403-324-4442; 586-727-1957; 587-437-5188

Email: glendase@siksikanation.com; rrh.siksika@gmail.com; scottymanyguns@shaw.ca

Mailing Address: P.O. Box 1100, Siksika AB. T0J 3W0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
May 1, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Richard Right Hand, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson emailed a package that addressed Alberta Transportation's outstanding action item from the January 2020 meeting to provide a report written on the McLean Creek option.
May 1, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Richard Right Hand, Glenda Spotted Eagle, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Richard Right Hand confirmed receipt of the action item package.
May 4, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Richard Right Hand, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson emailed a response to an action item arising from the February 2020



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						Technical Advisory Group meetings to provide a contact for an individual who could help organise cross-cultural meetings.
May 6, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Richard Right Hand, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson emailed four draft monitoring plans (groundwater, surface water, vegetation and wetlands, and wildlife) for Siksika Nation's review. She indicated Alberta Transportation welcomes written feedback and would also be available to discuss the plans in a meeting.
May 8, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Richard Right Hand, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson emailed a response from Alberta Transportation to Richard Right Hand's April 29, 2020 request for a Project update. The response described that SR1 was selected as the best conceptual option over other options because of its lower environmental and social impacts, faster completion timeline and lower cost, and is currently being reviewed by both provincial and federal environmental regulators. Alberta Transportation

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						requested meeting dates to continue discussions from the January 6, 2020 meeting.
May 8, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Richard Right Hand, Glenda Spotted Eagle, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Richard Right Hand requested the Indigenous Participation Plan (IPP) be resent.
May 8, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Richard Right Hand, Glenda Spotted Eagle, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson resent the IPP.
May 11, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Richard Right Hand, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson emailed a cover letter, the Record of Consultation (ROC) logs, Specific Concerns and Response Table (SCRT), and supporting documents for January-February 2020.
May 11, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Siksika Nation	Email	N/A	N/A	Email delivery verification for the ROC documents received.
May 11, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Richard Right Hand, Siksika Nation	Email	N/A	N/A	Email delivery verification for the ROC documents received.
May 11, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Email delivery verification for the ROC documents received.
May 12, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Richard Right Hand, Scotty Many Guns, Siksika 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

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						commitment to the SR1 Project and release of the SR1 Independent Expert Report by Martin Ignasiak.
May 14, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Sherrie Yellowhorse, Siksika Nation	Phone call	N/A	N/A	Sherrie Yellowhorse left Jennifer Hallson a message asking for a call back about a deposit that was made into their account in January.
May 14, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Sherrie Yellowhorse, Siksika Nation	Phone call	N/A	N/A	Jennifer Hallson called Sherrie Yellowhorse back. Sherrie Yellowhorse indicated that Siksika Nation had received a deposit in January that looked like it was from the Impact Assessment Agency of Canada (IAAC) and may be for SR1. Sherrie Yellowhorse was looking for confirmation regarding the deposit. Jennifer Hallson confirmed her records showed no payments to Siksika Nation in January, and said she would get a contact for IAAC for Sherrie Yellowhorse.
May 14, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Sherrie Yellowhorse, Siksika Nation	Email	N/A	N/A	Jennifer Hallson sent contact information for IAAC that Sherrie Yellowhorse could follow up with.

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May 15, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Richard Right Hand, Scotty Many Guns, Siksika 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 the status of Siksika Nation's Traditional Use Study, the four draft monitoring plans provided May 6, 2020, and continue discussions on future land use.
May 19, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Shane Breaker, Armond Duck Chief, Richard Right Hand, Maria Big Snake, Siksika Nation	Email	N/A	N/A	Shane Breaker submitted Siksika Nation's completed Request for Information and indicated he was available to meet in June.
May 19, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Shane Breaker, Armond Duck Chief, Richard Right Hand, Maria Big Snake, Siksika Nation	Email	N/A	N/A	Jennifer Hallson indicated she had forwarded the Request for Information to Alberta Transportation and would be

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						in touch soon to schedule a meeting.
May 20, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Shane Breaker, Armond Duck Chief, Richard Right Hand, Maria Big Snake, Siksika Nation	Email	N/A	N/A	Jennifer Hallson asked for potential meeting dates for the last two weeks of June and inquired what form of virtual meeting worked best. Jennifer Hallson also mentioned that Alberta Transportation wanted to discuss the monitoring plans with Siksika Nation, so asked for separate dates for that meeting.
May 20, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Shane Breaker, Armond Duck Chief, Richard Right Hand, Maria Big Snake, Siksika Nation	Email	N/A	N/A	Shane Breaker replied he was available June 22, 2020.
May 22, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Shane Breaker, Armond Duck Chief, Richard Right Hand, Maria Big Snake, Siksika Nation	Email	N/A	N/A	Jennifer Hallson suggested June 22, 2020 from 1:00-3:00 pm.
May 22, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Shane Breaker, Armond Duck Chief, Richard Right Hand, Maria Big Snake, Siksika Nation	Email	N/A	N/A	Shane Breaker confirmed June 22, 1:00-3:00 pm worked.
May 27, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Shane Breaker, Armond Duck Chief, Richard Right Hand, Maria Big Snake, Scotty Many Guns, Glenda Spotted Eagle, Siksika Nation	Email	N/A	N/A	Jennifer Hallson sent a meeting invitation for June 22, 2020 to review the Request for Information.

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May 27, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Shane Breaker, Siksika Nation	Email	N/A	N/A	Shane Breaker accepted the meeting invitation.
May 27, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Richard Right Hand, Siksika Nation	Email	N/A	N/A	Richard Right Hand accepted the meeting invitation.
June 1, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Richard Right Hand, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson emailed a message from Matthew Hebert, Alberta Transportation regarding the filing of the first two of three parts of the Round 2 information requests from Alberta Environment and Parks and the Natural Resources Conservation Board.
June 3, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Richard Right Hand, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson sent a message from Matthew Hebert, Alberta Transportation with a link to the Spring 2020 Project Update. The Project Update outlined SR1's function as a significant component of the Government of Alberta's flood mitigation strategy for southern Alberta and Calgary, and its role working together with other flood mitigation projects such as the upgrades to the Glenmore Reservoir.

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June 17, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Richard Right Hand, Scotty Many Guns, Shane Breaker, Maria Big Snake, Armond Duck Chief, Siksika Nation	Email	N/A	N/A	Jennifer Hallson sent a draft agenda for the June 22, 2020 meeting and asked for any additional attendees or comments.
June 17, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Shane Breaker, Maria Big Snake, Siksika Nation	Email	N/A	N/A	Shane Breaker confirmed he would be attending the June 22, 2020 meeting on behalf of Siksika Resource Development Ltd. and asked for the meeting invitation.
June 18, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Shane Breaker, Siksika Nation	Email	N/A	N/A	Jennifer Hallson forwarded the meeting invitation to Shane Breaker.
June 22, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Shane Breaker, Siksika Nation	Email	N/A	N/A	Jennifer Hallson resent the meeting invitation details, as there were technical difficulties occurring with the meeting.
June 22, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Richard Right Hand, Scotty Many Guns, Shane Breaker, Siksika Nation	Email	N/A	N/A	Jennifer Hallson sent a new meeting invitation due to the technical difficulties.
June 22, 2020	Terra Cook, Alberta Transportation	Shane Breaker, Siksika Nation	Text message	N/A	N/A	Terra Cook provided the call-in number for the meeting.
June 22, 2020	Terra Cook, Alberta Transportation	Shane Breaker, Siksika Nation	Text message	N/A	N/A	Shane Breaker indicated he could no longer attend the meeting as he was being called into a meeting with Council.
June 22, 2020	Terra Cook, Alberta Transportation	Shane Breaker, Siksika Nation	Text message	N/A	N/A	Terra Cook said they would rebook the meeting soon.

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June 22, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Richard Right Hand, Scotty Many Guns, Shane Breaker, Maria Big Snake, Armond Duck Chief, Siksika Nation	Email	N/A	N/A	Jennifer Hallson cancelled the invitation for the 1:00 pm meeting as Shane Breaker was unable to attend.
June 22, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Richard Right Hand, Scotty Many Guns, Shane Breaker, Siksika Nation	Email	N/A	N/A	Jennifer Hallson emailed to apologise for the technical difficulties with the meeting and asked for alternative dates to schedule the meeting.
June 22, 2020	Terra Cook, Alberta Transportation	Shane Breaker, Siksika Nation	Text message	N/A	N/A	Shane Break indicated he could call in later that afternoon.
June 22, 2020	Terra Cook, Alberta Transportation	Shane Breaker, Siksika Nation	Text message	N/A	N/A	Terra Cook asked what time worked to reschedule the meeting.
June 22, 2020	Terra Cook, Alberta Transportation	Shane Breaker, Siksika Nation	Text message	N/A	N/A	Shane Breaker suggested 4:00 pm.
June 22, 2020	Terra Cook, Alberta Transportation	Shane Breaker, Siksika Nation	Text message	N/A	N/A	Terra Cook confirmed 4:00 pm worked to reschedule the meeting and another meeting invitation would be sent.
June 22, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Richard Right Hand, Scotty Many Guns, Shane Breaker, Siksika Nation	Email	N/A	N/A	Jennifer Hallson forwarded a new meeting invitation for 4:00 pm.
June 22, 2020	Elise Savard, Stantec for Alberta Transportation	Shane Breaker, Siksika Nation	Email	N/A	N/A	Shane Breaker accepted the new meeting invitation.
June 22, 2020	Matthew Hebert, Mark Svenson, Terra Cook, Alberta Transportation	Shane Breaker, Siksika Nation	Meeting (conference call/Microsoft Teams)	None.	N/A	Alberta Transportation met with Siksika Nation to discuss the Request for Information

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	<p>Elise Savard, Sarah Kemp de Gereda, Erin Bradley, Stantec</p> <p>Jennifer Hallson, Amandah van Merlin, DEMA Land Services</p>					<p>and Indigenous participation for the SR Project. Siksika Nation's completed Request for Information was reviewed. Alberta Transportation committed to providing a summary and Project map to Shane Breaker.</p>
June 30, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Richard Right Hand, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	<p>Jennifer Hallson sent a letter from Alberta Transportation regarding Fisheries and Oceans Canada and fish offsetting for the SR1 Project, with an indication that they would like to meet in late July-August to discuss the options and get feedback from Siksika Nation.</p>



ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: July-August 2020

SIKSIKA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Glenda Spotted Eagle, Consultation Manager; and Scotty Many Guns, Consultation Officer

Contact Phone Number: 403-324-4442; 586-727-1957; 587-437-5188

Email: glendase@siksikanation.com; rh.siksika@gmail.com; scottymanyguns@shaw.ca

Mailing Address: P.O. Box 1100, Siksika AB. T0J 3W0

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July 2, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Shane Breaker, Glenda Spotted Eagle, Richard Right Hand, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson sent the meeting minutes from June 22, 2020 for review. Also attached were the draft Indigenous Participation Plan, the latest Project Update newsletter, and a recent Project map, as requested by Shane Breaker during the meeting.

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July 2, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Richard Right Hand, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson emailed a letter from Matthew Hebert, Alberta Transportation regarding the <i>Water Act</i> application for the SR1 Project. The letter described the application process and requested feedback on any potential adverse impacts that the <i>Water Act</i> approval may have on treaty rights and traditional uses.
July 2, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Richard Right Hand, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson emailed a plain language summary of the <i>Water Act</i> application.
July 3, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Richard Right Hand, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson emailed a message from Matthew Hebert, Alberta Transportation notifying Siksika Nation that the third part of the provincial information requests package had been submitted Alberta Environment and Parks (AEP) and the Natural Resources Conservation Board (NRCB).

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July 15, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Richard Right Hand, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson emailed a cover letter, the Record of Consultation (ROC) logs, Specific Concerns and Response Table (SCRT), and supporting documents for March-April 2020.
July 15, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Siksika Nation	Email	N/A	N/A	Email delivery notification for the ROC documents received.
July 15, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Richard Right Hand, Siksika Nation	Email	N/A	N/A	Email delivery notification for the ROC documents received.
July 15, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Email delivery notification for the ROC documents received.
July 20, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Richard Right Hand, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson emailed a letter regarding the archaeological work being completed for the SR1 Project. The letter invited Siksika Nation to observe the Historical Resources Impact Assessment (HRIA) work as well as visit the cultural sites identified by Siksika Nation. The letter requested confirmation of interest and indicated capacity funding was available.

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July 20, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Richard Right Hand, Glenda Spotted Eagle, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Richard Right Hand replied that there was no attachment.
July 20, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Richard Right Hand, Glenda Spotted Eagle, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson resent the July 20, 2020 letter.
July 22, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Richard Right Hand, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson sent a message from Matthew Hebert, Alberta Transportation that notified Siksika Nation that Alberta Transportation had responded to four out of five information requests from the Impact Assessment Agency of Canada (IAAC) on July 17, 2020. The Draft Fish Rescue and Fish Health Monitoring and Mitigation Programs (provided in Round 2 NRCB IR31, Appendix IR31-1) and the Draft Air Quality Management Plan (provided in Round 2 IAAC IR4-04, Appendix IR4-1) were attached.
July 23, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Richard Right Hand, Glenda Spotted Eagle, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Richard Right Hand replied to Jennifer Hallson's July 20, 2020 email asking if Siksika Nation should submit a budget.

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July 29, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Richard Right Hand, Scotty Many Guns, Siksika Nation	Email	N/A	See SCRT for detailed responses.	Jennifer Hallson emailed a package that included responses to concerns in the SCRT that either had no response or required an updated response. Alberta Transportation requested any feedback within 15 GOA days.
July 29, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Richard Right Hand, Glenda Spotted Eagle, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Richard Right Hand replied, "we will get back to you asap."
August 4, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Richard Right Hand, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson emailed a letter from Matthew Hebert, Alberta Transportation inviting Siksika Nation to participate in group virtual meetings to review the draft monitoring plans, fish offsetting plans, and the <i>Water Act</i> application. The letter requested confirmation of Siksika Nation's preference of group meetings or individual meetings by August 14, 2020.

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August 6, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Richard Right Hand, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson responded to Richard Right Hand's July 23, 2020 email with a tentative schedule for the archaeological work for the SR1 Project. She requested a budget and preferred timeframe for the Siksika Nation visits.
August 6, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Richard Right Hand, Glenda Spotted Eagle, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Richard Right Hand thanked Jennifer Hallson for the update.
August 31, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Sherrie Yellow Horse, Siksika Nation	Phone call	N/A	N/A	Sherrie Yellow Horse left a message for Jennifer Hallson, asking her to call back as they wanted to send a crew out that week.
August 31, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Sherrie Yellow Horse, Siksika Nation	Phone call	N/A	N/A	Jennifer Hallson called Sherrie Yellow Horse back. There was no answer and the mailbox was full so she was unable to leave a message.
August 31, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Sherrie Yellow Horse, Siksika Nation	Phone call	N/A	N/A	Jennifer Hallson called Sherrie Yellow Horse back. There was no answer and the mailbox was full so she was unable to leave a message.

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August 31, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Richard Right Hand, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson emailed to provide an update on the archaeological work for the SR1 Project. The excavation and mitigation work had been postponed to the following year, and Alberta Transportation would contact Siksika Nation at that time to offer an invitation to observe the work. Alberta Transportation had received the permit to conduct the HRIA work and would complete that this fall. Alberta Transportation was still interested in visiting the cultural sites identified by Siksika Nation. Jennifer Hallson requested potential dates and a budget.
August 31, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Richard Right Hand, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson emailed a cover letter, ROC logs, SCRT, and supporting documents for May-June 2020.
August 31, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Siksika Nation	Email	N/A	N/A	Email delivery notification for the ROC documents received.
August 31, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Richard Right Hand, Siksika Nation	Email	N/A	N/A	Email delivery notification for the ROC documents received.

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August 31, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Email delivery notification for the ROC documents received.
August 31, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Siksika Nation	Phone call	N/A	N/A	Scotty Many Guns called Jennifer Hallson. She was unable to answer and no message was left.
August 31, 2020	Shayne Maynard, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Siksika Nation	Phone call	N/A	N/A	Scotty Many Guns called Shayne Maynard and indicated Siksika Nation was interested in attending site visits that week. Shayne Maynard said he would have Jennifer Hallson call Scotty Many Guns back.
August 31, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Siksika Nation	Phone call	N/A	N/A	Jennifer Hallson called Scotty Many Guns. Scotty Many Guns indicated Siksika Nation would like to join Blood Tribe/Kainai on the archaeological site visits that week. Jennifer Hallson requested a budget be sent as soon as possible so Alberta Transportation could review and approve the site visit.



ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: September-October 2020

SIKSIKA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Glenda Spotted Eagle, Consultation Manager; cc Scotty Many Guns, Consultation Officer

Contact Phone Number: 403-324-4442; 586-727-1957; 587-437-5188

Email: glendase@siksikanation.com; scottymanyguns@shaw.ca

Mailing Address: P.O. Box 1100, Siksika AB. T0J 3W0

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September 1, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Richard Right Hand, Sherrie Yellow Horse, Glenda Spotted Eagle, Siksika Nation	Email	N/A	N/A	Jennifer Hallson followed up on her August 31, 2020 phone call with Scotty Many Guns to request a budget for the archaeological site visits planned for later that week.
September 1, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Siksika Nation	Phone call	N/A	N/A	Jennifer Hallson called Scotty Many Guns and was forwarded to voicemail.



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September 1, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Sherrie Yellow Horse, Siksika Nation	Phone call	N/A	N/A	Jennifer Hallson called Sherrie Yellow Horse and left a message requesting a budget as soon as possible for the archaeological site visits.
September 1, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Sherrie Yellow Horse, Scotty Many Guns, Richard Right Hand, Glenda Spotted Eagle, Joyce Royal, Siksika Nation	Email	N/A	N/A	Sherrie Yellow Horse provided a budget for the archaeological site visits.
September 1, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Sherrie Yellow Horse, Scotty Many Guns, Richard Right Hand, Glenda Spotted Eagle, Joyce Royal, Siksika Nation	Email	N/A	N/A	Jennifer Hallson responded to request a detailed line item budget.
September 1, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Sherrie Yellow Horse, Scotty Many Guns, Richard Right Hand, Glenda Spotted Eagle, Joyce Royal, Siksika Nation	Email	N/A	N/A	Sherrie Yellow Horse replied that they had broken out the budget. (Note: no attachment was provided).
September 1, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Sherrie Yellow Horse, Scotty Many Guns, Richard Right Hand, Glenda Spotted Eagle, Joyce Royal, Siksika Nation	Email	N/A	N/A	Jennifer Hallson replied that there was no attachment provided.
September 1, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Sherrie Yellow Horse, Siksika Nation	Email	N/A	N/A	Sherrie Yellow Horse provided a detailed budget.

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September 1, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Sherrie Yellow Horse, Siksika Nation	Email	N/A	N/A	Jennifer Hallson requested that the budget be addressed to her at DEMA Land Services, not the Aboriginal Consultation Office, and that it be labelled as a "budget" not an "invoice." She also inquired which days Siksika Nation was planning on attending the site visits.
September 1, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Sherrie Yellow Horse, Siksika Nation	Email	N/A	N/A	Sherrie Yellow Horse provided a revised budget.
September 1, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Sherrie Yellow Horse, Siksika Nation	Phone call	N/A	N/A	Sherrie Yellow Horse called Jennifer Hallson to ask about the budget for the archaeological site visits. Jennifer Hallson noted Alberta Transportation still needed the requested changes made. Sherrie Yellow Horse said she would send a new budget that evening and confirmed that Siksika Nation would like to go out September 3-4, 2020.
September 2, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Sherrie Yellow Horse, Siksika Nation	Email	N/A	N/A	Jennifer Hallson emailed a copy of Siksika Nation's budget with the suggested revisions.

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September 2, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Sherrie Yellow Horse, Siksika Nation	Phone call	N/A	N/A	Jennifer Hallson called Sherrie Yellow Horse to follow up on the revisions needed to the budget. Sherrie Yellow Horse said she would send it right away, but she was no longer sure if anyone from Siksika Nation could attend.
September 2, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Sherrie Yellow Horse, Siksika Nation	Email	N/A	N/A	Sherrie Yellow Horse sent a revised budget with the changes needed for Alberta Transportation.
September 2, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Sherrie Yellow Horse, Scotty Many Guns, Richard Right Hand, Glenda Spotted Eagle, Siksika Nation	Email	N/A	N/A	Jennifer Hallson notified Siksika Nation that their budget was approved and provided information for the site visit such as meeting place and the contact for the Stantec liaison.
September 2, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Sherrie Yellow Horse, Siksika Nation	Phone call	N/A	N/A	Jennifer Hallson called Sherrie Yellow Horse to confirm the number of days on their budget. She also suggested the three Elders attending meet the liaison at the Petro Canada on Hwy 1 at 9:30 am.
September 3, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Sherrie Yellow Horse, Siksika Nation	Email	N/A	N/A	Sherrie Yellow Horse emailed that her representatives were at the Petrol station (at 8:44 am).

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September 3, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Sherrie Yellow Horse, Siksika Nation	Email	N/A	N/A	Jennifer Hallson replied that the liaison was on her way and would be there soon.
September 3, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Sherrie Yellow Horse, Siksika Nation	Text message	N/A	N/A	Jennifer Hallson texted Sherrie Yellow Horse that the liaison for the site visits was at the Petro Canada. She provided the liaison's location and truck model, as well as her phone number.
September 3-4, 2020	Christina Poletto, Indigenous Facilitator, JP Foster and 2 archaeology crew members, Stantec Wendy Unfreed, Culture, Multiculturalism and Status of Women (Alberta Culture)	Noran Calf Robe, Wayne Leather, Laverna Leather, Siksika Nation	Site Visits	Siksika Nation noted that at archaeological sites, the historical resource value (HRV) assigned to the sites are not done in consideration of First Nations' perceptions of the site and the importance of sites for Indigenous groups. Siksika Nation reiterated that mitigation of sites is challenging as multiple First Nations may identify a site, and it may be hard to develop mitigation that would be acceptable to all First Nations. Siksika Nation stated that they would be interested in having Nation members join when archaeologists conduct Historical Resource Impact Assessments for the Project, in addition to the excavation work.	N/A	Siksika Nation (with Blood Tribe/Kainai) observed shovel testing occurring within the Project area on September 3, 2020. On September 4, 2020 sites identified in Blood Tribe/Kainai's traditional use study were visited with Stantec archaeologists and Alberta Culture.

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				Siksika Nation stated that they would like cultural monitoring of excavations to occur.		
September 3, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Richard Right Hand, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson emailed a questionnaire compiled by Alberta Transportation to request feedback on the six draft monitoring plans for the SR1 Project. An updated group meeting schedule was provided. An offer for capacity funding to review the monitoring plans was also made.
September 10, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson sent a meeting invitation for the September 17, 2020 group meeting to discuss the draft Surface Water Monitoring Plan and the draft Fish Rescue and Fish Health Monitoring and Mitigation Program. An agenda was attached.

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September 17, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson sent a meeting invitation for the September 24, 2020 group meeting to discuss the draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan and the draft Wildlife Mitigation and Monitoring Plan. An agenda was attached.
September 18, 2020	Amandah van Merlin, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Amandah van Merlin sent an update from Matthew Hebert, Alberta Transportation regarding public community information sessions that were occurring on September 24, 2020 and October 8, 2020.
September 24, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson sent a meeting invitation for the October 1, 2020 group meeting to discuss the draft Groundwater Monitoring Plan and the draft Air Quality Management Plan. An agenda was attached.



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October 2, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson sent a meeting invitation for the October 8, 2020 group meeting to discuss the <i>Water Act</i> application and the <i>Public Lands Act</i> application. An agenda was attached.
October 5, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson sent a link to recently released renderings of what the SR1 Project components will look like, if approved and built, from different points on the landscape.
October 5, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson sent a letter and summary from Matthew Hebert, Alberta Transportation regarding the <i>Public Lands Act</i> application. The letter noted that Alberta Transportation would like to consult regarding any potential adverse effects (if any) on Siksika Nation's treaty rights and traditional uses.
October 6, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Siksika Nation	Email	N/A	N/A	Glenda Spotted Eagle responded to the first October 5, 2020 email and thanked Jennifer Hallson.



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October 6, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson sent a message from Matthew Hebert, Alberta Transportation regarding the Natural Resources Conservation Board (NRCB) providing notice to convene a pre-hearing conference (scheduled for December 2, 2020) for the SR1 Project. Alberta Transportation remains committed to ongoing consultation with Siksika Nation.
October 7, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Shane Breaker, Glenda Spotted Eagle, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson sent a message from Matthew Hebert, Alberta Transportation regarding the Business Readiness Workshop for the SR1 Project, scheduled for October 21, 2020. The message requested that Siksika Nation provide any contact names for Siksika Nation or member-owned companies that should be invited to the meeting.
October 7, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson sent a reminder email for the October 8, 2020 group meeting.

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October 8, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson emailed the presentations for the October 8, 2020 meeting to ensure anyone joining by phone could follow along.
October 9, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Scotty Many Guns, Shane Breaker, Siksika Nation	Email	N/A	N/A	Jennifer Hallson sent a meeting invite for the Business Readiness Workshop (morning session).
October 9, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Scotty Many Guns, Shane Breaker, Siksika Nation	Email	N/A	N/A	Jennifer Hallson sent a meeting invite for the Business Readiness Workshop (afternoon session).
October 13, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Shane Breaker, Siksika Nation	Email	N/A	N/A	Shane Breaker accepted the meeting invitation for the morning session of the Business Readiness Workshop.
October 13, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Shane Breaker, Dean Janvier, Siksika Nation	Email	N/A	N/A	Shane Breaker provided contacts for Niitsitapi-Graham LP and Siksika-Vertex JV.

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October 14, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson followed up on the <i>Water Act</i> and <i>Public Lands Act</i> information, provided July 2, 2020 and October 5, 2020 respectively, and if Siksika Nation would like to meet to discuss the two applications and consult on potential adverse effects (if any) to their treaty rights or traditional uses.
October 16, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson sent a message from Matthew Hebert, Alberta Transportation, that provided a link to the Fall 2020 Project Update for the SR1 Project.
October 19, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Scotty Many Guns, Shane Breaker, Siksika Nation Colin Smith-Windsor, Terry Mitchell, June Verhelst, Cecil Dawe, Niisitapi-Graham LP Paul Blenkhorn, Siksika-Vertex JV	Email	N/A	N/A	Jennifer Hallson sent the agenda for the Business Readiness Workshops occurring on October 21, 2020.

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October 20, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Siksika Nation	Phone call	N/A	N/A	Scotty Many Guns called to inquire about the invoice for the September 3-4, 2002 site visit. Jennifer Hallson indicated Siksika Nation needed to submit a final invoice for payment. Scotty Many Guns indicated he would have Sherrie Yellow Horse do that. Jennifer Hallson also mentioned the Business Readiness Workshops occurring the next day, and that Shane Breaker and others from Graham were attending for Siksika Nation.
October 20, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson sent a cover letter, the Record of Consultation (ROC) logs, Specific Concerns and Response Table, and supporting documents for July-August 2020.
October 20, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Siksika Nation	Email	N/A	N/A	Email delivery receipt for the July-August 2020 ROC documents received.
October 20, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Email delivery receipt for the July-August 2020 ROC documents received.

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October 21, 2020	Matthew Hebert, Terra Cook, Yvonne Carignan, Jennifer Smid, Alberta Transportation Camille Kotke, Dan Marner, Dixie Bishop, Sara Stickland, Alberta Labour and Immigration Eric Monteith, Erin Bradley, Sarah Kemp de Gereda, Elise Savard, Michele Perret, Stantec Amandah van Merlin, DEMA Land Services	Shane Breaker, Siksika Nation Colin Smith-Windsor, Shane Nickolson, Terry Mitchell, Niisitapi-Graham LP Paul Blenkhorn, Siksika-Vertex JV	Meeting	None	N/A	A Business Readiness Workshop was held to discuss employment opportunities for the SR1 Project.
October 21, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Scotty Many Guns accepted the meeting invitation for the Business Readiness Workshop (afternoon session)
October 22, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Stacie Calf Robe, Siksika Nation	Email	N/A	N/A	Stacie Calf Robe requested the approved budget from the September 3-4, 2020 site visits so she could put together an invoice.
October 22, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Stacie Calf Robe, Siksika Nation	Email	N/A	N/A	Jennifer Hallson sent the approved budget from the September 3-4, 2020 site visits.

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October 22, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Stacie Calf Robe, Siksika Nation	Email	N/A	N/A	Stacie Calf Robe sent an invoice for the September 3-4, 2020 site visits.
October 23, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Stacie Calf Robe, Siksika Nation	Email	N/A	N/A	Jennifer Hallson indicated Alberta Transportation requires an itemized breakdown of the charges for the invoice and also noted her name was spelled wrong.
October 23, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Stacie Calf Robe, Siksika Nation	Email	N/A	N/A	Stacie Calf Robe confirmed she would update the invoice.
October 23, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson sent a message from Matthew Hebert, Alberta Transportation regarding filing of a response to the Impact Assessment Agency of Canada (IAAC) regarding future land use for the SR1 Project. The email highlighted that the Government of Alberta will establish a First Nations Land Use Advisory Committee for the area, as well as identify a portion of land near the SR1 Project that can be used by First Nations as a staging area. The response to IAAC 4-05 was attached.

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October 26, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Scotty Many Guns, Siksika Nation	Phone call	N/A	N/A	Scotty Many Guns called about the September 3-4, 2020 site visits invoice. Jennifer Hallson confirmed Stacie Calf Robe had sent an invoice but it needed more information. During the call, Jennifer Hallson received an updated invoice and confirmed it had all the information needed. Jennifer Hallson confirmed she would send it on for payment and would let Scotty Many Guns know when it was in the mail.
October 26, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Stacie Calf Robe, Siksika Nation	Email	N/A	N/A	Stacie Calf Robe sent an updated invoice for the September 3-4, 2020 site visits.
October 26, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Stacie Calf Robe, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson thanked Stacie Calf Robe and indicated she would forward the invoice for payment.

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October 27, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Glenda Spotted Eagle, Scotty Many Guns, Shane Breaker, Siksika Nation Colin Smith-Windsor, Shane Nickolson, Terry Mitchell, Niitsitapi-Graham LP Lacey Hazelaar, Paul Blenkhorn, Vertex Resource Group Ltd.	Email	N/A	N/A	Jennifer Hallson emailed the presentation that was given at the Business Readiness Workshop on October 21, 2020. The email also included the information Alberta Transportation was looking for regarding interest and capacity for the construction work packages by November 16, 2020.
October 27, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Stacie Calf Robe, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Stacie Calf Robe asked when the payment would be processed.
October 27, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Stacie Calf Robe, Scotty Many Guns, Siksika Nation	Email	N/A	N/A	Jennifer Hallson indicated the invoice had been submitted to Alberta Transportation and they usually take a week or two to process it. She stated she would let Stacie Calf Robe know when it is in the mail.



ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: August-October 2014

STONEY NAKODA (BEARSPAW) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Bill Snow, Stoney Tribal Administration
Contact Phone Number: 403-881-4760; Fax: 403-881-4250; Cell: 587-580-6212
Email: bills@stoney-nation.com
Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
August 18, 2014	Government of Alberta, Aboriginal Relations	Bill Snow, Consultation Manager, Stoney Tribal Administration	Initial Letter outlining the Springbank Off-Stream Storage Project	None	None	None
August 27, 2014	Syed Abbas, Director, Water Management Section, Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Notification Letter sent to Bearspaw band by Registered Mail September 10, 2014	None	None	None
September 16, 2014	Terry McKittrick DEMA Land Services for Alberta Transportation	Pick up of Notification Letter at Morley Post Office	Confirmed Pick up by Bearspaw band with signature	None	None	Notification Letter confirmed picked up by the Bearspaw band.



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September 19, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Marie Kootenay, Project Coordinator, Bill Snow, Consultation Manager, Stoney Tribal Administration	Email and Letter Response sent by Stoney Nakoda Nation	The Stoney Nakoda Nation confirmed the project and note that it does impact Stoney Treaty Rights and Traditional Uses in the proposed project area	None	Stoney Nakoda Nation require an agreement by TRANS due to intellectual property and protocol concerns (SIL Form). Marie Kootenay also requested dates for a meeting in October on behalf of Bill Snow.
September 19, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Marie Kootenay, Project Coordinator, Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	DEMA agreed to work at getting potential meeting dates and to provide Transportation responses on the SIL form and potential funding.
October 3, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration c/o Marie Kootenay, Project Coordinator	Email	None	None	Dallas M indicated to the Stoney Nation (Marie) that a meeting on Monday October 20, 2014 would work for TRANS.
October 6, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Marie Kootenay, Project Coordinator, Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Marie Kootenay confirmed Bill Snow would confirm the meeting location and time.
October 6, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email confirming meeting	None	None	The Stoney Nakoda Nation confirmed a meeting at the Super 8 in Cochrane on Oct. 20, 2014 at 1:00 PM.
October 7, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Confirmed receipt of meeting notice and identified sharing the agenda.

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October 16, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email SIL Form as requested by Stoney NN.	None	None	Dallas Maynard sent Bill Snow the completed SIL form. Dallas Maynard also included the attendees from Alberta Transportation and DEMA who would be present at the October 20, 2014 meeting, and indicated DEMA will be taking meeting notes that will be circulated for review after the meeting.
October 20, 2014	Dallas Maynard, DEMA Land Services and Mark Svenson for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration, Chris Goodstoney,	MEETING at Super 8 Cochrane AB	<p>Stoney Nakoda Nation confirmed the project is in their Traditional Territory. They want to be able to complete an internal Cultural Review of the project area with Elders</p> <p>Bill Snow inquired about the oil pipelines that cross the SR1 lands and what would happen to them as part of SR1.</p> <p>Bill Snow indicated that Aboriginal Relations policy does not apply to private lands. He also indicated that the Stoney Nakoda Nations will want to undertake a Cultural Assessment of the Springbank Project Area.</p>	<p>Mark Svenson responded the pipelines would likely be relocated, however no definite answer was provided as the project was just starting and the engineering work had not been completed to formally answer this question.</p>	Mark Svenson provided an overview of the SR-1 project to date and Bill Snow will provide TRANS with a budget for the Cultural Study by Nov. 15, 2014.

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October 23, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Provided the SR-1 Project EIA TOR out for public comment to Bill Snow.

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ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: November-December 2014

STONEY NAKODA (BEARSPAW) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Bill Snow, Stoney Tribal Administration
Contact Phone Number: 403-881-4760; Fax: 403-881-4250; Cell: 587-580-6212
Email: bills@stoney-nation.com
Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

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November 14, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	The draft meeting notes for the October 20, 2014 meeting with the Stoney Nakoda Nation were sent for their review and comment. In addition, the web link to the conceptual engineering studies completed by AMEC on the SR-1 Project were included in the e mail.
November 29, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email with SR-1 Article Attachments	None	None	The SR-1 Article developed by AESRD and Stantec map sent to the Stoney Nakoda Nation for potential publication.



ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: January-February 2015

STONEY NAKODA (BEARSPAW) NATION

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Consultation Officer: Bill Snow, Stoney Tribal Administration
Contact Phone Number: 403-881-4760; Fax: 403-881-4250; Cell: 587-580-6212
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Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
January 20, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	As a courtesy sent the Public Consultation meeting Notification for the SR-1 scheduled for Calgary (Jan 27) and Cochrane (Jan 28).
February 9, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	SR-1 Update on the status of access provided to the Stoney Nakoda Nation (Bears paw, Chiniki and Wesley Bands).





ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: March-April 2015

STONEY NAKODA (BEARSPAW) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Bill Snow, Stoney Tribal Administration
Contact Phone Number: 403-881-4760; Fax: 403-881-4250; Cell: 587-580-6212
Email: bills@stoney-nation.com
Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
March 10, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	DEMA provided an update on the SR-1 Project and informed Stoney Nakoda Nation of planned Public Open Houses on SR-1 and provided a link to download January 2015 Open House story boards. Stoney Nakoda Nations were informed that Alberta Transportation still had no access to the SR1 lands.





ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: May-June 2015

STONEY NAKODA (BEARSPAW) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Bill Snow, Stoney Tribal Administration
Contact Phone Number: 403-881-4760; Fax: 403-881-4250; Cell: 587-580-6212
Email: bills@stoney-nation.com
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June 15, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	The Stoney Nakoda Nations were informed there had been no change to the SR1 project, the current government was being briefed and no decision on the project had been made by the Government of Alberta.
June 15, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Bill Snow thanked Dallas for the update and informed him that the new Consultation Officer was Chris Clarke.





ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: July-August 2015

STONEY NAKODA (BEARSPAW) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Bill Snow, Stoney Tribal Administration
Contact Phone Number: 403-881-4760; Fax: 403-881-4250; Cell: 587-580-6212
Email: bills@stoney-nation.com
Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

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No communication during this time period.						





ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: September-October 2015

STONEY NAKODA (BEARSPAW) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Bill Snow, Stoney Tribal Administration
Contact Phone Number: 403-881-4760; Fax: 403-881-4250; Cell: 587-580-6212
Email: bills@stoney-nation.com
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September 28, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Status update provided to the Stoney Nakoda Nation that there was no change in the status of the SR1 and it was still on hold.





ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: November-December 2015

STONEY NAKODA (BEARSPAW) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Bill Snow, Stoney Tribal Administration
Contact Phone Number: 403-881-4760; Fax: 403-881-4250; Cell: 587-580-6212
Email: bills@stoney-nation.com
Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 25, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Provided Transportation's most recent conceptual drawings which described the downstream diversion being planned for the Springbank SR-1 Project. Confirmed that access still not available.





ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: January-February 2016

STONEY NAKODA (BEARSPAW) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Bill Snow, Stoney Tribal Administration
Contact Phone Number: 403-881-4760; Fax: 403-881-4250; Cell: 587-580-6212
Email: bills@stoney-nation.com
Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
No communication during this time period.						



ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: March-April 2016

STONEY NAKODA (BEARSPAW) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Bill Snow, Stoney Tribal Administration
Contact Phone Number: 403-881-4760; Fax: 403-881-4250; Cell: 587-580-6212
Email: bills@stoney-nation.com
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March 24, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Informed the Stoney Nakoda Nation (Bears paw, Chiniki, Wesley Bands) that the Province of Alberta had secured access to the SR-1 which included government links re SR-1.
April 11, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Provided a digital file for the latest SR-1 Map. Requested a meeting with the Stoney Nakoda Nation (Bears paw, Chiniki, Wesley) in May 2016.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
April 12, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Letter with SR1 Map enclosures	None	None	Three hard copies of the most recent SR-1 Maps (previously sent digitally) were sent to Bill Snow's attention.
April 12, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Bill Snow responded asking if May 3, 2016, was a good day to meet on the SR-1 Project.
April 12, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Dallas Maynard responded that Transportation was meeting with the Stoney Nation on that day on another consultation file and suggested May 2 or 4, 2016.
April 28, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Dallas Maynard emailed to confirm the next meeting date and also enclosed a link to a video flyover developed for the SR-1.



ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: May-June 2016

STONEY NAKODA (BEARSPAW) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Bill Snow, Stoney Tribal Administration
Contact Phone Number: 403-881-4760; Fax: 403-881-4250; Cell: 587-580-6212
Email: bills@stoney-nation.com
Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
May 4, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Dallas Maynard emailed to ask Bill Snow to bring a map of the SR1 project to the meeting later that day.
May 4, 2016	Mark Svenson, Alberta Transportation Dallas Maynard, Shayne Maynard, Michael Cearns, DEMA Land Services for Alberta Transportation Sarah Kemp de Gerda, Stantec	Bill Snow, Consultation Manager, Stoney Tribal Administration, Lenny Wesley, Consultation Officer Chris Goodstone, Consultation Officer	Meeting with Stoney Nakoda Nations (Bears paw, Chiniki and Wesley Bands) at the Chiniki Restaurant Meeting Room on HWY #1 at Morley.	The Stoney Nakoda representatives indicated the need to do research in the river valleys, the Bow River was mentioned a need to do more testing. The Stoney Nakoda representatives spoke of doing a		Sarah Kemp de Gerda, attended the meeting for Stantec, and provided an overview of the SR1 Environmental Assessment being undertaken for the project. Sarah focused on the segment of the EIA that required input from First



Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
				<p>Ceremony in the SR1 project area.</p> <p>Bill Snow asked if the SR1 project would include any wildlife crossings. He also inquired about fencing.</p> <p>Bill Snow emphasized the importance of wildlife crossings and was concerned that if not properly managed could be a problem for the SR1 project</p> <p>Bill Snow stated there are two different trap lines out there and their members use the area for trapping but did not specify their locations.</p> <p>Request for a Traditional Use Study to understand how concerns will fit into SR1 design.</p>	<p>Mark Svenson responded that the design of the SR1 diversion channels and the earthen dam would be designed to allow the passage of wildlife along the Elbow River. Mark responded that there will likely be some fencing on the SR1 Project.</p>	<p>Nations related to traditional ecological knowledge.</p>
May 9, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email exchange	None	None	Bill Snow, informed Dallas Maynard that the Stoney would need to issue a file set-up fee for the SR-1 Project. Dallas exchanged emails and requested clarification on the file fee.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
May 10, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Alberta Transportation notified the Stoney Nakoda Nations that CEAA had accepted the project description and provided the CEAA project review timelines along with a link to CEAA's website. Also notified the Stoney Nakoda Nations about Alberta Transportation's upcoming Public Open Houses and provided the link with information on SR1.
May 13, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Phone Call	None	None	Further to previous emails Bill Snow called Dallas Maynard to discuss the \$500 file fee. After some discussion, it was agreed that the budgets being submitted would contain the fee for Transportation's consideration.
May 20, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Requested a copy of the "Record of Consultation".
May 20, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Dallas responded that the SR-1 Consultation Log with the Stoney Nakoda Nations would be forwarded on the following Tuesday when he was back in the office.

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May 23, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email with SR-1 Links	None	None	Transportation shared two links on SR-1, the first was the updated Fly-over animation of the Springbank Off-stream diversion for the Elbow River; the second was the link for the CEEA website.
May 24, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email with the attached Consultation Log.	None	None	After a request from the Stoney Nakoda Nation the "Record of Consultation" was forwarded to Bill Snow.
June 2, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Marie Kootenay, Project Coordinator, Stoney Consultation Office	Email	None	None	Stoney Tribal Administration Invoice 0040-A000059 for a File set up fee. Paid July 22, 2016 by DEMA cheque 010630.
June 3, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Marie Kootenay, Project Coordinator, Stoney Consultation Office	Email	None	None	DEMA responded that the Stoney invoice would be submitted for approval.

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June 8, 2016	Canadian Environmental Assessment Agency and Mark Svenson for the Government of Alberta	Britta Eriksson, Head, Litigation Support, Rae & Company for Bill Snow, Consultation Manager, Stoney Tribal Administration	Email with attached letter	<p>The Stoney Nakoda Nations expressed concerns to their Treaty Rights and traditional uses of lands in the Project area.</p> <p>Concerns were expressed for the Stoney Nakoda cultural practices, their current use of lands and resources for traditional purposes, the effect on water and wetlands for wildlife, fish, birds and vegetation.</p> <p>Concerns expressed that the proposed SR1 project will drive away or minimize the availability of bird, fish and wildlife,</p> <p>Concerns that the SR1 project will act as a barrier to the migration of wildlife and fish.</p> <p>Concerns over the lack of wildlife crossings on the SR1 project.</p> <p>The Stoney Nakoda Nation feel a Cultural Use Study, a Stoney Hydrology report, and a wildlife impact study are required.</p>	None provided at this time pending final review of the EIA and receipt of the Stoney Nakoda Nation Traditional Use Study.	The Stoney Consultation office sent a letter to the CEAA and to Alberta Transportation (Mark Svenson) expressing concerns on the SR1 Project and highlighting requirements for a Cultural Use Study and Hydrology Study at SR-1.

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June 9, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Dallas Maynard confirmed the File Set-up invoice for SR-1 was approved by TRANS. A request was made to Bill Snow to help set up a meeting with Stoney Nakoda Chiefs and CEOs to brief them on the SR-1 Project in accordance with the direction of Minister Mason to Dallas Maynard on May 18, 2016.
June 23, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Emails	None	None	The email informed the Stoney Nakoda Nations that the CEAA had decided that a federal EIA was required for SR-1.
June 23, 2016	Shauna Sigurdson, Regional Director Prairie and Northern Region Environment Canada	Chief Darcy Dixon, Bearspaw FN, with c.c. Bill Snow	Letter with enclosed draft EIS Guidelines	None	None	The letter provided the draft EIS requesting comments by July 25, 2016 and indicated that once the EIS is finalized CEAA will propose a Consultation plan for Bearspaw, Chiniki and Wesley Nations.



ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: July-August 2016

STONEY NAKODA (BEARSPAW) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Bill Snow, Stoney Tribal Administration
Contact Phone Number: 403-881-4760; Fax: 403-881-4250; Cell: 587-580-6212
Email: bills@stoney-nation.com
Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

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July 3, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email with attached May 4 th Meeting Notes in MS Word	None	None	The Draft Meeting Notes taken by TRANS at the May 4, 2016 SR-1 Consultation meeting at the Chiniki Restaurant were sent to Bill Snow and SNN for their review & comment.
July 21, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Marie Kootenay, Project Coordinator, Stoney Consultation Office	Email exchange	None	None	Due to a possible Postal Strike an exchange of emails occurred related to the delivery of payments for SNN invoices from DEMA to the SNN.



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July 22, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Regular Mail with Tracking	None	None	DEMA mailed the payment of the \$500 File Set up fee for the SR-1 (STA Invoice 0040-A000059 and DEMA Cheque 010630) which has been received on July 25, 2016.
July 27, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration SNN CEOs Lyndsay Blackett (Chiniki), Hopeton Loudon (Wesley) and Rob Shotclose (Bears paw).	E Mail and Phone calls to Lyndsay Blackett (for contact information on SNN CEOs) Information was provided.	None	None	The email made two requests. First was to request budgets from SNN for work they planned on the SR-1 and Site Visit Dates. Second Dallas Maynard requested meeting dates with the CEOs to brief the SNN CEOs on SR-1. No phone log available.
July 28, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Marie Kootenay, Project Coordinator, Stoney Consultation Office	Email	None	None	Dallas Maynard responded that the recent DEMA cheque had been mailed and our tracking showed it was received and cashed by SNN. DEMA again requested SR-1 Budgets
August 17, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Phone Call	None	None	Dallas Maynard called Bill Snow's Cell, received no answer and left a message to call back regarding SR-1.

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August 19, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Phone Call	None	None	Bill Snow called back and Dallas Maynard requested budgets for the SNN Site Visits to SR-1. Dallas mentioned Minister Mason's commitment during a May conference call with SNN Chief Aaron Young and CEO Lindsay Blackett for Transportation to meet with the three CEO's. Bill suggested this should occur following the Site Visits.
August 22, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email exchange	None	None	Bill Snow confirmed the budgets required by Transportation and indicated that SR-1 would require 10 days of Site Visits. While closure dates were mentioned for two other Transportation consultations Dallas confirmed that the SNN had estimated 10 Site Visit dates and that there was no proposed closure date for the SR-1 Consultation.

ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: September-October 2016

STONEY NAKODA (BEARSPAW) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Bill Snow, Stoney Tribal Administration
Contact Phone Number: 403-881-4760; Fax: 403-881-4250; Cell: 587-580-6212
Email: bills@stoney-nation.com
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September 13, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email with attachments ESRD SR-1 final; EIA TOR; CEAA EIS Guidelines; CEAA June 23, 2016 letters to SNN.	None	None	Dallas Maynard requested budgets from the SNN for the SR-1 Site Visits. Correspondence and EIA and EIS TOR/guidelines attached to the email.
September 26, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Phone Call Exchange	None	None	Dallas Maynard received a call from Bill Snow to discuss preparations to move forward with the Site Visits onto the SR-1.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
September 30, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	As a follow up to the September 26 th phone discussions Dallas Maynard again requested a budget from the SNN so the Site Visits could commence as soon as possible. A link to the digital copy of the SR-1 Map was included in the email.
October 7, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	As no Site Visit budget, had been received Dallas Maynard offered to meet with the SNN to plan their Site Visits. Indicated the importance of hearing any potential concerns on current practice of Treaty Rights and Traditional uses at the SR-1 project site. Again, requested a SR-1 Site Visit budget.
October 7, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	The Stoney Nakoda Nation emailed their budget for the SR1 TUS Study for Transportation's approval.
October 7, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email with attached budget and subsequent email exchanges	None	None	Dallas Maynard provided comments and asked for clarification on the TUS budget.

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October 13, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Dallas Maynard inquired if Bill Snow was available to meet at their Morley office to review the SNN Site Visit budget.
October 13, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration,	Email	None	None	Bill Snow emailed to reply that he was out of the office and was available for a call at 2:00.
October 13, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Chris Goodstone, Consultation Technician	Meeting at the SNN Consultation Office at Morley AB.	None	None	Dallas Maynard dropped into the SNN Morley Office and had an impromptu meeting with Chris Goodstone regarding the SNN Site Visit Budget and suggested several areas in the budget that might need changes.
October 13, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration,	Phone call	None	None	Bill Snow called Dallas Maynard on the phone and promised to get a revised budget to Transportation which included at least 11 days.
October 14, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email with attached revised SR-1 Budget	None	None	Bill Snow provided the revised SR-1 Budget for the SNN Traditional Use Study.

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October 16, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Dallas Maynard confirmed that Transportation had approved the SNN SR-1 Budget presented October 14, 2016. Requested that the SNN contact DEMA as soon as possible to arrange the drive through of the SR-1.
October 17, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Chris Goodstone, Consultation Technician	Phone Call	None	None	Dallas Maynard called Chris Goodstone to arrange the drive through and to set up the SR-1 Site Visits.
October 18, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Bill Snow indicated that the SNN will commence the Site tour for the SR-1 on October 20, 2016. Confirmed meeting at the Petro Canada (HWY #1/HWY #22) at 9:00 AM. Tentatively to start the Site Visits Monday October 24, 2016.
October 18, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Dallas Maynard confirmed the meetings on Site at SR-1 and indicated that Seamas Skelly from Transportation and Paul Phillips from DEMA would be the field contacts and would be on site for the Site Visits.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
October 20, 2016 Site Visit Day #1 – Drive Through SR-1	Seamas Skelly, Transportation, Dallas Maynard, Paul Phillips, Michael Cearns, DEMA Land Services	Bill Snow, Consultation Manager, Stoney Tribal Administration Chris Goodstone, Sam Ear Lenny Wesley, Elliott Lefthand, Larry Daniels (JR) Melvin Beaver, Charles Powderface, Henry Holloway, Charles Rabbit	Site Visit Day 1 – Drive through the SR-1 Site on Public Roads	None	None	Drive through the SR-1 from the Public Road Allowances to familiarize the Stoney Nakoda Nations on the SR1 Project.
October 24, 2016 Site Visit Day #2 Inspected Properties #20 # 21, #22, #24, # 25	Seamas Skelly, Transportation, Dallas Maynard, Paul Phillips, Michael Cearns, DEMA Land Services	Bill Snow, Consultation Manager, Stoney Tribal Administration (not onsite) Chris Goodstone, Sam Ear Lenny Wesley, Elliott Lefthand, Larry Daniels (JR) Melvin Beaver, Charles Powderface, Henry Holloway, Charles Rabbit	Site Visit Day 2 See photos showing the wooded area on Property #21, near the unnamed creek.	None	None	The Stoney Nakoda Nations Inspected the Lands adjacent to the no name creek along the outfall from the proposed dry reservoir.
October 25, 2016 Site Visit Day #3 Inspected Properties #85, #86, # 9, and #6	Seamas Skelly, Transportation, Dallas Maynard, Paul Phillips, Michael Cearns, DEMA Land Services	Bill Snow, Consultation Manager, Stoney Tribal Administration (not onsite) Chris Goodstone, Sam Ear Lenny Wesley, Elliott Lefthand, Larry Daniels (JR) Melvin Beaver, Charles Powderface, Henry Holloway, Charles Rabbit	Site Visit Day 3 See photos showing the grassy meadow area near which is part of the diversion channel on property #6.	None	None	The Stoney Nakoda Nations Inspected Properties #85, #86, # 9, and #6.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
October 26, 2016 Site Visit Day #4 Inspected Properties #1, #4, #86	Seamas Skelly, Transportation, Dallas Maynard, Paul Phillips, Michael Cearns, DEMA Land Services	Bill Snow, Consultation Manager, Stoney Tribal Administration (not onsite) Chris Goodstone, Sam Ear Lenny Wesley, Elliott Lefthand, Larry Daniels (JR) Melvin Beaver, Charles Powderface, Henry Holloway, Charles Rabbit	Site Visit Day 4	Stoney representatives were showed what was described as an old campsite and the "Old Stoney Trail" on Property #1 (Mary Robinson).	None	The Stoney Nakoda Nations Inspected Properties #1, #4, #86.
October 26, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Dallas Maynard emailed Bill Snow regarding their omission of the cost for Elders meetings away from the SR-1 Site Visits. DEMA requested that Bill Snow provide a revised budget to include the additional costs.
October 27, 2016 Site Visit Day #5 Inspected Property #19	Seamas Skelly, Transportation, Dallas Maynard, Paul Phillips, Michael Cearns, DEMA Land Services	Bill Snow, Consultation Manager, Stoney Tribal Administration (not onsite) Chris Goodstone, Sam Ear Lenny Wesley, Elliott Lefthand, Larry Daniels (JR) Melvin Beaver, Charles Powderface, Henry Holloway, Charles Rabbit	Site Visit Day 5	None	None	The Stoney Nakoda Nations Inspected Properties #19

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
October 28, 2016 Site Visit Day #6 Snowing and Site Conditions bad, Site visit called off.	Seamas Skelly, Transportation, Dallas Maynard, Paul Phillips, Michael Cearns, DEMA Land Services	Bill Snow, Consultation Manager, Stoney Tribal Administration (not onsite) Chris Goodstone, Sam Ear Lenny Wesley, Elliott Lefthand, Larry Daniels (JR) Melvin Beaver, Charles Powderface, Henry Holloway, Charles Rabbit	Site Visit Day 6	None	None	The Stoney Nakoda Nation and Transportation showed up, however weather conditions not suitable for any inspection.
October 30, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email Exchange	None	None	Bill Snow provided the revised SR-1 Budget that included the follow up Elders Meetings away from the SR-1 Site Visits. Dallas Maynard responded that the revised budget had been forwarded to Alberta Transportation. Bill confirmed that they would be out on the SR-1 on October 31, 2016.
October 31, 2016 Site Visit Day #7 Inspected Properties #16 and #17	Seamas Skelly, Transportation, Dallas Maynard, Paul Phillips, Michael Cearns, DEMA Land Services	Bill Snow, Consultation Manager, Stoney Tribal Administration (not onsite) Chris Goodstone, Sam Ear Lenny Wesley, Elliott Lefthand, Larry Daniels (JR) Melvin Beaver, Charles Powderface, Henry Holloway, Charles Rabbit	Site Visit Day 7 See Photos showing the Diversion Channel and Dry Reservoir on properties #16 and #17.	None	None	The Stoney Nakoda Nations Inspected Properties #16 and #17.

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October 31, 2016	Wayne Massing, Stoney Nakoda Tribal Council	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Bill Snow informed SNN Finance that the revisions for SR-1 had been approved and cc Dallas Maynard.

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ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: November-December 2016

STONEY NAKODA (BEARSPAW) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Bill Snow, Stoney Tribal Administration
Contact Phone Number: 403-881-4760; Fax: 403-881-4250; Cell: 587-580-6212
Email: bills@stoney-nation.com
Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 1, 2016 Site Visit Day #8 Inspected Properties #25 and #33	Seamas Skelly, Transportation, Dallas Maynard, Paul Phillips, Michael Cearns, DEMA Land Services	Bill Snow, Consultation Manager, Stoney Tribal Administration (not onsite) Chris Goodstoney, Sam Ear Lenny Wesley, Elliott Lefthand, Larry Daniels (JR) Melvin Beaver, Charles Powderface, Henry Holloway, Charles Rabbit	Site Visit Day 8	None	None	The Stoney Nakoda Nations Inspected Properties #25 and #33.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 2, 2016 Site Visit Day #9 Inspected Properties #46 and #49	Seamas Skelly, Transportation, Dallas Maynard, Paul Phillips, Michael Cearns, DEMA Land Services	Bill Snow, Consultation Manager, Stoney Tribal Administration (not onsite) Chris Goodstone, Sam Ear Lenny Wesley, Elliott Lefthand, Larry Daniels (JR) Melvin Beaver, Charles Powderface, Henry Holloway, Charles Rabbit	Site Visit Day 9 See Photos showing property #49 within the footprint of the Dry Reservoir.	None	None	The Stoney Nakoda Nations Inspected Properties #46 and #49.
November 3, 2016 Site Visit Day #10 Inspected Properties #35, #32 and #39	Seamas Skelly, Transportation, Dallas Maynard, Paul Phillips, Michael Cearns, DEMA Land Services	Bill Snow, Consultation Manager, Stoney Tribal Administration (not onsite) Chris Goodstone, Sam Ear Lenny Wesley, Elliott Lefthand, Larry Daniels (JR) Melvin Beaver, Charles Powderface, Henry Holloway, Charles Rabbit	Site Visit day 10 See Photos showing property #32 within the footprint of the Dry Reservoir.	None	None	The Stoney Nakoda Nations Inspected Properties #35, #32 and #39.
November 4, 2016 Site Visit Day #11 Inspected Walked Properties #38, and looked at #37 and #38 from the east side of Property #38.	Seamas Skelly, Transportation, Dallas Maynard, Paul Phillips, Michael Cearns, DEMA Land Services	Bill Snow, Consultation Manager, Stoney Tribal Administration Chris Goodstone, Sam Ear Lenny Wesley, Elliott Lefthand, Larry Daniels (JR) Melvin Beaver, Charles Powderface, Henry Holloway, Charles Rabbit	Site Visit Day 11	None	None	The Stoney Nakoda Nations Inspected Properties #38, and looked at #37 and #38 from the east side of Property #38.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 4, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Dallas Maynard formally informed Bill Snow that all of the Stoney Nakoda Nations budgets for SR-1 had been approved by Transportation. Dallas Maynard also offered to arrange a meeting with Alberta Transportation if Stoney Nakoda Nations wished them to attend a meeting with their Elders and consultation team.
November 12, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Dallas Maynard provided the test drill locations on the SR-1 completed as part of the Environmental Assessments. Transportation confirmed they were available to meet with the SNN if requested following the Site Visits. Requested the invoice for the SNN Site Visits.
December 2, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	As a follow up to the previous correspondence indicated Transportation was available to attend any meetings at SNN re SR-1 and requested an invoice for the SR-1 Site Visits.

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December 9, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Dallas Maynard inquired on potential meeting dates when Transportation could meet to discuss the SNN Traditional Use Study and to discuss the Traditional Knowledge and Traditional land uses required by the CEAA EIS. Requested an Invoice from the SNN regarding their TUS Costs.
December 9, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Transportation informed the SNN regarding environmental assessment that was being completed at McLean Creek. It was explained the MC1 work was related to the SR-1 project.
December 9, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	In response to MC1 Bill Snow requested that the project designers will also include wildlife crossing options into their assessment.	None	None

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December 9, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	In response to the SR-1 correspondence Bill Snow indicated that the lack of response to emails was due to the elections that were recently held by one of the SNN Nations. SNN indicated they would be meeting with the Elders on SR-1 and that they would have their administration send the SR-1 TUS invoice.
December 11, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	DEMA thanked Bill Snow for his update. A commitment was made to have Transportation available to attend any meetings that SNN might require as they concluded their TUS Study.
December 19, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email with attached Stoney Nakoda SR-1 Summary Log to December 12, 2016	None	None	Transportation forwarded a copy of the Stoney Nakoda (Bears paw, Chiniki and Wesley) Nations Summary Consultation Log for their review and comment. Requested a copy of their SR-1 TUS report.
December 22, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Marie Kootenay, Project Coordinator, Bill Snow, Stoney Tribal Administration	Email with attached SR-1 Invoice for TUS and Site Visits	None	None	Stoney Nakoda Invoice DEMA2016-1001 for the SR-1 Project received by TRANS.

ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: January-February 2017

STONEY NAKODA (BEARSPAW) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Bill Snow, Stoney Tribal Administration
Contact Phone Number: 403-881-4760; Fax: 403-881-4250; Cell: 587-580-6212
Email: bills@stoney-nation.com
Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
January 13, 2017	Terry McKitrick, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Registered Letter with Payment for Stoney Nakoda Invoice DEMA2016-1001	None	None	Payment for the Stoney Nakoda Nations mailed to Bill Snow's attention from the DEMA office.
January 19, 2017	Terry McKitrick, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Proof of delivery of the Stoney Nakoda Payment received from Canada Post	None	None	Confirmation of delivery of the Stoney Nakoda Invoice payment for DEMA2016-1001.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
January 24, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Transportation inquired on the status of the Stoney TUS report and requested a meeting and response to potential SR-1 impact of current practice of Treaty Rights and traditional uses. A link to a Stantec PowerPoint updating the environmental work underway at SR-1 included in the email.
January 30, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Transportation followed up on the January 24, 2017 email requesting a copy of the TUS study and potential impacts to Treaty Rights and traditional use related to the SR-1 Project.
February 17, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Chris Goodstone, Consultation Technician, Stoney Tribal Administration	Phone call	None	None	Dallas Maynard called Bill Snow, who did not answer, so he left a message.
February 17, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Chris Goodstone, Consultation Technician, Stoney Tribal Administration	Phone call	None	None	Dallas Maynard called Chris Goodstone to discuss setting up a meeting, but the call was dropped.

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February 17, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Chris Goodstoney, Consultation Technician, Stoney Tribal Administration	Text messages	None	None	Dallas Maynard and Chris Goodstoney exchanged text messages. Dallas Maynard indicated he would email Bill Snow to request meeting dates. Dallas Maynard also asked for the Traditional Use Study (TUS) if there is a draft, and asked for the invoice for the TUS as well.
February 17, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Dallas Maynard included a copy of the Phone log and requested an update on the Stoney Nakoda Nations TUS report.
February 17, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Alberta Transportation requested meeting dates with the Stoney Nakoda Nations to discuss findings from the Site Visits completed in 2016.

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February 26, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Transportation through DEMA informed Bill Snow and the Stoney Nakoda Nations that the SR-1 Consultation would continue through the Regulatory process into 2018. Dallas emphasized the importance of receiving the Stoney TUS report as soon as possible to allow for its inclusion of the upcoming submissions to Regulatory Authorities.

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ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: March-April 2017

STONEY NAKODA (BEARSPAW) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Bill Snow, Stoney Tribal Administration
Contact Phone Number: 403-881-4760; Fax: 403-881-4250; Cell: 587-580-6212
Email: bills@stoney-nation.com
Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
March 1, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Chris Goodstone, Chris Clarke, Lenny Wesley, Stoney Tribal Administration	Email	N/A	N/A	Alberta Transportation shared with the Blood Tribe the consultation logs and record of consultation for SR1 from 2014 up to February 27, 2017 via Dropbox. A request for questions or comments on the logs was included.
March 1, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Stoney Tribal Administration	Email	N/A	N/A	Delivery verification of the March 1, 2017 email with the consultation logs and record of consultation.

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March 10, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Chris Goodstoney, Chris Clarke, Lenny Wesley, Stoney Tribal Administration	Email	N/A	N/A	Alberta Transportation provided an update on the SR1 submission to regulatory authorities and critical dates for inclusion of the Stoney concerns or other information. Alberta Transportation is prepared to work with the consultation team to ensure all Stoney Nakoda Nation's concerns and Alberta Transportation's responses are contained within the final submissions.
March 23, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Phone call	N/A	N/A	Dallas Maynard left Bill Snow a voicemail inquiring about the Stoney Nakoda Nation's Traditional Use Study (TUS). No phone log available.

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March 23, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Chris Goodstoney, Chris Clarke, Lenny Wesley, Stoney Tribal Administration	Email	N/A	N/A	Alberta Transportation inquired on the completion of the Stoney TUS. Requested a draft if available, or any written concerns that they have related to their current practice of Treaty rights and traditional uses. Dallas Maynard indicated that if it would be helpful to meet to discuss concerns, he can inquire with Alberta Transportation to confirm dates.
April 13, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Meeting	N/A	N/A	The brief meeting discussed the delivery of the Stoney TUS report, Bill Snow indicated he would try to have a short submission before the end of April. Dallas Maynard inquired about a potential meeting with the three Stoney Chiefs to update them on the SR1. There was no confirmation on this request.

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April 27, 2017	Syed Abbas, Director, Water Management Section, Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Registered Letter	N/A	N/A	Alberta Transportation informed the Stoney Nakoda Nations (SNN) that the submissions for the EIA was being finalized. Requested the SNN – TUS report so concerns related to treaty rights and traditional uses could be incorporated into the final submissions.

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ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: May-June 2017

STONEY NAKODA (BEARSPAW) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Bill Snow, Stoney Tribal Administration
Contact Phone Number: 403-881-4760; Fax: 403-881-4250; Cell: 587-580-6212
Email: bills@stoney-nation.com
Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

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May 2, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Chris Goodstoney, Chris Clarke, Duane Wesley, Iona Beaver, Stoney Tribal Administration	Email	N/A	N/A	A copy of the April 27, 2017 letter requesting the Stoney Nakoda Nation's Traditional use Study (TUS) was emailed to Bill Snow at the Stoney Nakoda Nations
May 2, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Postmaster@Stoney-nation.com	Email	N/A	N/A	Delivery receipt for May 2, 2018 email received.
May 10, 2017	Syed Abbas, Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Delivery notification	N/A	N/A	The April 27, 2017 letter was delivered May 3, 2017 and picked up on May 10, 2017 by Bill Snow.

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May 22, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Chris Goodstoney, Chris Clarke, Duane Wesley, Iona Beaver, Stoney Tribal Administration	Email	N/A	N/A	Meeting notes for the brief April 13, 2017 meeting with Bill Snow forwarded by email. Requested any corrections or additional information.
May 23, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Stoney Tribal Administration	Email	N/A	N/A	Inquiry on the Stoney NN Invoice for the SR1 Site Visits.
May 23, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Phone call	N/A	N/A	Dallas Maynard called Bill Snow to let him know that the first installment for the TUS payment had been made and that he would forward Bill Snow a copy of the record and record of the cheque clearing DEMA's account.
May 23, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Stoney Tribal Administration	Email	N/A	N/A	Invoice payment confirmed.
June 6, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	N/A	N/A	Bill Snow asked if there was a second Cheque issued by DEMA for the same amount.
June 6, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Phone call	N/A	N/A	Dallas Maynard called Bill Snow to further explain the payments made to Stoney Nakoda Nations, and said he would follow up with a written explanation by email.
June 6, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	N/A	N/A	Invoice Payment confirmed. The cover letter and cancelled cheque attached to the email.



ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: July-August 2017

STONEY NAKODA (BEARSPAW) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Bill Snow, Stoney Tribal Administration
Contact Phone Number: 403-881-4760; Fax: 403-881-4250; Cell: 587-580-6212
Email: bills@stoney-nation.com
Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
August 11, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Chris Goodstoney, Chris Clarke, Duane Wesley, Iona Beaver, Marie Kootenay, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard provided information on upcoming SR1 Information sessions (Open Houses) planned in the Calgary and Springbank Area. He noted these are not part of Alberta Transportation's consultation, but Alberta Transportation wanted Stoney Nakoda Nation to be aware of the public open houses.



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August 20, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Phone call	N/A	N/A	Bill Snow called Dallas Maynard to discuss future meetings with Alberta Transportation in relation to the Canadian Environmental Agency's (CEAA) involvement in SR1. They agreed to meet in Calgary on August 23, 2017 to discuss further.
August 23, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Meeting	Bill Snow discussed the desire for their Consultation team and elders to undertake a ceremony on the SR1 lands. They wanted Alberta Transportation to participate.	N/A	Meeting held to discuss potential site visits and access to the site. A potential ceremony was also discussed. Bill Snow also explained there have recently been elections within the Stoney Nakoda Nations and he would like to request that Alberta Transportation organize a presentation on the SR1 to update their Chiefs and CAOs on SR1.
August 28, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Stoney Tribal Administration	Email	N/A	N/A	August 23, 2017 meeting notes were provided by Dallas Maynard. Requested additions or comments.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
August 30, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	N/A	N/A	Bill Snow requested a meeting with Alberta Transportation for either September 14, or 15, 2017. The purpose was to review the project description, to review budgets and to hear any updates to the SR1 project. Bill Snow asked if there was access to the SR1 site, and indicated he had tentatively booked off the week of September 25, 2017 for field work at the SR1 site. Bill Snow also requested Mary Robinson's contact info.
August 30, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard indicated he would contact Alberta Transportation for their availability to meet on the dates suggested. On further SR1 site visits Dallas explained the access agreement had expired. A promise was made to request access once the Stoney Nakoda Nations gave a list of properties they wanted to visit.



ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: September – October 2017

STONEY NAKODA (BEARSPAW) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Bill Snow, Stoney Tribal Administration / Marie Kootenay, Program Coordinator

Contact Phone Number: 403-881-4760; Fax: 403-881-4250; Cell: 587-580-6212 / 403-881-2618

Email: bills@stoney-nation.com / consultation@stoney-nation.com

Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
September 3, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Chris Goodstone, Chris Clarke, Duane Wesley, Iona Beaver, Stoney Tribal Administration	Email	N/A	N/A	Alberta Transportation provided the information boards and handouts from the Public Open House/Information Sessions recently completed for the SR1 Projects.



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September 7, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	N/A	N/A	Bill Snow informed Dallas Maynard that Chris Clarke was no longer the Consultation Officer for the Chiniki Band. Lorretta Holloway is now the Consultation Officer for Chiniki.
September 12, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed to suggest a meeting with the Stoney Nakoda Nations September 14, 2018 in Calgary at Alberta Transportation's offices. A map showing the location was attached to the email.
September 12, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Chris Goodstone, Duane Wesley, Loretta Holloway, Stoney Tribal Administration	Email	N/A	N/A	Bill Snow responded that he booked a meeting room at the Stoney Nakoda Resort on September 14, 2017 from 10 am to 12 pm.

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September 12, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Chris Goodstoney, Duane Wesley, Loretta Holloway, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard confirmed he and Mark Svenson would be at the meeting. Dallas Maynard restated Bill Snow's earlier email request to confirm the main items to be discussed: 1. Review the Project description; 2. Review Project budgets; 3. Hear updates on the SR1 Project.
September 12, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Stoney Tribal Administration	Email	N/A	N/A	Dallas provided Mary Robinson's contact information as requested by Bill Snow on August 23, 2017. Dallas Maynard also indicated that the access agreement with the SR1 landowners had expired so access would be on a landowner by landowner basis.
September 14, 2017	Mark Svenson, Alberta Transportation Dallas Maynard and Judy Maynard, DEMA Land Services	Bill Snow, Consultation Manager, Loretta Holloway, Consultation Officer, Chris Goodstoney, Consultation Officer, Stoney Tribal Administration	Meeting	The Stoney Nakoda Nation (Bill Snow) expressed concerns with the Stoney lack of mapping capability and requested some assistance understanding the SR1 mapping.	Alberta Transportation (Mark Svenson) agreed to provide a PDF and Google KMZ map of the test Bore holes that Stantec completed during the site investigation phase at the SR1 project.	Meeting held at Stoney Nakoda Resort to discuss concerns regarding the SR1 project. Mai-Linh Huynh, Canadian Environmental Assessment Agency (CEAA) was also in attendance.

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				The Stoney Nakoda Nation (Bill Snow) expressed concerns over wildlife passage through the SR1 area following construction. He inquired if there would be wildlife crossings built over HWY 22 or Highway 8.	Alberta Transportation (Mark Svenson) responded that there was no plan to build wildlife overpasses. He indicated that the diversion channel and dam were contoured to allow for wildlife passage through the SR1 area during non-flood times.	
				The Stoney Nakoda Nation (Bill Snow) expressed concerns that the fences that would be built around the SR1 site might impact wildlife passage through the area.	Alberta Transportation (Mark Svenson) explained the fences that were planned for the SR1 project would be similar to the farm fencing that already exists and should not have any additional impact to wildlife than currently exists.	
				The Stoney Nakoda Nation (Bill Snow) was concerned about the hydrology of the SR1 area. In particular cited the Elbow River vs. groundwater impacts.		
				Requested having an on-reserve presentation on the SR1 project.	Mark Svenson said he would inquire about accommodating an on-reserve presentation.	

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				The Stoney Nakoda Nation (Bill Snow) was concerned that Crown land should be set aside to replace lands taken for SR1.	Alberta Transportation (Mark Svenson) responded that any wetlands impacted would be replaced however the overall SR1 lands would not be replaced.	
				Indicated desire to do a site visit with elders.	Mark Svenson explained they do not have access to the SR1 lands, and access will have to be requested on an owner by owner basis.	
September 17, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Chris Goodstone, Duane Wesley, Loretta Holloway, Iona Beaver, Stoney Tribal Administration	Email	N/A	N/A	SR1 Bore hole mapping in PDF and KMZ format were shared with the Stoney Nakoda Nations. Dallas Maynard also offered to help set up a meeting between a Stoney Nation Consultation Officer and Stantec, if Bill Snow could provide some information about what information they wanted.
October 6, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Chris Goodstone, Duane Wesley, Loretta Holloway, Iona Beaver, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed regarding Bill Snow's request at the September 14, 2017 meeting for help with GIS mapping, and suggested Altus Geomatics in Calgary.

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October 15, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Chris Goodstoney, Duane Wesley, Loretta Holloway, Iona Beaver, Stoney Tribal Administration	Email	N/A	N/A	A topographic map showing the SR1 project lands was shared. Dallas Maynard also asked for any comments or concerns related to the impact of the SR1 project on their Treaty rights and traditional uses. Dallas Maynard also asked if Stoney Nakoda Nations plan on completing any additional site visits or ceremonies to let him know.
October 16, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Chris Goodstoney, Duane Wesley, Loretta Holloway, Iona Beaver, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed for clarification on the "Grizzly Report" Bill Snow had referenced at the September 14, 2017 meeting.
October 16, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Chris Goodstoney, Duane Wesley, Loretta Holloway, Iona Beaver, Stoney Tribal Administration	Email	N/A	N/A	Bill Snow confirmed that Dallas Maynard had the correct report referenced above in the October 16, 2017 email.



ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: November – December 2017

STONEY NAKODA (BEARSPAW) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Bill Snow, Stoney Tribal Administration / Marie Kootenay, Program Coordinator
Contact Phone Number: 403-881-4760; Fax: 403-881-4250; Cell: 587-580-6212 / 403-881-2618
Email: bills@stoney-nation.com / consultation@stoney-nation.com
Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 3, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Chris Goodstoney, Loretta Holloway, Duane Wesley, Iona Beaver, Marie Kootenay, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed the link to the completed Environmental Impact Assessment (EIA) and associated briefing documents.



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November 10, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Chris Goodstoney, Loretta Holloway, Duane Wesley, Iona Beaver, Marie Kootenay, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed Bill Snow regarding the following: - The November 3, 2017 email of the EIA; - Provided draft meeting notes from September 14, 2017 meeting for review; - A request that was sent for large format maps that can be sent to the Morley office or picked up at Stantec offices; - Inquired whether assistance was needed re: Elders visiting SR1 lands; - Inquired whether the Stoney Nakoda Nations were still interested in having Transportation come out to provide an update to newly elected officials; - Inquired when Transportation might receive the Traditional Use Study.
November 10, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Chris Goodstoney, Loretta Holloway, Duane Wesley, Iona Beaver, Marie Kootenay, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard provided two maps of the SR1 lands and asked which one Bill Snow would prefer to be sent.

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December 5, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Chris Goodstone, Loretta Holloway, Duane Wesley, Iona Beaver, Marie Kootenay, Stoney Tribal Administration	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 record of consultation (summary log, specific concerns and response table, and supporting documents) from March 1, 2017-October 31, 2017; - A cover letter from Deputy Minister Barry Day requesting comment on the draft TLRU sections and comment on the consultation logs by January 5, 2018.
December 5, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	N/A	N/A	Email delivery verification received.

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December 11, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Chris Goodstone, Loretta Holloway, Duane Wesley, Iona Beaver, Marie Kootenay, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard sent a Dropbox link with the presentation given in Calgary November 8, 2018 to the Canadian Environmental Assessment Agency (CEAA) Technical Advisory Group.

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ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: January – February 2018

STONEY NAKODA (BEARSPAW) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Bill Snow, Stoney Tribal Administration / Marie Kootenay, Program Coordinator

Contact Phone Number: 403-881-4760; Fax: 403-881-4250; Cell: 587-580-6212 / 403-881-2618

Email: bills@stoney-nation.com / consultation@stoney-nation.com

Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

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January 15, 2017	Shelly Boss, Project Manager, CEAA cc. Mark Svenson, Alberta Transportation	Britta Eriksson, Head, Litigation Support, Douglas Rae, Rae and Company on behalf of Stoney Nakoda Nations. Chief Darcy Dixon, Chief Aaron Young, Chie Ernest Wesley, Bill Snow, Ken Christensen, Stoney Tribal Administration	Email	Transportation has used incorrect maps of Stoney IR 142, 143, 144. Questions about Calgary/Morleyville Trail, and if Alberta considers it a pre-existing trail prior to 1877 then an allowance for a right-of-way through the Proposed Development Area will have to be provided for.	None at this time.	Rae and Company sent a letter via email on behalf of the Stoney Nakoda Nations, providing comments regarding the Environmental Impact Assessment (EIA). The Stoney Nakoda Consultation Policy was attached to the letter.



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				<p>Asked when/how historical/indigenous impact studies will be conducted for the McLean Creek option.</p> <p>EIA reflects existence of at least two Stoney Nakoda traplines in project area, loss of harvesting opportunities will have to be compensated.</p> <p>EIA and project cannot be looked at in isolation from other flood control measures.</p> <p>Provided map of location of traditional territory of Stoney Nakoda.</p>		
January 19, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed to ask Bill Snow to clarify if the Stoney Nakoda Nations currently have traplines in the SR1 project area, as this was mentioned in a previous meeting (May 4, 2016), and if so, where those traplines are located. The meeting notes from the May 4, 2016 meeting, along with a map of the SR1 area, were attached.

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January 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Phone call	N/A	N/A	Dallas Maynard called Bill Snow, there was no answer.
January 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Text message	N/A	N/A	Dallas Maynard texted Bill Snow to request that Bill Snow call him to set up a meeting to discuss the Traditional Land and Resource Use (TLRU) workshop.
January 24, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Chris Goodstoney, Marie Kootenay, Duane Wesley, Iona Beaver, Jennifer Bobrovitz, Loretta Holloway, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed Bill Snow to let him know to expect a letter regarding the TLRU workshops and asked for potential dates. Dallas Maynard also informed Bill Snow that a letter will be sent as a response to the January 15, 2018 letter sent by Rae and Company.

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January 26, 2018	Landon Reppert, Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Letter	N/A	N/A	A letter about the submission of the updated EIA was sent via registered mail. It was regarding a proposal for holding workshops to obtain input on the draft Traditional Land and Resource Use (TLRU) sections of the EIA (Volumes 3A and 3B) and to discuss project specific concerns and the proposed mitigation measures. If the Stoney Nakoda Nations were not interested in workshops, Alberta Transportation requested feedback by March 1, 2018.
January 26, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	N/A	N/A	The above workshop invitation letter was sent via email.

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January 29, 2018	Sandra Folkins, Alberta Justice for Alberta Transportation	L. Douglas Rae, Rae and Company for Stoney Nakoda Nations	Email	N/A	N/A	A letter in response to the January 15, 2018 letter was sent via email from Alberta Justice to JFK Law Corporation with the January 26, 2018 letter attached. To address the Stoney Nakoda Nation's concerns brought up in the January 15, 2018 letter, Alberta Justice indicated that Alberta Transportation has been in contact to offer an in-person workshop.
January 29, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Dean Cherkas, Marie Kootenay, Stoney Tribal Administration	Email	N/A	N/A	Bill Snow emailed to suggest dates of February 12 or 28, 2018 for the TLRU workshop.
January 29, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Dean Cherkas, Marie Kootenay, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed to state both dates Bill Snow suggested were available, and it would be a full day workshop. He also indicated once a date was chosen, they should discuss what format would work best for the Stoney Nakoda Nations.
January 30, 2018	Landon Reppert, Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Postal delivery	N/A	N/A	The January 26, 2018 letter was delivered.

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February 1, 2018	Mai-Lihn Huynh, CEAA cc. Mark Svenson, Alberta Transportation	L. Douglas Rae, Rae and Company, on behalf of Stoney Nakoda Nations Chief Darcy Dixon, Chief Aaron Young, Chief Ernest Wesley, Dean Cherkas, Bill Snow, Ken Christensen, Stoney Nakoda Nations	Email	N/A	N/A	Rao and Company sent a letter via email stating that Dean Cherkas should be included on Project related correspondence.
February 5, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Dean Cherkas, Marie Kootenay, Stoney Tribal Administration	Email	N/A	N/A	Bill Snow emailed to confirm February 12, 2018 for the meeting and to suggest a meeting place for the workshop, and who would be attending. He indicated he will prepare a budget.

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February 6, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Chris Goodstone, Marie Kootenay, Duane Wesley, Loretta Holloway, Iona Beaver, Dean Cherkas, Jennifer Bobrovitz, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed 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 Canadian Environmental Assessment Agency (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 Stoney Nakoda Nations were not interested in workshops, Alberta Transportation requested feedback by March 1, 2018.

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February 6, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Chris Goodstone, Marie Kootenay, Duane Wesley, Loretta Holloway, Iona Beaver, Jennifer Bobrovitz, Stoney Tribal Administration	Email	N/A	N/A	Dean Cherkas emailed to express that he has reviewed the documents and sees the consultation as one-sided and unilateral. Stoney Nation is re-evaluating all current engagements. He attached an introductory announcement announcing that Dean Cherkas has been appointed Director, Consultation and also attached traditional land maps.
February 7, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Dean Cherkas, Marie Kootenay, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed to say he will book a room at the Stoney Nakoda Resort for the workshop on February 12, 2018, and will organize coffee and lunch.
February 7, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Dean Cherkas, Marie Kootenay, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed to say he had requested soup and sandwiches for lunch and asked for Bill Snow to let him know if there were any special diet needs.
February 7, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Dean Cherkas, Marie Kootenay, Stoney Tribal Administration	Email	N/A	N/A	Bill Snow emailed that soup and sandwiches are fine. He said he would try to call Dallas Maynard later that day.

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February 7, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Dean Cherkas, Marie Kootenay, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed that he was available the rest of the day if Bill Snow wanted to call.
February 7, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Dean Cherkas, Marie Kootenay, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed out the draft agenda for the TLRU workshop.
February 8, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Letter	N/A	N/A	The above February 5, 2018 letter (emailed on February 6, 2018) and draft TLRU sections of the EIA were sent via registered mail. Pick up confirmed February 16, 2018.

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February 12, 2018	Syed Abbas, Seamas Skelly, Alberta Transportation Clare Edwards, Matt Wood, Colin Buchanan, Talina Cyr-Steenkamp, Stantec Dallas Maynard, Jennifer Hallson, DEMA Land Services	Bill Snow, Consultation Manager, Chris Goodstone, Stoney Tribal Administration	Workshop	N/A	N/A	A workshop was held between Alberta Transportation, Stantec, and Stoney Nakoda Nations, facilitated by the Canadian Environmental Assessment Agency (CEAA), to obtain input on the draft Traditional Land and Resource Use (TLRU) sections of the Environmental Impact Assessment (EIA) and discuss and address concerns about the project. Issues and concerns raised at the workshop were treated as confidential subject to the First Nation's validation of the information. The draft workshop notes from the February 12, 2018 workshop have not been validated by Stoney Nakoda Nations.
February 20, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Dean Cherkas, Stoney Tribal Administration	Email	N/A	N/A	Bill Snow requested another workshop for March 20 or 21, 2018 due to the bad weather on February 12, 2018.

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February 20, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Dean Cherkas, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard replied and said March 20, 2018 would work best for Alberta Transportation, and he would organize the workshop for that day.
February 21, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Dean Cherkas, Chris Goodstone, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed the draft meeting notes from the February 12, 2018 workshop and asked for any comments or additions. He also stated that March 20, 2018 would work best to reschedule the workshop.
February 24, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard asked for confirmation of March 20, 2018 for the second workshop.



ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: March-April 2018

STONEY NAKODA (BEARSPAW) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Bill Snow, Stoney Tribal Administration / Marie Kootenay, Program Coordinator

Contact Phone Number: 403-881-4760; Fax: 403-881-4250; Cell: 587-580-6212 / 403-881-2618

Email: bills@stoney-nation.com / consultation@stoney-nation.com

Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

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March 2, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Dean Cherkas, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed saying the same room at the Stoney Nakoda Resort was available and asked for confirmation that March 20, 2018 is good for the workshop.
March 2, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Dean Cherkas, Stoney Tribal Administration	Email	N/A	N/A	Bill Snow replied to confirm March 20, 2018 at the Stoney Nakoda Resort for the workshop.



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March 2, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Dean Cherkas, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed to confirm he will reserve the room from March 20, 2018 and asked for a budget if there are any costs.
March 14, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Dean Cherkas, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed to ask if Bill Snow would be submitting a budget for the March 20, 2018 workshop.
March 15, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Dean Cherkas, Stoney Tribal Administration	Email	N/A	N/A	Bill Snow said he would be submitting a budget. He also asked if breakfast and lunch were going to be provided.
March 15, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Dean Cherkas, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard answered Bill Snow confirming that DEMA will manage the room and the food.
March 15, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Dean Cherkas, Stoney Tribal Administration	Email	N/A	N/A	Bill Snow emailed that he will also be including a rate for dinner and that the budget will be submitted later that day. He asked for DEMA to bring tobacco for six elders.
March 15, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Dean Cherkas, Stoney Tribal Administration	Email	N/A	N/A	Bill Snow emailed a budget for the March 20, 2018 workshop.
March 15, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Dean Cherkas, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed to let Bill Snow know the budget had been approved.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
March 20, 2018	Syed Abbas, Seamas Skelly, Alberta Transportation Colin Buchanan, Jim Howell, Liam Mackle, Talina Cyr-Steenkamp, Stantec Dallas Maynard, Jennifer Hallson, DEMA Land Services for Alberta Transportation Kathy Perchaluk, Aboriginal Consultation Office	Bill Snow, Consultation Manager, Dean Cherkas, Director of Consultation, Chris Goodstone, Wesley Nation Consultation Officer, Duane Wesley, Bears paw Nation Consultation Officer Charles Rabbit, Alice Kaquitts, Stoney Nakoda Nation Elders	Workshop	N/A	N/A	A workshop was held between Alberta Transportation, Stantec, and Stoney Nakoda Nation, facilitated by the Canadian Assessment Agency (CEAA), to obtain input on the draft TLRU sections of the EIA and discuss and address concerns about the project. Issues and concerns raised at the workshop were treated as confidential subject to the First Nation's validation of the information. The draft workshop notes from the March 20, 2018 workshop have not been validated by Stoney Nakoda Nation.
March 22, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Marie Kootenay, Project Coordinator, Bill Snow, Dean Cherkas, Stoney Consultation Office	Email	N/A	N/A	Maire Kootenay emailed an invoice for the March 20, 2018 workshop.
March 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	N/A	N/A	Bill Snow asked if it was possible for a cheque to be issued that day for the invoice.
March 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard replied to Bill Snow saying he would check and get back to him.
March 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	N/A	N/A	Bill Snow emailed to say he could travel to Canmore that day if needed.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
March 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed that a cheque would be ready that day, and he will be travelling through Calgary the next day (March 24, 2018) and could meet around noon at the Costco, and would be in Canmore for the weekend if Bill Snow was available to meet and exchange the cheque.
March 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	N/A	N/A	Bill Snow emailed to say noon on Saturday would work to meet to pick up the cheque and he would call Dallas Maynard the next day.
March 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed that he will call Bill Snow on Saturday to confirm a meeting time and place to drop off the cheque.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
March 23, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Dean Cherkas, Stoney Tribal Administration	Email	N/A	See the Specific Concerns and Response Table for specific responses and proposed mitigation measures attached to March 23, 2018 email. The responses and mitigation measures are in response to concerns raised by Stoney Nakoda Nation throughout the SR1 project.	Jennifer Hallson emailed "Table 7-4 SR1 Project Specific Concerns and Responses – Stoney Nakoda Nations" (Table 7-4) from the 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 24, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Cheque drop-off in person	None	None	Dallas Maynard met Bill Snow to drop off the cheque for the March 20, 2018 workshop invoice.
March 26, 2018	Landon Reppert, Executive Director, Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Stoney Tribal Administration	Letter	N/A	See the Specific Concerns and Response Table for specific responses and proposed mitigation measures attached to March 23, 2018 email. The responses and mitigation measures are in response to concerns raised by Stoney Nakoda Nation throughout the SR1 project.	The March 23, 2018 letter from Alberta Transportation and Table 7-4 were sent via registered mail. Pickup confirmed March 29, 2018.
March 29, 2018	Landon Reppert, Executive Director, Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Stoney Tribal Administration	Postal delivery	N/A	N/A	The March 26, 2018 letter was delivered.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
March 29, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Dean Cherkas, Marie Kootenay, Duane Wesley, Loretta Holloway, Iona Beaver, Jennifer Bobrovitz, Chris Goodstoney, Stoney Tribal Administration	Email	None	None	Dallas Maynard emailed to let Stoney Nakoda Nation know that the EIA had been resubmitted and provided a File Transfer Protocol (FTP) site where they could access it. Also indicated that Alberta Transportation will be in contact to offer a workshop to go over 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	Bill Snow, Consultation Manager, Stoney Tribal Administration	Letter	None	None	A USB stick with the EIA material on it was mailed by registered mail.
April 5, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Postal delivery	None	None	The April 3, 2018 letter with the USB stick was delivered.
April 16, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Dean Cherkas, Marie Kootenay, Duane Wesley, Loretta Holloway, Iona Beaver, Jennifer Bobrovitz, Chris Goodstoney, Stoney Tribal Administration	Email	None	None	Dallas Maynard emailed that Alberta Transportation would like to request a meeting to go over Stoney Nakoda Nation's concerns and the proposed mitigation 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.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
April 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Text message	None	None	Dallas Maynard texted Bill Snow to asked when a good time would be to call about organizing a meeting to review concerns and Alberta Transportation's responses.
April 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Dean Cherkas, Marie Kootenay, Stoney Tribal Administration	Email	None	None	Dallas Maynard emailed Bill Snow the text message log.
April 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Text message	None	None	Bill Snow texted that he was on vacation and to email Dean Cherkas.
April 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Text message	None	None	Dallas Maynard replied to Bill Snow's text that he will contact Dean Cherkas.
April 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Dean Cherkas, Consultation Director, Bill Snow, Marie Kootenay, Stoney Consultation Office	Email	None	None	Dallas Maynard emailed Dean Cherkas to organize a meeting to discuss the concerns and responses from Table 7-4. Dallas Maynard asked Dean Cherkas to provide some dates.



ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: May-June 2018

STONEY NAKODA (BEARSPAW) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Bill Snow, Stoney Tribal Administration / Marie Kootenay, Project Coordinator

Contact Phone Number: Office: 403-881-4760 Cell: 587-580-6212 / Office: 403-881-2618

Email: bills@stoney-nation.com / consultation@stoney-nation.com

Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
May 3, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Tribal Administration	Meeting	N/A	N/A	During a break in the Technical Advisory Group (TAG) meeting with the Canadian Environmental Assessment Agency (CEAA), Dallas Maynard spoke with Bill Snow about setting up a meeting to discuss Stoney Nakoda Nation's concerns and Alberta Transportations responses as presented in <i>Table 7-4 SR1 Specific Concerns and Responses</i> –



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						<i>Siksika Nation</i> (Table 7-4). Bill Snow indicated they would be looking at dates in June, and he would check and get back to Dallas Maynard. Dallas Maynard also requested a budget.
May 16, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Chris Goodstone, Loretta Holloway, Duane Wesley, Iona Beaver, Jennifer Bobrovitz, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed information about upcoming CEEA public information sessions. A copy of the advertisement was attached. He also indicated that the Environmental Impact Assessment (EIA) is now in its review period with the federal regulator and the public comment period is over May 31, 2018.
May 18, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Tribal Administration	Phone call	N/A	N/A	Bill Snow called Dallas Maynard to confirm Stoney Nakoda Nations were available June 4, 2018 for a meeting with Alberta Transportation to go over their concerns. The meeting will be at the Stoney Nakoda Resort, 10:00-4:00. Dallas Maynard requested a budget for the meeting be sent as soon as possible.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
May 21, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Chris Goodstone, Loretta Holloway, Duane Wesley, Iona Beaver, Jennifer Bobrovitz, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard confirmed the meeting for June 4, 2018 at the Stoney Nakoda Resort. He attached Table 7-4 from the EIA for reference. Dallas Maynard also indicated he would be away starting May 22, 2018, and asked that Bill Snow send a budget to Jennifer Hallson or Shayne Maynard.
May 21, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Chris Goodstone, Loretta Holloway, Duane Wesley, Iona Beaver, Jennifer Bobrovitz, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard sent a meeting invite for the June 4, 2018 meeting. A draft agenda was attached for review.
June 4, 2018	Seamas Skelly, Alberta Transportation Shayne Maynard, Jennifer Hallson, Alexandra Burchill, DEMA Land Services Clare Edwards, Colin Buchanan, Talina Cyr-Steenkamp, Elliot Terry, Stantec	Bill Snow, Chris Goodstone, Wesley Consultation Officer, Charles Rabbit, Wesley Nation Elder, Henry Holloway, Chiniki Nation Elder, Gilbert Francis, Bearspaw Nation Elder	Meeting	Charles Rabbit concerned that the rate of stabilization for fish will take longer than the expected three years and it will take a long time for them to acclimate to the conditions post-construction.	At the meeting, it was explained there would be a disruption and habitat loss in that area. Alberta Transportation will engineer rocks to give the fish areas of shelter. Stantec explained they would design the structure to ensure the fish have proper water speed and depth to move up-river.	A meeting was held at Stoney Nakoda Resort between Stoney Nakoda Nations, Alberta Transportation, and Stantec to discuss Stoney Nakoda Nations' concerns and Alberta Transportation's responses and proposed mitigation measures as in Table 7-4.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
				<p>Native fish species (mountain white fish, bull trout and cutthroat trout) should be included in the discussion on fish and fish habitat. These are species that First Nations traditionally subsided on and lands in SR1 were used as camping spots to access these fish resources. In addition, the Stony Nakoda are noticing a decrease in water levels which will have a further impact on fish habitat.</p>	<p>At the meeting, Stantec went over the fish species they found in the Elbow River and the proportion of each in different sections of the river. Stony Nakoda Nations will discuss at their next Elders meeting.</p>	
				<p>There is a concern with the lack of wildlife corridors and that the project will impact wildlife movement. Wildlife need space and the option to travel the corridors. This goes back to Elder memories because how the animals use the land today is similar to how they used the land in the past.</p>	<p>At the meeting, Stantec explained that they were revegetating the structure to make it easier for animals to walk across. When animals encounter these new structures, they will either be deflected around them or walk through them.</p>	
				<p>There is a concern using electrofishing and that fish will die during relocation. Stony Nakoda Nations would like Alberta Transportation to explore other ways of retrieving and relocating the stranded fish.</p>	<p>At the meeting, Alberta Transportation said they will look at methods of capturing fish and note the concern with electrofishing.</p>	

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				<p>Concern that there is a lack of long-term wildlife studies on the cumulative impacts the SR1 project would have to wildlife. These studies should address animal movement in the area.</p>	<p>At the meeting, Stantec explained they had a monitoring program planned with wildlife cameras to monitor long-term cumulative effects of the project on wildlife.</p>	
			<p>The Stoney Nakoda would like to mark the importance of the cultural assessment and place animal and plant studies into one cultural assessment as these topics relate to certain stories and wildlife behaviour. This relates to using cultural studies to look at animals and plant instead of relying only on scientific techniques.</p>	<p>None at this time.</p>		
				<p>There is a concern from the Stoney Nakoda Nation that the land they can practise Aboriginal Treaty Rights on is getting smaller with an increase in development. This has an impact on Aboriginal Rights.</p>	<p>At the meeting, Alberta Transportation explained there will be more land access through the eastern area of the project area and this is an area for potential grazing leases.</p>	

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				<p>There is a concern with emergency response preparedness and how emergencies would be communicated to the Stoney Nakoda Reserve (specifically for pipelines and utility lines).</p> <p>There is a concern that the SR1 area was used in the past for traditional activities, such as hunting, and camping and that this activity would be permanently altered by the Project.</p>	<p>At the meeting, Alberta Transportation said they will get information on what utility lines are in the area and who owns the lines. They will look into whether the regulator is AUC or the AER and investigate the emergency response plans of the utility companies.</p> <p>None at this time.</p>	
June 12, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Tribal Administration	Email	N/A	N/A	Jennifer Hallson emailed a cover letter from Alberta Transportation that accompanied a project summary, and provided links to the EIA on CEAA's and Alberta Transportation's websites, as requested at the June 4, 2018 meeting.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
June 14, 2018	Landon Reppert, Executive Director, Alberta Transportation	Bill Snow, Marie Kootenay, Stoney Tribal Administration	Letter	N/A	N/A	A USB flash drive with the August 2014-February 2017 revised Record of Consultation (ROC) logs and accompanying letter was sent via Express Post. The letter indicated that the ROC logs had been corrected and Stoney Nakoda Nation had 30 working days to review the ROC logs for any errors and omissions.
June 14, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Marie Kootenay, Stoney Tribal Administration	Email	N/A	N/A	Jennifer Hallson emailed a copy of the above June 14, 2018 letter that was accompanying the USB flash drive.



ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: July-August 2018

STONEY NAKODA (BEARSPAW) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Bill Snow, Stoney Tribal Administration / Marie Kootenay, Project Coordinator

Contact Phone Number: Office: 403-881-4760 Cell: 587-580-6212 / Office: 403-881-2618

Email: bills@stoney-nation.com / consultation@stoney-nation.com

Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
July 3, 2019	Landon Reppert, Executive Director, Alberta Transportation	Bill Snow, Stoney Tribal Administration	Postal delivery	N/A	N/A	The June 14, 2018 ROC package was delivered.
July 20, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Tribal Administration	Email	N/A	N/A	Jennifer Hallson emailed the meeting notes from the June 4, 2018 meeting for review.



Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
August 3, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation.	Bill Snow, Stoney Tribal Administration	Email	N/A	N/A	Jennifer Hallson emailed three cover letters (for each of the Bearspaw, Chiniki, and Wesley Nations) from Landon Reppert, Alberta Transportation that accompanied a USB flash drive with the March 2017-April 2018 Record of Consultation (ROC) logs and Specific Concerns and Response Table (SCRT). The letter indicated that the Stoney Nakoda Nations had 70 working days to review the ROC logs and SCRT for any errors and omissions. This 70 day review period was to begin on August 13, 2018.
August 3, 2018	Landon Reppert, Executive Director, Alberta Transportation	Bill Snow, Stoney Tribal Administration	Letter	N/A	N/A	A USB flash drive with the March 2017-April 2018 revised ROC logs and SCRT and accompanying letters were sent via Express Post.
August 9, 2018	Landon Reppert, Executive Director, Alberta Transportation	Bill Snow, Stoney Tribal Administration	Postal delivery	N/A	N/A	The August 3, 2018 ROC package was delivered.



ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: September-October 2018

STONEY NAKODA (BEARSPAW) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Bill Snow, Stoney Tribal Administration / Marie Kootenay, Project Coordinator

Contact Phone Number: Office: 403-881-4760 Cell: 587-580-6212 / Office: 403-881-2618

Email: bills@stoney-nation.com / consultation@stoney-nation.com

Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
September 10, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Tribal Administration	Text message	N/A	N/A	Dallas Maynard asked if Bill Snow had time to meet that day or the next to discuss SR1 and the additional work the Stoney Nakoda Nations wanted to do.
September 10, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Tribal Administration	Text message	N/A	N/A	Bill Snow replied and asked if Dallas Maynard could meet in Calgary at 10:00 am on Thursday (September 13, 2018).



Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
September 10, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Tribal Administration	Text message	N/A	N/A	Dallas Maynard replied he was available and asked Bill Snow where he would like to meet.
September 11, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Tribal Administration	Text message	N/A	N/A	Bill Snow texted that they could meet at the Grey Eagle Hotel.
September 11, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Tribal Administration	Text message	N/A	N/A	Dallas Maynard confirmed September 13, 2018 and 10:00 am at the Grey Eagle.
September 11, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed to confirm he had booked a room at the Grey Eagle Hotel for September 13, 2018 at 10:00 am, and that Mark Svenson and Seamas Skelly from Alberta Transportation would also be attending. He stated this meeting would be an opportunity to discuss and plan a strategy to complete the work Stoney Nakoda Nations would like to complete on the SR1 project, as well as the resources needed to complete the work.
September 11, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Dean Cherkas, Stoney Tribal Administration	Email	N/A	N/A	Dean Cherkas emailed a meeting invitation and thanked Dallas Maynard for arranging the meeting.

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September 11, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Tribal Administration	Email	N/A	N/A	Bill Snow emailed to confirm he and Dean Cherkas will be at the meeting.
September 13, 2018	Mark Svenson, Seamas Skelly, Alberta Transportation Dallas Maynard, DEMA Land Services	Bill Snow, Dean Cherkas, Stoney Tribal Administration	Meeting	Concerned that there are still no wildlife crossings for the project. Stoney Nakoda Nations would prefer an overpass over HWY 22.	At the meeting, Alberta Transportation described that the underpasses that will be created by the diversion channel crossings of HWY 22 and Township Road 242 have not been designed as designated wildlife underpasses; but, the design has included measures to accommodate the passage of wildlife that would otherwise cross over HWY 22. The HWY 22 underpass will have 3:1 slopes and be 24 m wide at the bottom. Gaps in the riprap armour on the bottom of the channel will be filled and surfaced with gravel.	A meeting was held between Stoney Nakoda Nations and Alberta Transportation to discuss the SR1 project and the further work Stoney Nakoda Nations were interested in undertaking.
				Expressed that hydrology was a concern of a former Chiniki consultation manager, and requested hydrology information.	At the meeting, Alberta Transportation responded that hydrology information had been shared in Sections 3A and 3B of the Environmental Impact Assessment (EIA). Alberta Transportation committed to providing the EIA material again.	

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September 14, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Marie Kootenay, Stoney Tribal Administration	Email	Minister Mason's comments in June 2018 were inappropriate and is seen as inadequate consultation.	N/A	Bill Snow emailed his comments after the September 13, 2018 meeting.
				Alberta Transporting does not have a good record in accommodating First Nation project concerns or sharing information.		
				There are no dedicated wildlife crossings for SR1 (the underpasses are not designed for wildlife).		
				Administrative and financial challenges posed by the CEAA funding process, which are embedding additional project administration and financing to First Nations.		
September 17, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed to ask permission to use the Traditional Land and Resource Use (TLRU) workshop notes from February 12, 2018 and March 20, 2018. The workshop notes were attached.
October 24, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard forwarded the link to Stantec's FTP site with March 2018 EIA to fulfill the

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						action item from the September 13, 2018 meeting to provide the EIA. He also requested a budget for any additional costs for the TUS.
October 26, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Stoney, Marie Kootenay Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed Bill Snow and Dean Cherkas the meeting notes from September 13, 2018 for review.

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ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: November-December 2018

STONEY NAKODA (BEARSPAW) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Bill Snow, Stoney Tribal Administration / Marie Kootenay, Program Coordinator

Contact Phone Number: 403-881-4760; Fax: 403-881-4250; Cell: 587-580-6212 / 403-881-2618

Email: bills@stoney-nation.com / consultation@stoney-nation.com

Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 22, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Marie Kootenay, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson emailed the cover letter from Crystal Damer, Alberta Transportation that accompanied a USB flash drive with the May 2018-October 2018 Record of Consultation (ROC) logs and Specific Concerns and Response Table (SCRT). The cover letter indicated that Stoney Nakoda Nations had 30 Government of Alberta working days to review the



Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
						ROC logs and SCRT for any errors and omissions. She indicated the package should be hand delivered that day.
November 23, 2018	James Bowker, DEMA Land Services for Alberta Transportation	Jarlene Beaver, Stoney Nakoda Nations	Personal delivery	N/A	N/A	James Bowker hand delivered the ROC package to Stoney Nakoda Nations. The package, addressed to Bill Snow, was left with Jarlene Beaver at the Stoney Tribal Administration office.
November 29, 2018	Crystal Damer, Alberta Transportation	Bill Snow, Marie Kootenay, Stoney Nakoda Nations	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 ROC will be submitted as part of this application.
November 30, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Marie Kootenay, Dean Cherkas, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson emailed a copy of the November 29, 2018 letter regarding the DMAF application.
December 3, 2018	Crystal Damer, Alberta Transportation	Bill Snow, Stoney Nakoda Nations	Postal delivery	N/A	N/A	The November 29, 2018 letter regarding the DMAF application was delivered by post.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
December 18, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Stoney Nakoda Nations	Email	N/A	N/A	Dallas Maynard emailed to inquire about a budget for the additional work (another site visit) Stoney Nakoda Nations would like to do. He also asked for meeting dates in January 2019.
December 19, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Stoney Nakoda Nations	Meeting	N/A	N/A	Prior to a meeting on another project, Dallas Maynard inquired about a budget for additional work and Bill Snow responded he would get that to Dallas Maynard. Dallas Maynard also asked about meeting in January. Bill Snow said they were booked up in January and suggested February 2019.
December 20, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Marie Kootenay, Dean Cherkas, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson emailed a copy of a letter dated December 19, 2018 from Alberta Transportation to the Aboriginal Consultation Office (ACO) regarding submission of the ROC from August 2014 to April 2018 to the ACO. Alberta Transportation was submitting the ROC for ACO to review. Bill Snow was copied on the letter.



ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: January-February 2019

STONEY NAKODA (BEARSPAW) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Dean Cherkas / Bill Snow
Contact Phone Number: 403-881-2789 / 403-881-4760
Email: dcherkas@stoney-nation.com / bills@stoney-nation.com
Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
January 9, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Stoney Nakoda Nation	Email	N/A	N/A	Dallas Maynard asked for an update on the budget for the completion of Stoney Nakoda Nation's Traditional Use Study (TUS) and additional work they would like to do.
January 11, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Stoney Nakoda Nation	Email	N/A	N/A	Dallas Maynard followed up on his January 9, 2019 email, requesting a budget and meeting dates.



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January 11, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Stoney Nakoda Nation	Email	N/A	N/A	Bill Snow suggested the weeks of February 18, 2019 and February 25, 2019 to meet.
January 11, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Stoney Nakoda Nation	Email	N/A	N/A	Dallas Maynard replied to Bill Snow to let him know he had asked for Alberta Transportation's availability during the week of February 18, 2019. He also asked for a budget for additional work and site visits Stoney Nakoda Nation wished to undertake for their TUS.
January 12, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Stoney Nakoda Nation	Email	N/A	N/A	Dallas Maynard confirmed any day the week of February 18, 2019 worked for Alberta Transportation to meet. He also asked for the budget for the meeting.
January 16, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson followed up on Dallas Maynard's January 12, 2019 email, asking for a meeting date the week of February 18, 2019.

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January 16, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Marie Kootenay, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson forwarded her email to Marie Kootenay, who was missed on the earlier emails.
January 17, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Stoney Nakoda Nation	Email	N/A	N/A	Bill Snow emailed that the only day the Stoney Nakoda Nation are available for the week of February 18, 2019 is February 22, 2019.
January 18, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Stoney Nakoda Nation	Email	N/A	N/A	Dallas Maynard confirmed Friday, February 18, 2019 for a meeting and asked for a budget for the meeting.
January 18, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Stoney Nakoda Nation	Email	N/A	N/A	Dallas Maynard changed the date in his previous email to Tuesday, February 22, 2019.
January 18, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Stoney Nakoda Nation	Email	N/A	N/A	Dallas Maynard corrected his previously two emails to confirm the meeting on Friday, February 22, 2019.
January 22, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Marie Kootenay, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a meeting invite for February 22, 2019.
January 23, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Stoney Nakoda Nation	Email	N/A	N/A	Bill Snow requested a time change for the February 22, 2019 meeting to 9 am to noon.

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January 23, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson confirmed the new meeting time and indicated she would update the meeting invite.
January 23, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Marie Kootenay, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson notified the meeting attendees that the time had changed to 9 am to noon.
January 23, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Marie Kootenay, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson updated the meeting invite with the new time of 9 am to noon.
January 23, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Stoney Nakoda Nation	Email	N/A	N/A	Dean Cherkas accepted the meeting invite for February 22, 2019.
January 23, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Bill Snow accepted the meeting invite for February 22, 2019.
January 23, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Chris Goodstone, Conal Labelle, Larry Daniels Jr., Marie Kootenay, Stoney Nakoda Nation	Email	N/A	N/A	Bill Snow emailed to request Chris Goodstone, Conal Labelle, and Larry Daniels Jr. attend the meeting on February 22, 2019. Jennifer Hallson was copied on the email.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
January 24, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Chris Goodstone, Conal Labelle, Larry Daniels Jr., Marie Kootenay, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson forwarded the meeting invite to Chris Goodstone, Conal Labelle, and Larry Daniels Jr.

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January 29, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Marie Kootenay, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson emailed a letter dated January 28, 2019 from Crystal Damer, Alberta Transportation. The letter requested that Stoney Nakoda Nation provide its views and perspectives on its Aboriginal and Treaty rights, cultural and experiential values, and country foods potentially affected by the project. The letter listed four specific topics that Alberta Transportation was requesting input on to respond to Canadian Environmental Assessment Agency (CEAA) IR2-01, IR2-02, and IR2-08. The specific information requests 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	Bill Snow, Marie Kootenay, Stoney Nakoda Nation	Letter	N/A	N/A	The January 28, 2019 letter requesting input for CEEA IRs was sent via registered mail.
January 29, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Marie Kootenay, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson requested a budget for the February 22, 2019 meeting.
January 31, 2019	Crystal Damer, Alberta Transportation	Bill Snow, Marie Kootenay, Stoney Nakoda Nation	Postal Delivery	N/A	N/A	The January 28, 2019 letter was delivered by post.
February 4, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Marie Kootenay, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a cover letter from Crystal Damer, Alberta Transportation, the SR1 Record of Consultation (ROC) logs, Specific Concerns and Response Table (SCRT), and supporting documents for November-December 2018 for the Bearspaw Band. The cover letter indicated there was a ten Government of Alberta (GoA) day period to review for errors or omissions. The cover letter also asked for any specific feedback on Alberta Transportation's responses and mitigation measures in column 4 of the SCRT.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
February 4, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Email delivery verification received.
February 4, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Marie Kootenay, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a cover letter from Crystal Damer, Alberta Transportation, the SR1 Record of Consultation (ROC) logs, Specific Concerns and Response Table (SCRT), and supporting documents for November-December 2018 for the Chiniki Band. The cover letter indicated there was a ten GoA day period to review for errors or omissions. The cover letter also asked for any specific feedback on Alberta Transportation's responses and mitigation measures in column 4 of the SCRT.
February 4, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Email delivery verification received.

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February 4, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Marie Kootenay, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a cover letter from Crystal Damer, Alberta Transportation, the SR1 Record of Consultation (ROC) logs, Specific Concerns and Response Table (SCRT), and supporting documents for November-December 2018 for the Wesley Band. The cover letter indicated there was a ten GoA day period to review for errors or omissions. The cover letter also asked for any specific feedback on Alberta Transportation's responses and mitigation measures in column 4 of the SCRT.
February 4, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Email delivery verification received.
February 14, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Marie Kootenay, Chris Goodstone, Conal Labelle, Larry Daniels Jr., Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent the draft agenda for the February 22, 2019 meeting. She asked for any comments.

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February 15, 2019	Amandah van Merlin, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Marie Kootenay, Stoney Nakoda Nation	Email	N/A	N/A	Amandah van Merlin followed up on Jennifer Hallson's January 29, 2019 email to ask for a budget for the February 22, 2019 meeting.
February 21, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Conal Labelle, Stoney Nakoda Nation	Email	N/A	N/A	Conal Labelle accepted the meeting invite.
February 22, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Nakoda Nation	Phone call	N/A	N/A	Dallas Maynard called Bill Snow at 9:15 am to inquire about the consultation meeting that was supposed to begin at 9:00 am. Dallas Maynard left a message stating Alberta Transportation was at the Stoney Nakoda Resort for the meeting and left his phone number.
February 22, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Nakoda Nation	Text message	N/A	N/A	Bill Snow texted Dallas Maynard at 9:30 am that he would be there in 30 minutes.
February 22, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Nakoda Nation	Text message	N/A	N/A	Dallas Maynard texted Bill Snow back "thank you."

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February 22, 2019	<p>Mark Svenson, Seamas Skelly, Alberta Transportation</p> <p>Jim Howell, Eliot Terry, Liam Mackle, Stantec</p> <p>Dallas Maynard, Alex Burchill, Amandah van Merlin, DEMA Land Services</p>	Bill Snow, Chris Goodstoney, Conal Labelle, Stoney Nakoda Nation	Meeting	<p>Alberta Transportation's mitigation measures for wildlife alleviated some of Stoney Nakoda Nation's concerns, but they would still prefer overpasses.</p>	<p>At the meeting, Alberta Transportation described the mitigation measures in place for wildlife, including fencing, vegetating slopes, and a remote camera monitoring program. They also showed a drawing of the bridge under HWY 22 and how it will be modified to promote wildlife movement.</p>	<p>Alberta Transportation, Stantec, and Stoney Nakoda Nation met to discuss the SR1 project. Stantec presented on wildlife mitigation measures, and Alberta Transportation presented on the utilities and pipelines within the project area, to address concerns previously brought up by Stoney Nakoda Nation. Alberta Transportation also presented on the proposed land use plan.</p>
				<p>Stoney Nakoda Nation have concerns about general emergency response planning, including with regards to pipelines.</p>	<p>At the meeting, Alberta Transportation indicated the emergency response plans for pipelines were the responsibility of the pipeline owners.</p>	
				<p>Stoney Nakoda Nation voiced concerns regarding any mercaptans that may have been added to the contents of the pipelines around the SR1 Project.</p>	<p>At the meeting, Alberta Transportation committed to looking into this.</p>	
				<p>Stoney Nakoda Nation is interested in participating in monitoring programs.</p>	<p>At the meeting, Alberta Transportation committed to continued discussions on this topic.</p>	

ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: March-April 2019

STONEY NAKODA (BEARSPAW) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Dean Cherkas / Bill Snow
Contact Phone Number: 403-881-2789 / 403-881-4760
Email: dcherkas@stoney-nation.com / bills@stoney-nation.com
Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
March 8, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Marie Kootenay, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson followed up on the January 28, 2019 letter to ask if Stoney Nakoda Nation was planning on responding to it. She indicated that Alberta Transportation was still interesting in obtaining their input.

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March 8, 2019	Amandah van Merlin, DEMA Land Services for Alberta Transportation	Bill Snow, Chris Goodstoney, Marie Kootenay, Stoney Nakoda Nations	Email	N/A	N/A	Amandah van Merlin provided copies of the presentations given at the meeting on February 22, 2019. This included the wildlife presentation, the land use presentation, and the map of the pipelines through the project area.
March 20, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson emailed to let Stoney Nakoda Nation know that due to the provincial election, consultation on the SR1 project would be paused until after the election.



ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: May-June 2019

STONEY NAKODA (BEARSPAW) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Dean Cherkas / Bill Snow
Contact Phone Number: 403-881-2789 / 403-881-4760
Email: dcherkas@stoney-nation.com / bills@stoney-nation.com
Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
May 6, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson emailed to update Stoney Nakoda Nations that Alberta Transportation was in the process of briefing the new Minister and would be in contact after the pause on consultation due to the provincial election was lifted.



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May 6, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	An automatic reply was sent from Bill Snow that he was out of the office until May 13, 2019.
May 6, 2019	Jason Kenney, Premier	Chief Darcy Dixon, Bears paw First Nation, Chief Aaron Young, Chiniki First Nation, Chief Clifford Poucette, Wesley First Nation	Letter	Stoney Nakoda Nations stated their objection to the SR1 project.	N/A	Stoney Nakoda Nations sent a letter of objection to Premier Jason Kenney, objecting to the SR1 project and other dam proposals. The letter stated their position that “no dams can be built on the upper Bow River and adjacent systems without the express consent of the Stoney Nakoda Nations” and that the “Stoney Nakoda Nations and the Government of Canada have veto over future dam projects.”
May 22, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	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 consultation due to the provincial election.

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May 22, 2019	Matthew Hebert, Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Letter	N/A	N/A	The May 21, 2019 letter ending the pause on consultation due to the provincial election was sent via registered mail.
May 22, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	From the Stoney Nakoda perspective, consultation has not started yet on this project.	N/A	Dean Cherkas emailed to state that from the Stoney Nakoda perspective consultation has not started yet and the proponent has only been information sharing. He asked for confirmation on what the May 21, 2019 letter means.
May 22, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Dean Cherkas emailed a copy of the letter to Premier Jason Kenney dated May 6, 2019.
May 24, 2019	Matthew Hebert, Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Postal delivery	N/A	N/A	The May 21, 2019 letter was delivered by post.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
May 31, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	See May 22, 2019 entry.	The letter detailed the consultation that has occurred since August 2014 with the Stoney Nakoda Nations, including 11 meetings and 11 days of site visits as well as providing the Record of Consultation logs for review. The letter also set out the main concerns raised by Stoney Nakoda Nations throughout the process, with the responses Alberta Transportation has provided at meetings. The letter stated Alberta Transportation was willing to meet to discuss Stoney Nakoda Nations' concerns further.	Jennifer Hallson emailed a letter dated May 30, 2019 from Matthew Hebert, Alberta Transportation. The letter responded to Dean Cherkas' May 22, 2019 email.
May 31, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Stoney Nakoda Nations	Email	N/A	N/A	An automatic reply from Dean Cherkas was received, stating he was out of the office May 28, 2019 to June 2, 2019.
May 31, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	An automatic reply from Bill Snow was received, stating he was out of the office until June 3, 2019.
May 31, 2019	Matthew Hebert, Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Letter	N/A	N/A	The May 30, 2019 letter was sent via registered mail.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
June 3, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Nakoda Nations	Email	See February 22, 2019 entry.	The pipelines in the Project area are regulated by the Alberta Energy Regulator (AER) (with the exception of TransCanada's lines which are regulated by the National Energy Board (NEB)). Their jurisdiction over the lines will be maintained within the footprint of SR1. If there are requirements for mercaptans or other additives to be placed in the lines then these would be the jurisdiction of those regulatory bodies. Pipelines within the footprints of the structures will be removed, and any pipeline abandoned within the reservoir footprint will be purged, plugged, and capped as per standard regulatory requirements.	Jennifer Hallson sent the meeting minutes from the February 22, 2019 meeting, along with responses to some of the action items and concerns. She also requested confirmation that, in regards to a discussion during the meeting, Stoney Nakoda Nations does not intend to submit a Traditional Use Study report.
June 4, 2019	Matthew Hebert, Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Postal delivery	N/A	N/A	The May 30, 2019 letter was delivered by post.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
June 5, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson sent a cover letter, the Record of Consultation (ROC) log, and Specific Concerns and Response Table (SCRT) for January-February 2019. She noted the supporting documents were too large to email so a USB was being sent.
June 5, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Stoney Nakoda Nations	Email	N/A	N/A	Email delivery verification received.
June 5, 2019	Matthew Hebert, Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Letter	N/A	N/A	A USB with the cover letter, ROC log, SCRT, and supporting documents was sent via registered mail.
June 10, 2019	Matthew Hebert, Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Postal delivery	N/A	N/A	The USB package was delivered by post.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
June 14, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	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 Alberta Environment and Parks, the Natural Resources Conservation Board, and the Canadian Environmental Assessment Agency. A link was provided where the documents could be downloaded. A project update newsletter was also attached.
June 14, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	An automatic reply was received from Bill Snow stating that he was out of the office until June 17, 2019.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
June 20, 2019	Matthew Hebert, Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	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 consultation, the additional hydrogeological modelling, and information on the responses to the information requests. A USB with all the responses to the regulators was included in the package.
June 24, 2019	Matthew Hebert, Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Postal delivery	N/A	N/A	The June 20, 2019 package was delivered by post.
June 25, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson sent a cover letter, the ROC log, SCRT and supporting documents for March-April 2019.
June 25, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Stoney Nakoda Nations	Email	N/A	N/A	Email delivery verification received.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
June 26, 2019	Ric McIver, Minister	Dean Cherkas, Stoney Nakoda Nations	Letter	N/A	N/A	Minister Ric McIver sent a letter in response to the May 6, 2019 letter to Premier Jason Kenney. The letter referenced Matthew Hebert's letter dated May 30, 2019, reiterating that Alberta Transportation remains committed to consulting with the Stoney Nakoda Nations on the SR1 project and expressing the desire to meet to discuss the project.

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ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: July-August 2019

STONEY NAKODA (BEARSPAW) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Dean Cherkas / Bill Snow
Contact Phone Number: 403-881-2789 / 403-881-4760
Email: dcherkas@stoney-nation.com / bills@stoney-nation.com
Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
July 29, 2019	Jennifer Hallson, DEMA Land Services on behalf of Matthew Hebert, Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson emailed a message from Matthew Hebert, Alberta Transportation, regarding a letter received on July 16, 2019 from the Canadian Environmental Assessment Agency (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

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
						discuss Alberta Transportation's responses to the CEAA, Alberta Environment and Parks, and Natural Resources Conservation Board information requests was made. The July 16, 2019 letter from CEAA was attached.
July 31, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson provided a cover letter from Matthew Hebert, Alberta Transportation, the Record of Consultation (ROC) log, Specific Concerns and Response Table (SCRT), and supporting documents for May-June 2019.
July 31, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Stoney Nakoda Nations	Email	N/A	N/A	Email delivery verification for the ROC package received.
July 31, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Email delivery verification for the ROC package received.

ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: September-October 2019

STONEY NAKODA (BEARSPAW) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Dean Cherkas / Bill Snow
Contact Phone Number: 403-881-2789 / 403-881-4760
Email: dcherkas@stoney-nation.com / bills@stoney-nation.com
Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
September 23, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson emailed a copy of a letter that requested information on any land management plans within Stoney Nakoda Nation's reserves and information regarding land use policies. This request was to aid in addressing an information request from the Canadian Environmental Assessment Agency (CEAA). The letter

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
						also offered a meeting to discuss.
September 23, 2019	Matthew Hebert, Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Letter	N/A	N/A	The September 23, 2019 letter was sent via registered mail.
September 25, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson emailed a cover letter, the Record of Consultation (ROC) logs, and Specific Concerns and Response Table (SCRT) updated for July-August 2019 (ROC Documents). She indicated the supporting documents were too large so would send them on a USB.
September 25, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Dean Cherkas, Stoney Nakoda Nations	Email	N/A	N/A	Delivery verification of the ROC Documents received.
September 25, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Delivery verification of the ROC Documents received.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
September 25, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Dean Cherkas, Bill Snow, Ryan Robb, Conal Labelle, Chris Goodstone, Duane Wesley, Hank Snow, Lenny Wesley, Charles Powderface, Brian Evans, Rob Shotclose, Ray Greenwood, Jennifer Bobrovitz, Cathy Arcega, Andre Buss, Stoney Nakoda Nations	Email	N/A	N/A	Dean Cherkas emailed to state that he believes the ROC Documents are “misleading and demonstrate a passive review of this project.” He requested an explanation on how the May 1, 2019 letter from the Stoney Chiefs to Premier Kenney (which was attached to the email) was addressed by Alberta Transportation and Premier Kenney. He indicated that Stoney Administration was evaluating their options on how to address SR1 as Stoney Nakoda Nations continues to object to the project.
September 26, 2019	Matthew Hebert, Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Letter	N/A	N/A	A USB with the cover letter, ROC log, SCRT, and supporting documents was sent via registered mail.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
October 1, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson emailed that there was a typo in the cover letter that accompanied the July-August 2019 ROC Documents. Due to this, the 10 day review period would restart the day following this email. She also indicated that Alberta Transportation was in the process of formulating a response to Dean Cherkas' September 25, 2019 email.
October 1, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Dean Cherkas, Stoney Nakoda Nations	Email	N/A	N/A	Email delivery verification ROC Documents typo email received.
October 1, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Email delivery verification ROC Documents typo email received.
October 2, 2019	Matthew Hebert, Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Postal delivery	N/A	N/A	The USB ROC package was delivered by post.
October 2, 2019	Matthew Hebert, Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Postal delivery	N/A	N/A	The September 23, 2019 letter was delivered by post.

October 7, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	<p>Jennifer Hallson emailed a copy of a letter dated October 7, 2019 responding to Dean Cherkas' September 25, 2019 email. The letter reiterated that Alberta Transportation has been consulting with Stoney Nakoda Nations since August 2014, supporting 11 days of site visits and a Traditional Use Study (TUS) that Stoney Nakoda Nations indicated they would not be submitting. The letter described how Alberta Transportation has met with Stoney Nakoda Nations 11 times to discuss the project and to understand concerns. Letters were also provided May 31, 2019 and June 26, 2019 that summarized concerns raised by Stoney Nakoda Nations and Alberta Transportation's responses to date, and proposed additional meetings. Alberta Transportation requested a meeting to discuss any further concerns. Finally, the contact information for the individual to contact regarding flood mitigation on the Bow River was provided in response to Stoney Nakoda Nation's concerns about the Bow River.</p>
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October 7, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Dean Cherkas, Stoney Nakoda Nations	Email	N/A	N/A	An autoreply was received the indicated Dean Cherkas was out of the office October 3-14, 2019.
October 7, 2019	Matthew Hebert, Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Letter	N/A	N/A	The October 7, 2019 letter was sent via registered mail.
October 15, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson emailed copies of figures requested at the February 22, 2019 consultation meeting, including wildlife mitigation figures and figures of the pipelines and utilities in the area. She also requested meeting dates to discuss any remaining concerns about the SR1 project.
October 17, 2019	Matthew Hebert, Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Postal delivery	N/A	N/A	The October 1, 2019 letter was delivered by post.
October 18, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson emailed to follow up on the September 23, 2019 letter requesting any land management plans. She also indicated Alberta Transportation would like to meet to discuss outstanding concerns and asked for dates.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
October 22, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	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 and requested a meeting to discuss.
October 22, 2019	Matthew Hebert, Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	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 on behalf of Alberta Transportation	Bill Snow, Dean Cherkas, Cathy Arcega, Stoney Nakoda Nations	Email	N/A	N/A	Bill Snow indicated that Stoney Nakoda Nations were available November 19 or 20, 2019 for a meeting in Morley.
October 23, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Bill Snow, Dean Cherkas, Cathy Arcega, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson confirmed November 19, 2019 worked for Alberta Transportation to meet and said DEMA would book a meeting room at the Stoney Nakoda Resort for 10:00 am – 4:00 pm. She also requested a budget for the meeting.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
October 28, 2019	Matthew Hebert, Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	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 on behalf of Alberta Transportation	Bill Snow, Dean Cherkas, Cathy Arcega, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson followed up to confirm of November 19, 2019 still worked for Stoney Nakoda Nations.
October 29, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Bill Snow, Dean Cherkas, Cathy Arcega, Stoney Nakoda Nations	Email	N/A	N/A	Bill Snow confirmed November 19, 2019 to meet, from 10:00 am to 12:00 pm.
October 29, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Bill Snow, Dean Cherkas, Cathy Arcega, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson thanked Bill Snow for confirming, and indicated she would send out a meeting invite. A draft agenda would be circulated closer to the date.
October 29, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Bill Snow, Dean Cherkas, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson sent out a meeting invitation for November 19, 2019.
October 29, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Dean Cherkas, Stoney Nakoda Nations	Email	N/A	N/A	Dean Cherkas accepted the meeting invitation.
October 30, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Bill Snow accepted the meeting invitation.



ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: November-December 2019

STONEY NAKODA (BEARSPAW) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Dean Cherkas / Bill Snow
Contact Phone Number: 403-881-2789 / 403-881-4760
Email: dcherkas@stoney-nation.com / bills@stoney-nation.com
Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 5, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	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	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 8, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	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	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Letter	N/A	N/A	The Project Update Letter was sent via registered mail.
November 12, 2019	Matthew Hebert, Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Postal delivery	N/A	N/A	The Project Update Letter was delivered via registered mail.
November 12, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson emailed a draft agenda for the November 19, 2019 meeting along with the draft Indigenous Participation Plan (IPP). She indicated Alberta Transportation hoped to have a document on future land use sent prior to the meeting as well.
November 15, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson emailed the draft future land use documents, including draft principles for future land use.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 19, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Bill Snow, Stoney Nakoda Nations	Phone call	N/A	N/A	Bill Snow called Jennifer Hallson to ask if there was a conference phone available for the meeting, as Dean Cherkas would be unable to make it in person. Jennifer Hallson said she was not at the meeting, but would touch base with Dallas Maynard to see if a phone could be organised.
November 19, 2019	Matthew Hebert, Mark Svenson, Alberta Transportation Elise Savard, Talina Cyr-Steenkamp, Richard Sparvier, Stantec Dallas Maynard, Amandah van Merlin, DEMA Land Services	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Meeting	Stoney Nakoda Nations reiterated that they were opposed to flood mitigation projects across the province including the SR1 project as stated in a letter sent to Alberta Transportation on May 6, 2019.	At the meeting, Alberta Transportation indicated a response had been sent to the May 6, 2019 letter and that the goal of this consultation process was to make sure concerns were noted so mitigation measures could be developed.	A meeting was held to discuss future land use and the draft IPP. A request for land management plans was also made as a follow up to the letter sent September 23, 2019. Stoney Nakoda Nations referenced two documents they committed to providing:

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				Stoney Nakoda Nations voiced concerns that the future land use principles did not include a piece on wildlife connectivity.	At the meeting, Alberta Transportation indicated they had met with Stoney Nakoda Nation many times to discuss wildlife connectivity, most recently on February 22, 2019. At the February 22, 2019 meeting, the changes made to the underpasses and culverts to increase wildlife connectivity had been highlighted. Alberta Transportation offered to discuss wildlife connectivity at another meeting.	the Final Draft Indigenous Knowledge Policy and a book on water rights by Kenichi Matsui. Stoney Nakoda Nations also requested the socio-economic sections of the Environmental Impact Assessment. The Aboriginal Consultation Office was in attendance. Alberta Transportation committed to review the water needs assessment completed by the Land use Secretariat [note: this document is unavailable to Alberta Transportation]; to review the planning principles used in the Indigenous Advisory and Monitoring Program as part of the TMX project; and to send the Socio-economic Impacts and Labour Forces Analysis from the EIA.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 19, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Stoney Nakoda Nations	Email	N/A	N/A	Bill Snow forwarded an email that included a letter from Richard Feehan, Minister of Indigenous Relations (dated March 12, 2019), and the Final Draft Indigenous Knowledge Policy, as discussed during the November 19, 2019 meeting.
November 19, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Stoney Nakoda Nations	Email	N/A	N/A	Bill Snow provided a link to a book he had mentioned during the November 19, 2019 meeting (<i>Native Peoples and Water Rights: Irrigation, Dams, and the Law in western Canada</i> by Kenichi Matsui)
December 6, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson emailed a cover letter, the Record of Consultation (ROC) logs, Specific Concerns and Response Table (SCRT), and supporting documents for September-October 2019.
December 6, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Dean Cherkas, Stoney Nakoda Nations	Email	N/A	N/A	Email delivery verification for the ROC logs, SCRT, and supporting documents received.
December 6, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Email delivery verification for the ROC logs, SCRT, and supporting documents received.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
December 10, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	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.
December 17, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson emailed the meeting minutes from the November 19, 2019 meeting for review. Also attached were the socio-economic sections of the Environmental Impact Assessment, as requested by Bill Snow at the November 19, 2019 meeting.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
December 17, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	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 CEAA's additional questions on Round 1 of the information requests. A link was provided to the responses on Alberta Transportation's website.

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ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: January-February 2020

STONEY NAKODA (BEARSPAW) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Dean Cherkas / Bill Snow
Contact Phone Number: 403-881-2789 / 403-881-4760
Email: dcherkas@stoney-nation.com / bills@stoney-nation.com
Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
January 30, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson emailed a cover letter, the Record of Consultation (ROC) logs, and Specific Concerns and Response Table (SCRT) for November-December 2019. She noted the supporting documents were too large so they would be mailed on a USB.



Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
January 30, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Stoney Nakoda Nations	Email	N/A	N/A	Email delivery verification for the ROC documents received.
January 30, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Email delivery verification for the ROC documents received.
February 4, 2020	Matthew Hebert, Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Letter	N/A	N/A	A USB with the cover letter, ROC logs, SCRT, and supporting documents was sent via registered mail.
February 28, 2020	Matthew Hebert, Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Postal delivery	N/A	N/A	The USB with the cover letter, ROC logs, SCRT, and supporting documents was delivered via registered mail.



ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: March-April 2020

STONEY NAKODA (BEARSPAW) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Dean Cherkas / Bill Snow
Contact Phone Number: 403-881-2789 / 403-881-4760
Email: dcherkas@stoney-nation.com / bills@stoney-nation.com
Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
March 23, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Nakoda Nations	Phone call	N/A	N/A	Jennifer Hallson called Bill Snow to check in about Stoney Nakoda Nations' status and ability to consult given the COVID-19 pandemic. There was no answer, so she left a message requesting a call or email back.



Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
April 14, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	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 consultation with Stoney Nakoda Nations.
April 23, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Nakoda Nations	Phone call	N/A	N/A	Jennifer Hallson called Bill Snow to inquire about his office's status now that the Aboriginal Consultation Office (ACO) had lifted the consultation pause. There was no answer, so she left a message requesting a call or email back.
April 24, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson followed up on her April 23, 2020 voicemail to check in and inquire what Stoney Nakoda Nations' office's work status was and what the best way to continue consultation activities would be.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
April 24, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Erin Slater, Stoney Nakoda Nations	Email	N/A	N/A	Bill Snow responded that Stoney Nakoda Nations has concerns regarding the ACO lifting the consultation pause, but Stoney Nakoda Nation continues to be consulted on various projects. He attached their 2020-2021 consultation rate sheet.
April 29, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson sent shapefiles of the SR1 project area and flood scenarios.

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ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: May-June 2020

STONEY NAKODA (BEARSPAW) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Dean Cherkas / Bill Snow
Contact Phone Number: 403-881-2789 / 403-881-4760
Email: dcherkas@stoney-nation.com / bills@stoney-nation.com
Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
May 6, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson emailed four draft monitoring plans (groundwater, surface water, vegetation and wetlands, and wildlife) for Stoney Nakoda Nation's review. She indicated Alberta Transportation welcomes written feedback and would also be available to discuss the plans in a meeting.



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May 11, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson emailed a cover letter, the Record of Consultation (ROC) logs, Specific Concerns and Response Table (SCRT), and supporting documents for January-February 2020.
May 11, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Stoney Nakoda Nation	Email	N/A	N/A	Email delivery verification for the ROC documents received.
May 11, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Email delivery verification for the ROC documents received.
May 12, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda 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.

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May 15, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson emailed a message from Matthew Hebert, Alberta Transportation, including 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 the four draft monitoring plans provided May 6, 2020 and continue discussions on future land use.
June 1, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson emailed a message from Matthew Hebert, Alberta Transportation regarding the filing of the first two of three parts of the Round 2 information requests from Alberta Environment and Parks and the Natural Resources Conservation Board.

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June 3, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a message from Matthew Hebert, Alberta Transportation with a link to the Spring 2020 Project Update. The Project Update outlined SR1's function as a significant component of the Government of Alberta's flood mitigation strategy for southern Alberta and Calgary, and its role working together with other flood mitigation projects such as the upgrades to the Glenmore Reservoir.
June 4, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson followed up to inquire if Stoney Nakoda Nation would be completing the Request for Information.
June 19, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson followed up again to inquire if Stoney Nakoda Nation would be completing the Request for Information.



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June 30, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a letter from Alberta Transportation regarding Fisheries and Oceans Canada and fish offsetting requirements for the SR1 Project, with an indication that they would like to meet in late July-August to discuss the options and get feedback from Stoney Nakoda Nation.

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ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: July-August 2020

STONEY NAKODA (BEARSPAW) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Dean Cherkas / Bill Snow
Contact Phone Number: 403-881-2789 / 403-881-4760
Email: dcherkas@stoney-nation.com / bills@stoney-nation.com
Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

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July 2, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson emailed a letter from Matthew Hebert, Alberta Transportation regarding the <i>Water Act</i> application for the SR1 Project. The letter described the application process and requested feedback on any potential adverse impacts that the <i>Water Act</i> approval may have on treaty rights and traditional uses. A plain language summary of the

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						<i>Water Act</i> application was attached.
July 3, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson emailed a message from Matthew Hebert, Alberta Transportation notifying Stoney Nakoda Nation that the third part of the provincial information requests package had been submitted Alberta Environment and Parks (AEP) and the Natural Resources Conservation Board (NRCB).
July 15, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson emailed a cover letter, the Record of Consultation (ROC) logs, Specific Concerns and Response Table (SCRT), and supporting documents for March-April 2020.
July 15, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Stoney Nakoda Nation	Email	N/A	N/A	Email delivery notification for the ROC documents received.
July 15, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Email delivery notification for the ROC documents received.

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July 15, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson indicated there was an error in the cover letter for the ROC documents, and that Stoney Nakoda Nation had 15 Government of Alberta days to review, not 10.
July 20, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson emailed a letter regarding the archaeological work being completed for the SR1 Project. The letter invited Stoney Nakoda Nation to observe the Historical Resources Impact Assessment (HRIA) work being completed. The letter requested confirmation of interest and indicated capacity funding was available.
July 22, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	See SCRT for detailed responses.	Jennifer Hallson emailed a package that included responses to concerns in the SCRT that either had no response or required an updated response. Alberta Transportation requested any feedback within 15 GOA days.

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July 22, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a message from Matthew Hebert, Alberta Transportation that notified Stoney Nakoda Nation that Alberta Transportation had responded to four out of five information requests from the Impact Assessment Agency of Canada (IAAC) on July 17, 2020. The Draft Fish Rescue and Fish Health Monitoring and Mitigation Programs (provided in Round 2 NRCB IR31, Appendix IR31-1) and the Draft Air Quality Management Plan (provided in Round 2 IAAC IR4-04, Appendix IR4-1) were attached.
July 24, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson followed up to inquire if Stoney Nakoda Nation planned to complete the Request for Information (RFI), sent on May 15, 2020.



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August 4, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson emailed a letter from Matthew Hebert, Alberta Transportation inviting Stoney Nakoda Nation to participate in group virtual meetings to review the draft monitoring plans, fish offsetting plans, and the <i>Water Act</i> application. The letter requested confirmation of Stoney Nakoda Nation's preference of group meetings or individual meetings by August 14, 2020.
August 31, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson emailed to provide an update on the archaeological work for the SR1 Project. The excavation and mitigation work had been postponed to the following year, and Alberta Transportation would contact Stoney Nakoda Nation at that time to offer an invitation to observe the work. Alberta Transportation had received the permit to conduct the HRIA work and would complete that this fall.

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August 31, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson emailed a cover letter, the ROC logs, SCRT, and supporting documents for May-June 2020.
August 31, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Stoney Nakoda Nation	Email	N/A	N/A	Email delivery notification for the ROC documents received.
August 31, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Email delivery notification for the ROC documents received.

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ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: September-October 2020

STONEY NAKODA (BEARSPAW) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Dean Cherkas / Bill Snow
Contact Phone Number: 403-881-2789 / 403-881-4760
Email: dcherkas@stoney-nation.com / bills@stoney-nation.com
Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

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September 3, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson emailed a questionnaire compiled by Alberta Transportation to request feedback on the six draft monitoring plans for the SR1 Project. An updated group meeting schedule was provided. An offer for capacity funding to review the monitoring plans was also made.



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September 8, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson inquired whether Stoney Nakoda Nation would be submitting the Request for Information (RFI) for the Indigenous Participation Plan (IPP) for the SR1 Project.
September 10, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a meeting invitation for the September 17, 2020 group meeting to discuss the draft Surface Water Monitoring Plan and the draft Fish Rescue and Fish Health Monitoring and Mitigation Program. An agenda was attached.
September 10, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Stoney Nakoda Nation	Email	N/A	N/A	Dean Cherkas declined the September 17, 2020 meeting invitation.
September 17, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a meeting invitation for the September 24, 2020 group meeting to discuss the draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan and the draft Wildlife Mitigation and Monitoring Plan. An agenda was attached.

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September 17, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Stoney Nakoda Nation	Email	N/A	N/A	An out of office reply was received from Dean Cherkas, stating he was out of the office September 11-25, 2020.
September 18, 2020	Amandah van Merlin, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Amandah van Merlin sent an update from Matthew Hebert, Alberta Transportation regarding public community information sessions that were occurring on September 24, 2020 and October 8, 2020.
September 21, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Cathey Arcega, Stoney Nakoda Nation	Email	N/A	N/A	Cathy Arcega accepted the September 24, 2020 meeting invitation. <i>Note: Cathy Arcega did not attend the September 24, 2020 meeting.</i>
September 24, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Cathey Arcega, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson emailed the presentations for the September 24, 2020 meeting to ensure anyone joining by phone could follow along.
September 24, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a meeting invitation for the October 1, 2020 group meeting to discuss the draft Groundwater Monitoring Plan and the draft Air Quality Management Plan. An agenda was attached.

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September 30, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Stoney Nakoda Nation	Email	N/A	N/A	Dean Cherkas declined the October 1, 2020 meeting invitation.
October 2, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a meeting invitation for the October 8, 2020 group meeting to discuss the <i>Water Act</i> application and the <i>Public Lands Act</i> application. An agenda was attached.
October 5, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a link to recently released renderings of what the SR1 Project components will look like, if approved and built, from different points on the landscape.
October 5, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a letter and summary from Matthew Hebert, Alberta Transportation regarding the <i>Public Lands Act</i> application. The letter noted that Alberta Transportation would like to consult regarding any potential adverse effects (if any) on Stoney Nakoda Nation's treaty rights and traditional uses.

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October 6, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a message from Matthew Hebert, Alberta Transportation regarding the Natural Resources Conservation Board (NRCB) providing notice to convene a pre-hearing conference (scheduled for December 2, 2020) for the SR1 Project. Alberta Transportation remains committed to ongoing consultation with Stoney Nakoda Nation.
October 7, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a message from Matthew Hebert, Alberta Transportation regarding the Business Readiness Workshop for the SR1 Project, scheduled for October 21, 2020. The message requested that Stoney Nakoda Nation provide any contact names for Stoney Nakoda Nation or member-owned companies that should be invited to the meeting.

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October 7, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Ryan Robb, Stoney Nakoda Nation Trevor Delorey, Trent Fequet, Shane Yamamoto, Steel River Group	Email	N/A	N/A	Dean Cherkas replied to Jennifer Hallson's October 7, 2020 email about the Business Readiness Workshop. Dean Cherkas stated that Stoney Nakoda Nation continues to object to the regulatory process and the Project. He included a contact for the Stoney Nakoda Nation partner Steel River Group who should be engaged on the economic opportunities for the SR1 Project and suggested Alberta Transportation contact Steel River Group to organise a meeting.
October 7, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a reminder email for the October 8, 2020 group meeting.
October 7, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Erin Slater, Stoney Nakoda Nation	Email	N/A	N/A	Dean Cherkas indicated he was double booked for October 8, 2020.
October 8, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson emailed the presentations for the October 8, 2020 meeting to ensure anyone joining by phone could follow along.

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October 8, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Ryan Robb, Stoney Nakoda Nation Trevor Delorey, Trent Fequet, Shane Yamamoto, Steel River Group	Email	N/A	N/A	Jennifer Hallson responded to Dean Cherkas' October 7, 2020 email. Alberta Transportation would be interested in meeting with Stoney Nakoda Nation and Steel River Group following the submission of the RFI. Submitting the RFI prior to meeting allows Alberta Transportation to review the information and interested companies and come prepared with specific information and questions.
October 9, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a meeting invitation for the Business Readiness Workshop (morning session).
October 9, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a meeting invitation for the Business Readiness Workshop (afternoon session).

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October 14, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson followed up on the <i>Water Act</i> and <i>Public Lands Act</i> information, provided July 2, 2020 and October 5, 2020 respectively, and if Stoney Nakoda Nation would like to meet to discuss the two applications and consult on potential adverse effects (if any) to their treaty rights or traditional uses.
October 16, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a message from Matthew Hebert, Alberta Transportation, that provided a link to the Fall 2020 Project Update for the SR1 Project.
October 19, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent the agenda for the Business Readiness Workshops occurring on October 21, 2020.
October 20, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a cover letter, the Record of Consultation (ROC) logs, Specific Concerns and Response Table, and supporting documents for July-August 2020.



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October 20, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Email delivery receipt for the July-August 2020 ROC documents received.
October 20, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Stoney Nakoda Nation	Email	N/A	N/A	Email delivery receipt for the July-August 2020 ROC documents received.
October 21, 2020	Matthew Hebert, Terra Cook, Yvonne Carignan, Jennifer Smid, Alberta Transportation Camille Kotke, Dan Marner, Dixie Bishop, Sara Stickland, Alberta Labour and Immigration Eric Monteith, Erin Bradley, Sarah Kemp de Gereda, Elise Savard, Michele Perret, Stantec Amandah van Merlin, DEMA Land Services	Trevor Delorey, Steel River Group	Meeting	None.	N/A	A Business Readiness Workshop was held to discuss employment opportunities for the SR1 Project.

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October 23, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a message from Matthew Hebert, Alberta Transportation regarding filing of a response to the Impact Assessment Agency of Canada (IAAC) regarding future land use for the SR1 Project. The email highlighted that the Government of Alberta will establish a First Nations Land Use Advisory Committee for the area, as well as identify a portion of land near the SR1 Project that can be used by First Nations as a staging area. The response to IAAC 4-05 was attached.
October 26, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Trevor Delorey, Shane Yamamoto, Steel River Group Dean Cherkas, Bill Snow, Ryan Robb, Stoney Nakoda Nation	Email	N/A	N/A	Trevor Delorey provided the RFI for Stoney Nakoda Nation.



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October 27, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Trevor Delorey, Steel River Group Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson emailed the presentation that was given at the Business Readiness Workshop on October 21, 2020. The email also included the information Alberta Transportation was looking for regarding interest and capacity for the construction work packages by November 16, 2020.
October 27, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Trevor Delorey, Shane Yamamoto, Steel River Group Dean Cherkas, Bill Snow, Ryan Robb, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson thanked Trevor Delorey for the RFI, and noted her last email had information that Alberta Transportation was looking for regarding interest and capacity for the construction work packages by November 16, 2020. She indicated if Steel River Group and Stoney Nakoda Nation wanted to meet with Alberta Transportation prior to providing that information to let her know.



ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: August-October 2014

STONEY NAKODA (CHINIKI) NATIONS

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Bill Snow, Stoney Tribal Administration
Contact Phone Number: 403-881-4760; Fax: 403-881-4250; Cell: 587-580-6212
Email: bills@stoney-nation.com
Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
August 18, 2014	Government of Alberta, Aboriginal Relations	Bill Snow, Consultation Manager, Stoney Tribal Administration	Initial Letter outlining the Springbank Off-Stream Storage Project	None	None	None
August 27, 2014	Syed Abbas, Director, Water Management Section, Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Notification Letter sent to Chiniki band by Registered Mail September 10, 2014	None	None	None
September 16, 2014	Terry McKitrick DEMA Land Services for Alberta Transportation	Pick up of Notification Letter at Morley Post Office	Confirmed Pick up by Chiniki band with signature	None	None	Notification Letter confirmed picked up by Chiniki band.



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September 19, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Marie Kootenay, Project Coordinator, Bill Snow, Consultation Manager, Stoney Tribal Administration	Email and Letter Response sent by Stoney Nakoda Nation	The Stoney Nakoda Nation confirmed the project and note that it does impact Stoney Treaty Rights and Traditional Uses in the proposed project area	None	Stoney Nakoda Nation require an agreement by TRANS due to intellectual property and protocol concerns (SIL Form). Marie Kootenay also requested dates for a meeting in October on behalf of Bill Snow.
September 19, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Marie Kootenay, Project Coordinator, Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	DEMA agreed to work at getting potential meeting dates and to provide Transportation responses on the SIL form and potential funding.
October 3, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration c/o Marie Kootenay, Project Coordinator	Email	None	None	Dallas M indicated to the Stoney Nation (Marie) that a meeting on Monday October 20, 2014 would work for TRANS.
October 6, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Marie Kootenay, Project Coordinator, Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Marie Kootenay confirmed Bill Snow would confirm the meeting location and time.
October 6, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email confirming meeting	None	None	The Stoney Nakoda Nation confirmed a meeting at the Super 8 in Cochrane on Oct. 20, 2014 at 1:00 PM.
October 7, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Confirmed receipt of meeting notice and identified sharing the agenda.

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October 16, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email SIL Form as requested by Stoney NN.	None	None	Dallas Maynard sent Bill Snow the completed SIL form. Dallas Maynard also included the attendees from Alberta Transportation and DEMA who would be present at the October 20, 2014 meeting, and indicated DEMA will be taking meeting notes that will be circulated for review after the meeting.
October 20, 2014	Dallas Maynard, DEMA Land Services and Mark Svenson for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration, Chris Goodstoney,	MEETING at Super 8 Cochrane AB	<p>Stoney Nakoda Nation confirmed the project is in their Traditional Territory. They want to be able to complete an internal Cultural Review of the project area with Elders</p> <p>Bill Snow inquired about the oil pipelines that cross the SR1 lands and what would happen to them as part of SR1.</p> <p>Bill Snow indicated that Aboriginal Relations policy does not apply to private lands. He also indicated that the Stoney Nakoda Nations will want to undertake a Cultural Assessment of the Springbank Project Area.</p>	<p>Mark Svenson responded the pipelines would likely be relocated, however no definite answer was provided as the project was just starting and the engineering work had not been completed to formally answer this question.</p>	M Svenson provided an overview of the SR-1 project to date and W. Snow will provide TRANS with a budget for the Cultural Study by Nov. 15, 2014.

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October 23, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Provided the SR-1 Project EIA TOR out for public comment to Bill Snow.

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ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: November-December 2014

STONEY NAKODA (CHINIKI) NATIONS

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Bill Snow, Stoney Tribal Administration
Contact Phone Number: 403-881-4760; Fax: 403-881-4250; Cell: 587-580-6212
Email: bills@stoney-nation.com
Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

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November 14, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	The draft meeting notes for the October 20, 2014 meeting with the Stoney Nakoda Nation were sent for their review and comment. In addition, the web link to the conceptual engineering studies completed by AMEC on the SR-1 Project were included in the e mail.
November 29, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email with SR-1 Article Attachments	None	None	The SR-1 Article developed by AESRD and Stantec map sent to the Stoney Nakoda Nation for potential publication.



ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: January-February 2015

STONEY NAKODA (CHINIKI) NATIONS

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January 20, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	As a courtesy sent the Public Consultation meeting Notification for the SR-1 scheduled for Calgary (Jan 27) and Cochrane (Jan 28)
February 9, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	SR-1 Update on the status of access provided to the Stoney Nakoda Nation (Bears paw, Chiniki and Wesley Bands).



ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: March-April 2015

STONEY NAKODA (CHINIKI) NATIONS

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March 10, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	DEMA provided an update on the SR-1 Project and informed Stoney Nakoda Nation of planned Public Open Houses on SR-1 and provided a link to download January 2015 Open House story boards. Stoney Nakoda Nations were informed that Alberta Transportation still had no access to the SR1 lands.

ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: May-June 2015

STONEY NAKODA (CHINIKI) NATIONS

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June 15, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	The Stoney Nakoda Nations were informed there had been no change to the SR1 project, the current government was being briefed and no decision on the project had been made by the Government of Alberta.
June 15, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Bill Snow thanked Dallas for the update and informed him that the new Consultation Officer was Chris Clarke.



ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: July-August 2015

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No communication during this time period.						





ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: September-October 2015

STONEY NAKODA (CHINIKI) NATIONS

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September 28, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Status update provided to the Stoney Nakoda Nation that there was no change in the status of the SR1 and it was still on hold.



ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: November-December 2015

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November 25, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Provided Transportation's most recent conceptual drawings which described the downstream diversion being planned for the Springbank SR-1 Project. Confirmed that access still not available.



ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: January-February 2016

STONEY NAKODA (CHINIKI) NATIONS

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No communication during this time period.						



ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: March-April 2016

STONEY NAKODA (CHINIKI) NATIONS

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March 24, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Informed the Stoney Nakoda Nation (Bears paw, Chiniki, Wesley Bands) that the Province of Alberta had secured access to the SR-1 which included government links re SR-1.
April 11, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Provided a digital file for the latest SR-1 Map. Requested a meeting with the Stoney Nakoda Nation (Bears paw, Chiniki, Wesley) in May 2016.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
April 12, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Letter with SR1 Map enclosures	None	None	Three hard copies of the most recent SR-1 Maps (previously sent digitally) were sent to Bill Snow's attention.
April 12, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Bill Snow responded asking if May 3, 2016, was a good day to meet on the SR-1 Project.
April 12, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Dallas Maynard responded that Transportation was meeting with the Stoney Nation on that day on another consultation file and suggested May 2 or 4, 2016.
April 28, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Dallas Maynard emailed to confirm the next meeting date and also enclosed a link to a video flyover developed for the SR-1.

ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: May-June 2016

STONEY NAKODA (CHINIKI) NATIONS

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May 4, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Dallas Maynard emailed to ask Bill Snow to bring a map of the SR1 project to the meeting later that day.
May 4, 2016	Mark Svenson, Alberta Transportation Dallas Maynard, Shayne Maynard, Michael Cearns, DEMA Land Services for Alberta Transportation Sarah Kemp de Gerda, Stantec	Bill Snow, Consultation Manager, Stoney Tribal Administration, Lenny Wesley, Consultation Officer Chris Goodstoney, Consultation Officer	Meeting with Stoney Nakoda Nations (Bears paw, Chiniki and Wesley Bands) at the Chiniki Restaurant Meeting Room on HWY #1 at Morley.	The Stoney Nakoda representatives indicated the need to do research in the river valleys, the Bow River was mentioned a need to do more testing. The Stoney Nakoda representatives spoke of doing a		Sarah Kemp de Gerda, attended the meeting for Stantec, and provided an overview of the SR1 Environmental Assessment being undertaken for the project. Sarah focused on the segment of the EIA that required input from First

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				<p>Ceremony in the SR1 project area.</p> <p>Bill Snow asked if the SR1 project would include any wildlife crossings. He also inquired about fencing.</p> <p>Bill Snow emphasized the importance of wildlife crossings and was concerned that if not properly managed could be a problem for the SR1 project</p> <p>Bill Snow stated there are two different trap lines out there and their members use the area for trapping but did not specify their locations.</p> <p>Request for a Traditional Use Study to understand how concerns will fit into SR1 design.</p>	<p>Mark Svenson responded that the design of the SR1 diversion channels and the earthen dam would be designed to allow the passage of wildlife along the Elbow River. Mark responded that there will likely be some fencing on the SR1 Project.</p>	<p>Nations related to traditional ecological knowledge.</p>
May 9, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email exchange	None	None	Bill Snow, informed Dallas Maynard that the Stoney would need to issue a file set-up fee for the SR-1 Project. Dallas exchanged emails and requested clarification on the file fee.

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May 10, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Alberta Transportation notified the Stoney Nakoda Nations that CEAA had accepted the project description and provided the CEAA project review timelines along with a link to CEAA's website. Also notified the Stoney Nakoda Nations about Alberta Transportation's upcoming Public Open Houses and provided the link with information on SR1.
May 13, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Phone Call	None	None	Further to previous emails Bill Snow called Dallas Maynard to discuss the \$500 file fee. After some discussion, it was agreed that the budgets being submitted would contain the fee for Transportation's consideration.
May 20, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Requested a copy of the "Record of Consultation".
May 20, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Dallas responded that the SR-1 Consultation Log with the Stoney Nakoda Nations would be forwarded on the following Tuesday when he was back in the office.

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May 23, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email with SR-1 Links	None	None	Transportation shared two links on SR-1, the first was the updated Fly-over animation of the Springbank Off-stream diversion for the Elbow River; the second was the link for the CEAA website.
May 24, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email with the attached Consultation Log.	None	None	After a request from the Stoney Nakoda Nation the "Record of Consultation" was forwarded to Bill Snow.
June 2, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Marie Kootenay, Project Coordinator, Stoney Consultation Office	Email	None	None	Stoney Tribal Administration Invoice 0040-A000059 for a File set up fee. Paid July 22, 2016 by DEMA cheque 010630.
June 3, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Marie Kootenay, Project Coordinator, Stoney Consultation Office	Email	None	None	DEMA responded that the Stoney invoice would be submitted for approval.

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June 8, 2016	Canadian Environmental Assessment Agency and Mark Svenson for the Government of Alberta	Britta Eriksson, Head, Litigation Support, Rae & Company for Bill Snow, Consultation Manager, Stoney Tribal Administration	Email with attached letter	<p>The Stoney Nakoda Nations expressed concerns to their Treaty Rights and traditional uses of lands in the Project area.</p> <p>Concerns were expressed for the Stoney Nakoda cultural practices, their current use of lands and resources for traditional purposes, the effect on water and wetlands for wildlife, fish, birds and vegetation.</p> <p>Concerns expressed that the proposed SR1 project will drive away or minimize the availability of bird, fish and wildlife,</p> <p>Concerns that the SR1 project will act as a barrier to the migration of wildlife and fish.</p> <p>Concerns over the lack of wildlife crossings on the SR1 project.</p> <p>The Stoney Nakoda Nation feel a Cultural Use Study, a Stoney Hydrology report, and a wildlife impact study are required.</p>	None provided at this time pending final review of the EIA and receipt of the Stoney Nakoda Nation Traditional Use Study.	The Stoney Consultation office sent a letter to the CEAA and to Alberta Transportation (Mark Svenson) expressing concerns on the SR1 Project and highlighting requirements for a Cultural Use Study and Hydrology Study at SR-1.

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June 9, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Dallas Maynard confirmed the File Set-up invoice for SR-1 was approved by TRANS. A request was made to Bill Snow to help set up a meeting with Stoney Nakoda Chiefs and CEOs to brief them on the SR-1 Project in accordance with the direction of Minister Mason to Dallas Maynard on May 18, 2016.
June 23, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Emails	None	None	The email informed the Stoney Nakoda Nations that the CEAA had decided that a federal EIA was required for SR-1.
June 23, 2016	Shauna Sigurdson, Regional Director Prairie and Northern Region Environment Canada	Chief Aaron Young, Chiniki FN, with c.c. Bill Snow	Letter with enclosed draft EIS Guidelines	None	None	The letter provided the draft EIS requesting comments by July 25, 2016 and indicated that once the EIS is finalized CEAA will propose a Consultation plan for Bearspaw, Chiniki and Wesley Nations.

ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: July-August 2016

STONEY NAKODA (CHINIKI) NATIONS

Contact Information received from Indigenous Relations Website as updated

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July 3, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email with attached May 4 th Meeting Notes in MS Word	None	None	The Draft Meeting Notes taken by TRANS at the May 4, 2016 SR-1 Consultation meeting at the Chiniki Restaurant were sent to Bill Snow and SNN for their review & comment.
July 21, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Marie Kootenay, Project Coordinator, Stoney Consultation Office	Email exchange	None	None	Due to a possible Postal Strike an exchange of emails occurred related to the delivery of payments for SNN invoices from DEMA to the SNN.

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July 22, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Regular Mail with Tracking	None	None	DEMA mailed the payment of the \$500 File Set up fee for the SR-1 (STA Invoice 0040-A000059 and DEMA Cheque 010630) which has been received on July 25, 2016.
July 27, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration SNN CEOs Lyndsay Blackett (Chiniki), Hopeton Loudon (Wesley) and Rob Shotclose (Bears paw).	E Mail and Phone calls to Lyndsay Blackett (for contact information on SNN CEOs) Information was provided.	None	None	The email made two requests. First was to request budgets from SNN for work they planned on the SR-1 and Site Visit Dates. Second Dallas Maynard requested meeting dates with the CEOs to brief the SNN CEOs on SR-1. No phone log available.
July 28, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Marie Kootenay, Project Coordinator, Stoney Consultation Office	Email	None	None	Dallas Maynard responded that the recent DEMA cheque had been mailed and our tracking showed it was received and cashed by SNN. DEMA again requested SR-1 Budgets
August 17, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Phone Call	None	None	Dallas Maynard called Bill Snow's Cell, received no answer and left a message to call back regarding SR-1.

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August 19, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Phone Call	None	None	Bill Snow called back and Dallas Maynard requested budgets for the SNN Site Visits to SR-1. Dallas mentioned Minister Mason's commitment during a May conference call with SNN Chief Aaron Young and CEO Lindsay Blackett for Transportation to meet with the three CEO's. Bill suggested this should occur following the Site Visits.
August 22, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email exchange	None	None	Bill Snow confirmed the budgets required by Transportation and indicated that SR-1 would require 10 days of Site Visits. While closure dates were mentioned for two other Transportation consultations Dallas confirmed that the SNN had estimated 10 Site Visit dates and that there was no proposed closure date for the SR-1 Consultation.

ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: September-October 2016

STONEY NAKODA (CHINIKI) NATIONS

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September 13, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email with attachments ESRD SR-1 final; EIA TOR; CEAA EIS Guidelines; CEAA June 23, 2016 letters to SNN.	None	None	Dallas Maynard requested budgets from the SNN for the SR-1 Site Visits. Correspondence and EIA and EIS TOR/guidelines attached to the email.
September 26, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Phone Call Exchange	None	None	Dallas Maynard received a call from Bill Snow to discuss preparations to move forward with the Site Visits onto the SR-1.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
September 30, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	As a follow up to the September 26 th phone discussions Dallas Maynard again requested a budget from the SNN so the Site Visits could commence as soon as possible. A link to the digital copy of the SR-1 Map was included in the email.
October 7, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	As no Site Visit budget, had been received Dallas Maynard offered to meet with the SNN to plan their Site Visits. Indicated the importance of hearing any potential concerns on current practice of Treaty Rights and Traditional uses at the SR-1 project site. Again, requested a SR-1 Site Visit budget.
October 7, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	The Stoney Nakoda Nation emailed their budget for the SR1 TUS Study for Transportation's approval.
October 7, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email with attached budget and subsequent email exchanges	None	None	Dallas Maynard provided comments and asked for clarification on the TUS budget.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
October 13, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Dallas Maynard inquired if Bill Snow was available to meet at their Morley office to review the SNN Site Visit budget.
October 13, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration,	Email	None	None	Bill Snow emailed to reply that he was out of the office and was available for a call at 2:00.
October 13, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Chris Goodstoney, Consultation Technician	Meeting at the SNN Consultation Office at Morley AB.	None	None	Dallas Maynard dropped into the SNN Morley Office and had an impromptu meeting with Chris Goodstoney regarding the SNN Site Visit Budget and suggested several areas in the budget that might need changes.
October 13, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration,	Phone call	None	None	Bill Snow called Dallas Maynard on the phone and promised to get a revised budget to Transportation which included at least 11 days.
October 14, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email with attached revised SR-1 Budget	None	None	Bill Snow provided the revised SR-1 Budget for the SNN Traditional Use Study.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
October 16, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Dallas Maynard confirmed that Transportation had approved the SNN SR-1 Budget presented October 14, 2016. Requested that the SNN contact DEMA as soon as possible to arrange the drive through of the SR-1.
October 17, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Chris Goodstone, Consultation Technician	Phone Call	None	None	Dallas Maynard called Chris Goodstone to arrange the drive through and to set up the SR-1 Site Visits.
October 18, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Bill Snow indicated that the SNN will commence the Site tour for the SR-1 on October 20, 2016. Confirmed meeting at the Petro Canada (HWY #1/HWY #22) at 9:00 AM. Tentatively to start the Site Visits Monday October 24, 2016
October 18, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Dallas Maynard confirmed the meetings on Site at SR-1 and indicated that Seamas Skelly from Transportation and Paul Phillips from DEMA would be the field contacts and would be on site for the Site Visits.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
October 20, 2016 Site Visit Day #1 – Drive Through SR-1	Seamas Skelly, Transportation, Dallas Maynard, Paul Phillips, Michael Cearns, DEMA Land Services	Bill Snow, Consultation Manager, Stoney Tribal Administration Chris Goodstone, Sam Ear Lenny Wesley, Elliott Lefthand, Larry Daniels (JR) Melvin Beaver, Charles Powderface, Henry Holloway, Charles Rabbit	Site Visit Day 1 – Drive through the SR-1 Site on Public Roads	None	None	Drive through the SR-1 from the Public Road Allowances to familiarize the Stoney Nakoda Nations on the SR1 Project.
October 24, 2016 Site Visit Day #2 Inspected Properties #20 # 21, #22, #24, # 25	Seamas Skelly, Transportation, Dallas Maynard, Paul Phillips, Michael Cearns, DEMA Land Services	Bill Snow, Consultation Manager, Stoney Tribal Administration (not onsite) Chris Goodstone, Sam Ear Lenny Wesley, Elliott Lefthand, Larry Daniels (JR) Melvin Beaver, Charles Powderface, Henry Holloway, Charles Rabbit	Site Visit Day 2 See photos showing the wooded area on Property #21, near the unnamed creek.	None	None	The Stoney Nakoda Nations Inspected the Lands adjacent to the no name creek along the outfall from the proposed dry reservoir.
October 25, 2016 Site Visit Day #3 Inspected Properties #85, #86, # 9, and #6	Seamas Skelly, Transportation, Dallas Maynard, Paul Phillips, Michael Cearns, DEMA Land Services	Bill Snow, Consultation Manager, Stoney Tribal Administration (not onsite) Chris Goodstone, Sam Ear Lenny Wesley, Elliott Lefthand, Larry Daniels (JR) Melvin Beaver, Charles Powderface, Henry Holloway, Charles Rabbit	Site Visit Day 3 See photos showing the grassy meadow area near which is part of the diversion channel on property #6.	None	None	The Stoney Nakoda Nations Inspected Properties #85, #86, # 9, and #6.

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October 26, 2016 Site Visit Day #4 Inspected Properties #1, #4, #86	Seamas Skelly, Transportation, Dallas Maynard, Paul Phillips, Michael Cearns, DEMA Land Services	Bill Snow, Consultation Manager, Stoney Tribal Administration (not onsite) Chris Goodstone, Sam Ear Lenny Wesley, Elliott Lefthand, Larry Daniels (JR) Melvin Beaver, Charles Powderface, Henry Holloway, Charles Rabbit	Site Visit Day 4	Stoney representatives were showed what was described as an old campsite and the "Old Stoney Trail" on Property #1 (Mary Robinson).	None	The Stoney Nakoda Nations Inspected Properties #1, #4, #86.
October 26, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Dallas Maynard emailed Bill Snow regarding their omission of the cost for Elders meetings away from the SR-1 Site Visits. DEMA requested that Bill Snow provide a revised budget to include the additional costs.
October 27, 2016 Site Visit Day #5 Inspected Property #19	Seamas Skelly, Transportation, Dallas Maynard, Paul Phillips, Michael Cearns, DEMA Land Services	Bill Snow, Consultation Manager, Stoney Tribal Administration (not onsite) Chris Goodstone, Sam Ear Lenny Wesley, Elliott Lefthand, Larry Daniels (JR) Melvin Beaver, Charles Powderface, Henry Holloway, Charles Rabbit	Site Visit Day 5	None	None	The Stoney Nakoda Nations Inspected Properties #19

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October 28, 2016 Site Visit Day #6 Snowing and Site Conditions bad, Site visit called off.	Seamas Skelly, Transportation, Dallas Maynard, Paul Phillips, Michael Cearns, DEMA Land Services	Bill Snow, Consultation Manager, Stoney Tribal Administration (not onsite) Chris Goodstone, Sam Ear Lenny Wesley, Elliott Lefthand, Larry Daniels (JR) Melvin Beaver, Charles Powderface, Henry Holloway, Charles Rabbit	Site Visit Day 6	None	None	The Stoney Nakoda Nation and Transportation showed up, however weather conditions not suitable for any inspection.
October 30, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email Exchange	None	None	Bill Snow provided the revised SR-1 Budget that included the follow up Elders Meetings away from the SR-1 Site Visits. Dallas Maynard responded that the revised budget had been forwarded to Alberta Transportation. Bill confirmed that they would be out on the SR-1 on October 31, 2016.
October 31, 2016 Site Visit Day #7 Inspected Properties #16 and #17	Seamas Skelly, Transportation, Dallas Maynard, Paul Phillips, Michael Cearns, DEMA Land Services	Bill Snow, Consultation Manager, Stoney Tribal Administration (not onsite) Chris Goodstone, Sam Ear Lenny Wesley, Elliott Lefthand, Larry Daniels (JR) Melvin Beaver, Charles Powderface, Henry Holloway, Charles Rabbit	Site Visit Day 7 See Photos showing the Diversion Channel and Dry Reservoir on properties #16 and #17.	None	None	The Stoney Nakoda Nations Inspected Properties #16 and #17.

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October 31, 2016	Wayne Massing, Stoney Nakoda Tribal Council	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Bill Snow informed SNN Finance that the revisions for SR-1 had been approved and cc Dallas Maynard.

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ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: November-December 2016

STONEY NAKODA (CHINIKI) NATIONS

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Bill Snow, Stoney Tribal Administration
Contact Phone Number: 403-881-4760; Fax: 403-881-4250; Cell: 587-580-6212
Email: bills@stoney-nation.com
Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 1, 2016 Site Visit Day #8 Inspected Properties #25 and #33	Seamas Skelly, Transportation, Dallas Maynard, Paul Phillips, Michael Cearns, DEMA Land Services	Bill Snow, Consultation Manager, Stoney Tribal Administration (not onsite) Chris Goodstoney, Sam Ear Lenny Wesley, Elliott Lefthand, Larry Daniels (JR) Melvin Beaver, Charles Powderface, Henry Holloway, Charles Rabbit	Site Visit Day 8	None	None	The Stoney Nakoda Nations Inspected Properties #25 and #33.

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November 2, 2016 Site Visit Day #9 Inspected Properties #46 and #49	Seamas Skelly, Transportation, Dallas Maynard, Paul Phillips, Michael Cearns, DEMA Land Services	Bill Snow, Consultation Manager, Stoney Tribal Administration (not onsite) Chris Goodstone, Sam Ear Lenny Wesley, Elliott Lefthand, Larry Daniels (JR) Melvin Beaver, Charles Powderface, Henry Holloway, Charles Rabbit	Site Visit Day 9 See Photos showing property #49 within the footprint of the Dry Reservoir.	None	None	The Stoney Nakoda Nations Inspected Properties #46 and #49.
November 3, 2016 Site Visit Day #10 Inspected Properties #35, #32 and #39	Seamas Skelly, Transportation, Dallas Maynard, Paul Phillips, Michael Cearns, DEMA Land Services	Bill Snow, Consultation Manager, Stoney Tribal Administration (not onsite) Chris Goodstone, Sam Ear Lenny Wesley, Elliott Lefthand, Larry Daniels (JR) Melvin Beaver, Charles Powderface, Henry Holloway, Charles Rabbit	Site Visit day 10 See Photos showing property #32 within the footprint of the Dry Reservoir.	None	None	The Stoney Nakoda Nations Inspected Properties #35, #32 and #39.
November 4, 2016 Site Visit Day #11 Inspected Walked Properties #38, and looked at #37 and #38 from the east side of Property #38.	Seamas Skelly, Transportation, Dallas Maynard, Paul Phillips, Michael Cearns, DEMA Land Services	Bill Snow, Consultation Manager, Stoney Tribal Administration Chris Goodstone, Sam Ear Lenny Wesley, Elliott Lefthand, Larry Daniels (JR) Melvin Beaver, Charles Powderface, Henry Holloway, Charles Rabbit	Site Visit Day 11	None	None	The Stoney Nakoda Nations Inspected Properties #38, and looked at #37 and #38 from the east side of Property #38.

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November 4, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Dallas Maynard formally informed Bill Snow that all of the Stoney Nakoda Nations budgets for SR-1 had been approved by Transportation. Dallas Maynard also offered to arrange a meeting with Alberta Transportation if Stoney Nakoda Nations wished them to attend a meeting with their Elders and consultation team.
November 12, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Dallas Maynard provided the test drill locations on the SR-1 completed as part of the Environmental Assessments. Transportation confirmed they were available to meet with the SNN if requested following the Site Visits. Requested the invoice for the SNN Site Visits.
December 2, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	As a follow up to the previous correspondence indicated Transportation was available to attend any meetings at SNN re SR-1 and requested an invoice for the SR-1 Site Visits.

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December 9, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Dallas Maynard inquired on potential meeting dates when Transportation could meet to discuss the SNN Traditional Use Study and to discuss the Traditional Knowledge and Traditional land uses required by the CEAA EIS. Requested an Invoice from the SNN regarding their TUS Costs.
December 9, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Transportation informed the SNN regarding environmental assessment that was being completed at McLean Creek. It was explained the MC1 work was related to the SR-1 project.
December 9, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	In response to MC1 Bill Snow requested that the project designers will also include wildlife crossing options into their assessment.	None	None

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December 9, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	In response to the SR-1 correspondence Bill Snow indicated that the lack of response to emails was due to the elections that were recently held by one of the SNN Nations. SNN indicated they would be meeting with the Elders on SR-1 and that they would have their administration send the SR-1 TUS invoice.
December 11, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	DEMA thanked Bill Snow for his update. A commitment was made to have Transportation available to attend any meetings that SNN might require as they concluded their TUS Study.
December 19, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email with attached Stoney Nakoda SR-1 Summary Log to December 12, 2016	None	None	Transportation forwarded a copy of the Stoney Nakoda (Bears paw, Chiniki and Wesley) Nations Summary Consultation Log for their review and comment. Requested a copy of their SR-1 TUS report.
December 22, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Marie Kootenay, Project Coordinator, Bill Snow, Stoney Tribal Administration	Email with attached SR-1 Invoice for TUS and Site Visits	None	None	Stoney Nakoda Invoice DEMA2016-1001 for the SR-1 Project received by TRANS.

ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: January-February 2017

STONEY NAKODA (CHINIKI) NATIONS

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Bill Snow, Stoney Tribal Administration
Contact Phone Number: 403-881-4760; Fax: 403-881-4250; Cell: 587-580-6212
Email: bills@stoney-nation.com
Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
January 13, 2017	Terry McKitrick, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Registered Letter with Payment for Stoney Nakoda Invoice DEMA2016-1001	None	None	Payment for the Stoney Nakoda Nations mailed to Bill Snow's attention from the DEMA office.
January 19, 2017	Terry McKitrick, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Proof of delivery of the Stoney Nakoda Payment received from Canada Post	None	None	Confirmation of delivery of the Stoney Nakoda Invoice payment for DEMA2016-1001.

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January 24, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Transportation inquired on the status of the Stoney TUS report and requested a meeting and response to potential SR-1 impact of current practice of Treaty Rights and traditional uses. A link to a Stantec PowerPoint updating the environmental work underway at SR-1 included in the email.
January 30, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Transportation followed up on the January 24, 2017 email requesting a copy of the TUS study and potential impacts to Treaty Rights and traditional use related to the SR-1 Project.
February 17, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Chris Goodstone, Consultation Technician, Stoney Tribal Administration	Phone call	None	None	Dallas Maynard called Bill Snow, who did not answer, so he left a message.
February 17, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Chris Goodstone, Consultation Technician, Stoney Tribal Administration	Phone call	None	None	Dallas Maynard called Chris Goodstone to discuss setting up a meeting, but the call was dropped.

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February 17, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Chris Goodstoney, Consultation Technician, Stoney Tribal Administration	Text messages	None	None	Dallas Maynard and Chris Goodstoney exchanged text messages. Dallas Maynard indicated he would email Bill Snow to request meeting dates. Dallas Maynard also asked for the Traditional Use Study (TUS) if there is a draft, and asked for the invoice for the TUS as well.
February 17, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Dallas Maynard included a copy of the Phone log and requested an update on the Stoney Nakoda Nations TUS report.
February 17, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Alberta Transportation requested meeting dates with the Stoney Nakoda Nations to discuss findings from the Site Visits completed in 2016.

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February 26, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Transportation through DEMA informed Bill Snow and the Stoney Nakoda Nations that the SR-1 Consultation would continue through the Regulatory process into 2018. Dallas emphasized the importance of receiving the Stoney TUS report as soon as possible to allow for its inclusion of the upcoming submissions to Regulatory Authorities.

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ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: March-April 2017

STONEY NAKODA (CHINIKI) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Bill Snow, Stoney Tribal Administration
Contact Phone Number: 403-881-4760; Fax: 403-881-4250; Cell: 587-580-6212
Email: bills@stoney-nation.com
Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
March 1, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Chris Goodstone, Chris Clarke, Lenny Wesley, Stoney Tribal Administration	Email	N/A	N/A	Alberta Transportation shared with the Blood Tribe the consultation logs and record of consultation for SR1 from 2014 up to February 27, 2017 via Dropbox. A request for questions or comments on the logs was included.
March 1, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Stoney Tribal Administration	Email	N/A	N/A	Delivery verification of the March 1, 2017 email with the consultation logs and record of consultation.



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March 10, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Chris Goodstoney, Chris Clarke, Lenny Wesley, Stoney Tribal Administration	Email	N/A	N/A	Alberta Transportation provided an update on the SR1 submission to regulatory authorities and critical dates for inclusion of the Stoney concerns or other information. Alberta Transportation is prepared to work with the consultation team to ensure all Stoney Nakoda Nation's concerns and Alberta Transportation's responses are contained within the final submissions.
March 23, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Phone call	N/A	N/A	Dallas Maynard left Bill Snow a voicemail inquiring about the Stoney Nakoda Nation's Traditional Use Study (TUS). No phone log available.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
March 23, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Chris Goodstone, Chris Clarke, Lenny Wesley, Stoney Tribal Administration	Email	N/A	N/A	Alberta Transportation inquired on the completion of the Stoney TUS. Requested a draft if available, or any written concerns that they have related to their current practice of Treaty rights and traditional uses. Dallas Maynard indicated that if it would be helpful to meet to discuss concerns, he can inquire with Alberta Transportation to confirm dates.
April 13, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Meeting	N/A	N/A	The brief meeting discussed the delivery of the Stoney TUS report, Bill Snow indicated he would try to have a short submission before the end of April. Dallas Maynard inquired about a potential meeting with the three Stoney Chiefs to update them on the SR1. There was no confirmation on this request.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
April 27, 2017	Syed Abbas, Director, Water Management Section, Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Registered Letter	N/A	N/A	Alberta Transportation informed the Stoney Nakoda Nations (SNN) that the submissions for the EIA was being finalized. Requested the SNN – TUS report so concerns related to treaty rights and traditional uses could be incorporated into the final submissions.

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ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: May-June 2017

STONEY NAKODA (CHINIKI) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Bill Snow, Stoney Tribal Administration
Contact Phone Number: 403-881-4760; Fax: 403-881-4250; Cell: 587-580-6212
Email: bills@stoney-nation.com
Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
May 2, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Chris Goodstoney, Chris Clarke, Duane Wesley, Iona Beaver, Stoney Tribal Administration	Email	N/A	N/A	A copy of the April 27, 2017 letter requesting the Stoney Nakoda Nation's Traditional use Study (TUS) was emailed to Bill Snow at the Stoney Nakoda Nations
May 2, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Postmaster@Stoney-nation.com	Email	N/A	N/A	Delivery receipt for May 2, 2018 email received.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
May 10, 2017	Syed Abbas, Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Delivery notification	N/A	N/A	The April 27, 2017 letter was delivered May 3, 2017 and picked up on May 10, 2017 by Bill Snow.
May 22, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Chris Goodstoney, Chris Clarke, Duane Wesley, Iona Beaver, Stoney Tribal Administration	Email	N/A	N/A	Meeting notes for the brief April 13, 2017 meeting with Bill Snow forwarded by email. Requested any corrections or additional information.
May 23, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Stoney Tribal Administration	Email	N/A	N/A	Inquiry on the Stoney NN Invoice for the SR1 Site Visits.
May 23, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Phone call	N/A	N/A	Dallas Maynard called Bill Snow to let him know that the first installment for the TUS payment had been made and that he would forward Bill Snow a copy of the record and record of the cheque clearing DEMA's account.
May 23, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Stoney Tribal Administration	Email	N/A	N/A	Invoice payment confirmed.
June 6, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	N/A	N/A	Bill Snow asked if there was a second Cheque issued by DEMA for the same amount.

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June 6, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Phone call	N/A	N/A	Dallas Maynard called Bill Snow to further explain the payments made to Stoney Nakoda Nations, and said he would follow up with a written explanation by email.
June 6, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	N/A	N/A	Invoice Payment confirmed. The cover letter and cancelled cheque attached to the email.

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ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: July-August 2017

STONEY NAKODA (CHINIKI) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Bill Snow, Stoney Tribal Administration
Contact Phone Number: 403-881-4760; Fax: 403-881-4250; Cell: 587-580-6212
Email: bills@stoney-nation.com
Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
August 11, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Chris Goodstoney, Chris Clarke, Duane Wesley, Iona Beaver, Marie Kootenay, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard provided information on upcoming SR1 Information sessions (Open Houses) planned in the Calgary and Springbank Area. He noted these are not part of Alberta Transportation's consultation, but Alberta Transportation wanted Stoney Nakoda Nation to be aware of the public open houses.



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August 20, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Phone call	N/A	N/A	Bill Snow called Dallas Maynard to discuss future meetings with Alberta Transportation in relation to the Canadian Environmental Agency's (CEAA) involvement in SR1. They agreed to meet in Calgary on August 23, 2017 to discuss further.
August 23, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Meeting	Bill Snow discussed the desire for their Consultation team and elders to undertake a ceremony on the SR1 lands. They wanted Alberta Transportation to participate.	N/A	Meeting held to discuss potential site visits and access to the site. A potential ceremony was also discussed. Bill Snow also explained there have recently been elections within the Stoney Nakoda Nations and he would like to request that Alberta Transportation organize a presentation on the SR1 to update their Chiefs and CAOs on SR1.
August 28, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Stoney Tribal Administration	Email	N/A	N/A	August 23, 2017 meeting notes were provided by Dallas Maynard. Requested additions or comments.

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August 30, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	N/A	N/A	Bill Snow requested a meeting with Alberta Transportation for either September 14, or 15, 2017. The purpose was to review the project description, to review budgets and to hear any updates to the SR1 project. Bill Snow asked if there was access to the SR1 site, and indicated he had tentatively booked off the week of September 25, 2017 for field work at the SR1 site. Bill Snow also requested Mary Robinson's contact info.
August 30, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard indicated he would contact Alberta Transportation for their availability to meet on the dates suggested. On further SR1 site visits Dallas explained the access agreement had expired. A promise was made to request access once the Stoney Nakoda Nations gave a list of properties they wanted to visit.



ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: September – October 2017

STONEY NAKODA (CHINIKI) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Bill Snow, Stoney Tribal Administration / Marie Kootenay, Program Coordinator

Contact Phone Number: 403-881-4760; Fax: 403-881-4250; Cell: 587-580-6212 / 403-881-2618

Email: bills@stoney-nation.com / consultation@stoney-nation.com

Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

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September 3, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Chris Goodstoney, Chris Clarke, Duane Wesley, Iona Beaver, Stoney Tribal Administration	Email	N/A	N/A	Alberta Transportation provided the information boards and handouts from the Public Open House/Information Sessions recently completed for the SR1 Projects.



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September 7, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	N/A	N/A	Bill Snow informed Dallas Maynard that Chris Clarke was no longer the Consultation Officer for the Chiniki Band. Lorretta Holloway is now the Consultation Officer for Chiniki.
September 12, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed to suggest a meeting with the Stoney Nakoda Nations September 14, 2018 in Calgary at Alberta Transportation's offices. A map showing the location was attached to the email.
September 12, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Chris Goodstoney, Duane Wesley, Loretta Holloway, Stoney Tribal Administration	Email	N/A	N/A	Bill Snow responded that he booked a meeting room at the Stoney Nakoda Resort on September 14, 2017 from 10 am to 12 pm.

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September 12, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Chris Goodstone, Duane Wesley, Loretta Holloway, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard confirmed he and Mark Svenson would be at the meeting. Dallas Maynard restated Bill Snow's earlier email request to confirm the main items to be discussed: 1. Review the Project description; 2. Review Project budgets; 3. Hear updates on the SR1 Project.
September 12, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Stoney Tribal Administration	Email	N/A	N/A	Dallas provided Mary Robinson's contact information as requested by Bill Snow on August 23, 2017. Dallas Maynard also indicated that the access agreement with the SR1 landowners had expired so access would be on a landowner by landowner basis.
September 14, 2017	Mark Svenson, Alberta Transportation Dallas Maynard and Judy Maynard, DEMA Land Services	Bill Snow, Consultation Manager, Loretta Holloway, Consultation Officer, Chris Goodstone, Consultation Officer, Stoney Tribal Administration	Meeting	The Stoney Nakoda Nation (Bill Snow) expressed concerns with the Stoney lack of mapping capability and requested some assistance understanding the SR1 mapping.	Alberta Transportation (Mark Svenson) agreed to provide a PDF and Google KMZ map of the test Bore holes that Stantec completed during the site investigation phase at the SR1 project.	Meeting held at Stoney Nakoda Resort to discuss concerns regarding the SR1 project. Mai-Linh Huynh, Canadian Environmental Assessment Agency (CEAA) was also in attendance.

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				The Stoney Nakoda Nation (Bill Snow) expressed concerns over wildlife passage through the SR1 area following construction. He inquired if there would be wildlife crossings built over HWY 22 or Highway 8.	Alberta Transportation (Mark Svenson) responded that there was no plan to build wildlife overpasses. He indicated that the diversion channel and dam were contoured to allow for wildlife passage through the SR1 area during non-flood times.	
				The Stoney Nakoda Nation (Bill Snow) expressed concerns that the fences that would be built around the SR1 site might impact wildlife passage through the area.	Alberta Transportation (Mark Svenson) explained the fences that were planned for the SR1 project would be similar to the farm fencing that already exists and should not have any additional impact to wildlife than currently exists.	
				The Stoney Nakoda Nation (Bill Snow) was concerned about the hydrology of the SR1 area. In particular cited the Elbow River vs. groundwater impacts.		
				Requested having an on-reserve presentation on the SR1 project.	Mark Svenson said he would inquire about accommodating an on-reserve presentation.	

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				The Stoney Nakoda Nation (Bill Snow) was concerned that Crown land should be set aside to replace lands taken for SR1.	Alberta Transportation (Mark Svenson) responded that any wetlands impacted would be replaced however the overall SR1 lands would not be replaced.	
				Indicated desire to do a site visit with elders.	Mark Svenson explained they do not have access to the SR1 lands, and access will have to be requested on an owner by owner basis.	
September 17, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Chris Goodstoney, Duane Wesley, Loretta Holloway, Iona Beaver, Stoney Tribal Administration	Email	N/A	N/A	SR1 Bore hole mapping in PDF and KMZ format were shared with the Stoney Nakoda Nations. Dallas Maynard also offered to help set up a meeting between a Stoney Nation Consultation Officer and Stantec, if Bill Snow could provide some information about what information they wanted.
October 6, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Chris Goodstoney, Duane Wesley, Loretta Holloway, Iona Beaver, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed regarding Bill Snow's request at the September 14, 2017 meeting for help with GIS mapping, and suggested Altus Geomatics in Calgary.

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October 15, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Chris Goodstoney, Duane Wesley, Loretta Holloway, Iona Beaver, Stoney Tribal Administration	Email	N/A	N/A	A topographic map showing the SR1 project lands was shared. Dallas Maynard also asked for any comments or concerns related to the impact of the SR1 project on their Treaty rights and traditional uses. Dallas Maynard also asked if Stoney Nakoda Nations plan on completing any additional site visits or ceremonies to let him know.
October 16, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Chris Goodstoney, Duane Wesley, Loretta Holloway, Iona Beaver, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed for clarification on the "Grizzly Report" Bill Snow had referenced at the September 14, 2017 meeting.
October 16, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Chris Goodstoney, Duane Wesley, Loretta Holloway, Iona Beaver, Stoney Tribal Administration	Email	N/A	N/A	Bill Snow confirmed that Dallas Maynard had the correct report referenced above in the October 16, 2017 email.



ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: November – December 2017

STONEY NAKODA (CHINIKI) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Bill Snow, Stoney Tribal Administration / Marie Kootenay, Program Coordinator

Contact Phone Number: 403-881-4760; Fax: 403-881-4250; Cell: 587-580-6212 / 403-881-2618

Email: bills@stoney-nation.com / consultation@stoney-nation.com

Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 3, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Chris Goodstoney, Loretta Holloway, Duane Wesley, Iona Beaver, Marie Kootenay, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed the link to the completed Environmental Impact Assessment (EIA) and associated briefing documents.



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November 10, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Chris Goodstoney, Loretta Holloway, Duane Wesley, Iona Beaver, Marie Kootenay, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed Bill Snow regarding the following: <ul style="list-style-type: none"> -The November 3, 2017 email of the EIA; -Provided draft meeting notes from September 14, 2017 meeting for review; -A request that was sent for large format maps that can be sent to the Morley office or picked up at Stantec offices; -Inquired whether assistance was needed re: Elders visiting SR1 lands; -Inquired whether the Stoney Nakoda Nations were still interested in having Transportation come out to provide an update to newly elected officials; -Inquired when Transportation might receive the Traditional Use Study.
November 10, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Chris Goodstoney, Loretta Holloway, Duane Wesley, Iona Beaver, Marie Kootenay, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard provided two maps of the SR1 lands and asked which one Bill Snow would prefer to be sent.

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December 5, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Chris Goodstoney, Loretta Holloway, Duane Wesley, Iona Beaver, Marie Kootenay, Stoney Tribal Administration	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 record of consultation (summary log, specific concerns and response table, and supporting documents) from March 1, 2017-October 31, 2017; - A cover letter from Deputy Minister Barry Day requesting comment on the draft TLRU sections and comment on the consultation logs by January 5, 2018.
December 5, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	N/A	N/A	Email delivery verification received.

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December 11, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Chris Goodstoney, Loretta Holloway, Duane Wesley, Iona Beaver, Marie Kootenay, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard sent a Dropbox link with the presentation given in Calgary November 8, 2018 to the Canadian Environmental Assessment Agency (CEAA) Technical Advisory Group.

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ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: January – February 2018

STONEY NAKODA (CHINIKI) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Bill Snow, Stoney Tribal Administration / Marie Kootenay, Program Coordinator

Contact Phone Number: 403-881-4760; Fax: 403-881-4250; Cell: 587-580-6212 / 403-881-2618

Email: bills@stoney-nation.com / consultation@stoney-nation.com

Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

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January 15, 2017	Shelly Boss, Project Manager, CEAA cc. Mark Svenson, Alberta Transportation	Britta Eriksson, Head, Litigation Support, Douglas Rae, Rae and Company on behalf of Stoney Nakoda Nations. Chief Darcy Dixon, Chief Aaron Young, Chie Ernest Wesley, Bill Snow, Ken Christensen, Stoney Tribal Administration	Email	Transportation has used incorrect maps of Stoney IR 142, 143, 144. Questions about Calgary/Morleyville Trail, and if Alberta considers it a pre-existing trail prior to 1877 then an allowance for a right-of-way through the Proposed Development Area will have to be provided for.	None at this time.	Rae and Company sent a letter via email on behalf of the Stoney Nakoda Nations, providing comments regarding the Environmental Impact Assessment (EIA). The Stoney Nakoda Consultation Policy was attached to the letter.



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				<p>Asked when/how historical/indigenous impact studies will be conducted for the McLean Creek option.</p> <p>EIA reflects existence of at least two Stoney Nakoda traplines in project area, loss of harvesting opportunities will have to be compensated.</p> <p>EIA and project cannot be looked at in isolation from other flood control measures.</p> <p>Provided map of location of traditional territory of Stoney Nakoda.</p>		
January 19, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed to ask Bill Snow to clarify if the Stoney Nakoda Nations currently have traplines in the SR1 project area, as this was mentioned in a previous meeting (May 4, 2016), and if so, where those traplines are located. The meeting notes from the May 4, 2016 meeting, along with a map of the SR1 area, were attached.

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January 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Phone call	N/A	N/A	Dallas Maynard called Bill Snow, there was no answer.
January 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Text message	N/A	N/A	Dallas Maynard texted Bill Snow to request that Bill Snow call him to set up a meeting to discuss the Traditional Land and Resource Use (TLRU) workshop.
January 24, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Chris Goodstoney, Marie Kootenay, Duane Wesley, Iona Beaver, Jennifer Bobrovitz, Loretta Holloway, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed Bill Snow to let him know to expect a letter regarding the TLRU workshops and asked for potential dates. Dallas Maynard also informed Bill Snow that a letter will be sent as a response to the January 15, 2018 letter sent by Rae and Company.

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January 26, 2018	Landon Reppert, Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Letter	N/A	N/A	A letter about the submission of the updated EIA was sent via registered mail. It was regarding a proposal for holding workshops to obtain input on the draft Traditional Land and Resource Use (TLRU) sections of the EIA (Volumes 3A and 3B) and to discuss project specific concerns and the proposed mitigation measures. If the Stoney Nakoda Nations were not interested in workshops, Alberta Transportation requested feedback by March 1, 2018.
January 26, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	N/A	N/A	The above workshop invitation letter was sent via email.

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January 29, 2018	Sandra Folkins, Alberta Justice for Alberta Transportation	L. Douglas Rae, Rae and Company for Stoney Nakoda Nations	Email	N/A	N/A	A letter in response to the January 15, 2018 letter was sent via email from Alberta Justice to JFK Law Corporation with the January 26, 2018 letter attached. To address the Stoney Nakoda Nation's concerns brought up in the January 15, 2018 letter, Alberta Justice indicated that Alberta Transportation has been in contact to offer an in-person workshop.
January 29, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Dean Cherkas, Marie Kootenay, Stoney Tribal Administration	Email	N/A	N/A	Bill Snow emailed to suggest dates of February 12 or 28, 2018 for the TLRU workshop.
January 29, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Dean Cherkas, Marie Kootenay, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed to state both dates Bill Snow suggested were available, and it would be a full day workshop. He also indicated once a date was chosen, they should discuss what format would work best for the Stoney Nakoda Nations.
January 30, 2018	Landon Reppert, Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Postal delivery	N/A	N/A	The January 26, 2018 letter was delivered.

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February 1, 2018	Mai-Lihn Huynh, CEAA cc. Mark Svenson, Alberta Transportation	L. Douglas Rae, Rae and Company, on behalf of Stoney Nakoda Nations Chief Darcy Dixon, Chief Aaron Young, Chief Ernest Wesley, Dean Cherkas, Bill Snow, Ken Christensen, Stoney Nakoda Nations	Email	N/A	N/A	Rao and Company sent a letter via email stating that Dean Cherkas should be included on Project related correspondence.
February 5, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Dean Cherkas, Marie Kootenay, Stoney Tribal Administration	Email	N/A	N/A	Bill Snow emailed to confirm February 12, 2018 for the meeting and to suggest a meeting place for the workshop, and who would be attending. He indicated he will prepare a budget.

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February 6, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Chris Goodstoney, Marie Kootenay, Duane Wesley, Loretta Holloway, Iona Beaver, Dean Cherkas, Jennifer Bobrovitz, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed 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 Canadian Environmental Assessment Agency (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 Stoney Nakoda Nations were not interested in workshops, Alberta Transportation requested feedback by March 1, 2018.

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February 6, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Chris Goodstone, Marie Kootenay, Duane Wesley, Loretta Holloway, Iona Beaver, Jennifer Bobrovitz, Stoney Tribal Administration	Email	N/A	N/A	Dean Cherkas emailed to express that he has reviewed the documents and sees the consultation as one-sided and unilateral. Stoney Nation is re-evaluating all current engagements. He attached an introductory announcement announcing that Dean Cherkas has been appointed Director, Consultation and also attached traditional land maps.
February 7, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Dean Cherkas, Marie Kootenay, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed to say he will book a room at the Stoney Nakoda Resort for the workshop on February 12, 2018, and will organize coffee and lunch.
February 7, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Dean Cherkas, Marie Kootenay, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed to say he had requested soup and sandwiches for lunch and asked for Bill Snow to let him know if there were any special diet needs.
February 7, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Dean Cherkas, Marie Kootenay, Stoney Tribal Administration	Email	N/A	N/A	Bill Snow emailed that soup and sandwiches are fine. He said he would try to call Dallas Maynard later that day.

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February 7, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Dean Cherkas, Marie Kootenay, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed that he was available the rest of the day if Bill Snow wanted to call.
February 7, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Dean Cherkas, Marie Kootenay, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed out the draft agenda for the TLRU workshop.
February 8, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Letter	N/A	N/A	The above February 5, 2018 letter (emailed on February 6, 2018) and draft TLRU sections of the EIA were sent via registered mail. Pick up confirmed February 16, 2018.

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Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
February 12, 2018	Syed Abbas, Seamas Skelly, Alberta Transportation Clare Edwards, Matt Wood, Colin Buchanan, Talina Cyr-Steenkamp, Stantec Dallas Maynard, Jennifer Hallson, DEMA Land Services	Bill Snow, Consultation Manager, Chris Goodstone, Stoney Tribal Administration	Workshop	N/A	N/A	A workshop was held between Alberta Transportation, Stantec, and Stoney Nakoda Nations, facilitated by the Canadian Environmental Assessment Agency (CEAA), to obtain input on the draft Traditional Land and Resource Use (TLRU) sections of the Environmental Impact Assessment (EIA) and discuss and address concerns about the project. Issues and concerns raised at the workshop were treated as confidential subject to the First Nation's validation of the information. The draft workshop notes from the February 12, 2018 workshop have not been validated by Stoney Nakoda Nations.
February 20, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Dean Cherkas, Stoney Tribal Administration	Email	N/A	N/A	Bill Snow requested another workshop for March 20 or 21, 2018 due to the bad weather on February 12, 2018.

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February 20, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Dean Cherkas, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard replied and said March 20, 2018 would work best for Alberta Transportation, and he would organize the workshop for that day.
February 21, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Dean Cherkas, Chris Goodstone, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed the draft meeting notes from the February 12, 2018 workshop and asked for any comments or additions. He also stated that March 20, 2018 would work best to reschedule the workshop.
February 24, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard asked for confirmation of March 20, 2018 for the second workshop.



ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: March-April 2018

STONEY NAKODA (CHINIKI) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Bill Snow, Stoney Tribal Administration / Marie Kootenay, Program Coordinator

Contact Phone Number: 403-881-4760; Fax: 403-881-4250; Cell: 587-580-6212 / 403-881-2618

Email: bills@stoney-nation.com / consultation@stoney-nation.com

Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
March 2, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Dean Cherkas, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed saying the same room at the Stoney Nakoda Resort was available and asked for confirmation that March 20, 2018 is good for the workshop.
March 2, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Dean Cherkas, Stoney Tribal Administration	Email	N/A	N/A	Bill Snow replied to confirm March 20, 2018 at the Stoney Nakoda Resort for the workshop.



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March 2, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Dean Cherkas, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed to confirm he will reserve the room from March 20, 2018 and asked for a budget if there are any costs.
March 14, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Dean Cherkas, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed to ask if Bill Snow would be submitting a budget for the March 20, 2018 workshop.
March 15, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Dean Cherkas, Stoney Tribal Administration	Email	N/A	N/A	Bill Snow said he would be submitting a budget. He also asked if breakfast and lunch were going to be provided.
March 15, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Dean Cherkas, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard answered Bill Snow confirming that DEMA will manage the room and the food.
March 15, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Dean Cherkas, Stoney Tribal Administration	Email	N/A	N/A	Bill Snow emailed that he will also be including a rate for dinner and that the budget will be submitted later that day. He asked for DEMA to bring tobacco for six elders.
March 15, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Dean Cherkas, Stoney Tribal Administration	Email	N/A	N/A	Bill Snow emailed a budget for the March 20, 2018 workshop.
March 15, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Dean Cherkas, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed to let Bill Snow know the budget had been approved.

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March 20, 2018	Syed Abbas, Seamas Skelly, Alberta Transportation Colin Buchanan, Jim Howell, Liam Mackle, Talina Cyr-Steenkamp, Stantec Dallas Maynard, Jennifer Hallson, DEMA Land Services for Alberta Transportation Kathy Perchaluk, Aboriginal Consultation Office	Bill Snow, Consultation Manager, Dean Cherkas, Director of Consultation, Chris Goodstone, Wesley Nation Consultation Officer, Duane Wesley, Bears paw Nation Consultation Officer Charles Rabbit, Alice Kaquitts, Stoney Nakoda Nation Elders	Workshop	N/A	N/A	A workshop was held between Alberta Transportation, Stantec, and Stoney Nakoda Nation, facilitated by the Canadian Assessment Agency (CEAA), to obtain input on the draft TLRU sections of the EIA and discuss and address concerns about the project. Issues and concerns raised at the workshop were treated as confidential subject to the First Nation's validation of the information. The draft workshop notes from the March 20, 2018 workshop have not been validated by Stoney Nakoda Nation.
March 22, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Marie Kootenay, Project Coordinator, Bill Snow, Dean Cherkas, Stoney Consultation Office	Email	N/A	N/A	Maire Kootenay emailed an invoice for the March 20, 2018 workshop.
March 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	N/A	N/A	Bill Snow asked if it was possible for a cheque to be issued that day for the invoice.
March 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard replied to Bill Snow saying he would check and get back to him.
March 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	N/A	N/A	Bill Snow emailed to say he could travel to Canmore that day if needed.

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March 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed that a cheque would be ready that day, and he will be travelling through Calgary the next day (March 24, 2018) and could meet around noon at the Costco, and would be in Canmore for the weekend if Bill Snow was available to meet and exchange the cheque.
March 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	N/A	N/A	Bill Snow emailed to say noon on Saturday would work to meet to pick up the cheque and he would call Dallas Maynard the next day.
March 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed that he will call Bill Snow on Saturday to confirm a meeting time and place to drop off the cheque.

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March 23, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Dean Cherkas, Stoney Tribal Administration	Email	N/A	See the Specific Concerns and Response Table for specific responses and proposed mitigation measures attached to March 23, 2018 email. The responses and mitigation measures are in response to concerns raised by Stoney Nakoda Nation throughout the SR1 project.	Jennifer Hallson emailed "Table 7-4 SR1 Project Specific Concerns and Responses – Stoney Nakoda Nations" (Table 7-4) from the 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 24, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Cheque drop-off in person	None	None	Dallas Maynard met Bill Snow to drop off the cheque for the March 20, 2018 workshop invoice.
March 26, 2018	Landon Reppert, Executive Director, Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Stoney Tribal Administration	Letter	N/A	See the Specific Concerns and Response Table for specific responses and proposed mitigation measures attached to March 23, 2018 email. The responses and mitigation measures are in response to concerns raised by Stoney Nakoda Nation throughout the SR1 project.	The March 23, 2018 letter from Alberta Transportation and Table 7-4 were sent via registered mail. Pickup confirmed March 29, 2018.
March 29, 2018	Landon Reppert, Executive Director, Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Stoney Tribal Administration	Postal delivery	N/A	N/A	The March 26, 2018 letter was delivered.

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March 29, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Dean Cherkas, Marie Kootenay, Duane Wesley, Loretta Holloway, Iona Beaver, Jennifer Bobrovitz, Chris Goodstoney, Stoney Tribal Administration	Email	None	None	Dallas Maynard emailed to let Stoney Nakoda Nation know that the EIA had been resubmitted and provided a File Transfer Protocol (FTP) site where they could access it. Also indicated that Alberta Transportation will be in contact to offer a workshop to go over 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	Bill Snow, Consultation Manager, Stoney Tribal Administration	Letter	None	None	A USB stick with the EIA material on it was mailed by registered mail.
April 5, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Postal delivery	None	None	The April 3, 2018 letter with the USB stick was delivered.
April 16, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Dean Cherkas, Marie Kootenay, Duane Wesley, Loretta Holloway, Iona Beaver, Jennifer Bobrovitz, Chris Goodstoney, Stoney Tribal Administration	Email	None	None	Dallas Maynard emailed that Alberta Transportation would like to request a meeting to go over Stoney Nakoda Nation's concerns and the proposed mitigation 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.

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April 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Text message	None	None	Dallas Maynard texted Bill Snow to asked when a good time would be to call about organizing a meeting to review concerns and Alberta Transportation's responses.
April 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Dean Cherkas, Marie Kootenay, Stoney Tribal Administration	Email	None	None	Dallas Maynard emailed Bill Snow the text message log.
April 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Text message	None	None	Bill Snow texted that he was on vacation and to email Dean Cherkas.
April 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Text message	None	None	Dallas Maynard replied to Bill Snow's text that he will contact Dean Cherkas.
April 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Dean Cherkas, Consultation Director, Bill Snow, Marie Kootenay, Stoney Consultation Office	Email	None	None	Dallas Maynard emailed Dean Cherkas to organize a meeting to discuss the concerns and responses from Table 7-4. Dallas Maynard asked Dean Cherkas to provide some dates.



ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: May-June 2018

STONEY NAKODA (CHINIKI) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Bill Snow, Stoney Tribal Administration / Marie Kootenay, Project Coordinator

Contact Phone Number: Office: 403-881-4760 Cell: 587-580-6212 / Office: 403-881-2618

Email: bills@stoney-nation.com / consultation@stoney-nation.com

Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
May 3, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Tribal Administration	Meeting	N/A	N/A	During a break in the Technical Advisory Group (TAG) meeting with the Canadian Environmental Assessment Agency (CEAA), Dallas Maynard spoke with Bill Snow about setting up a meeting to discuss Stoney Nakoda Nation's concerns and Alberta Transportations responses as presented in <i>Table 7-4 SR1 Specific</i>



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						<p><i>Concerns and Responses – Siksika Nation (Table 7-4).</i> Bill Snow indicated they would be looking at dates in June, and he would check and get back to Dallas Maynard. Dallas Maynard also requested a budget.</p>
May 16, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Chris Goodstone, Loretta Holloway, Duane Wesley, Iona Beaver, Jennifer Bobrovitz, Stoney Tribal Administration	Email	N/A	N/A	<p>Dallas Maynard emailed information about upcoming CEAA public information sessions. A copy of the advertisement was attached. He also indicated that the Environmental Impact Assessment (EIA) is now in its review period with the federal regulator and the public comment period is over May 31, 2018.</p>

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May 18, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Tribal Administration	Phone call	N/A	N/A	Bill Snow called Dallas Maynard to confirm Stoney Nakoda Nations were available June 4, 2018 for a meeting with Alberta Transportation to go over their concerns. The meeting will be at the Stoney Nakoda Resort, 10:00-4:00. Dallas Maynard requested a budget for the meeting be sent as soon as possible.
May 21, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Chris Goodstone, Loretta Holloway, Duane Wesley, Iona Beaver, Jennifer Bobrovitz, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard confirmed the meeting for June 4, 2018 at the Stoney Nakoda Resort. He attached Table 7-4 from the EIA for reference. Dallas Maynard also indicated he would be away starting May 22, 2018, and asked that Bill Snow send a budget to Jennifer Hallson or Shayne Maynard.

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May 21, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Chris Goodstone, Loretta Holloway, Duane Wesley, Iona Beaver, Jennifer Bobrovitz, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard sent a meeting invite for the June 4, 2018 meeting. A draft agenda was attached for review.
June 4, 2018	Seamas Skelly, Alberta Transportation Shayne Maynard, Jennifer Hallson, Alexandra Burchill, DEMA Land Services Clare Edwards, Colin Buchanan, Talina Cyr-Steenkamp, Elliot Terry, Stantec	Bill Snow, Chris Goodstone, Wesley Consultation Officer, Charles Rabbit, Wesley Nation Elder, Henry Holloway, Chiniki Nation Elder, Gilbert Francis, Bearspaw Nation Elder	Meeting	Charles Rabbit concerned that the rate of stabilization for fish will take longer than the expected three years and it will take a long time for them to acclimate to the conditions post-construction.	At the meeting, it was explained there would be a disruption and habitat loss in that area. Alberta Transportation will engineer rocks to give the fish areas of shelter. Stantec explained they would design the structure to ensure the fish have proper water speed and depth to move up-river.	A meeting was held at Stoney Nakoda Resort between Stoney Nakoda Nations, Alberta Transportation, and Stantec to discuss Stoney Nakoda Nations' concerns and Alberta Transportation's responses and proposed mitigation measures as in Table 7-4.

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				<p>Native fish species (mountain white fish, bull trout and cutthroat trout) should be included in the discussion on fish and fish habitat. These are species that First Nations traditionally subsided on and lands in SR1 were used as camping spots to access these fish resources. In addition, the Stony Nakoda are noticing a decrease in water levels which will have a further impact on fish habitat.</p>	<p>At the meeting, Stantec went over the fish species they found in the Elbow River and the proportion of each in different sections of the river. Stony Nakoda Nations will discuss at their next Elders meeting.</p>	
				<p>There is a concern with the lack of wildlife corridors and that the project will impact wildlife movement. Wildlife need space and the option to travel the corridors. This goes back to Elder memories because how the animals use the land today is similar to how they used the land in the past.</p>	<p>At the meeting, Stantec explained that they were revegetating the structure to make it easier for animals to walk across. When animals encounter these new structures, they will either be deflected around them or walk through them.</p>	

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				<p>There is a concern using electrofishing and that fish will die during relocation. Stoney Nakoda Nations would like Alberta Transportation to explore other ways of retrieving and relocating the stranded fish.</p>	<p>At the meeting, Alberta Transportation said they will look at methods of capturing fish and note the concern with electrofishing.</p>	
				<p>Concern that there is a lack of long-term wildlife studies on the cumulative impacts the SR1 project would have to wildlife. These studies should address animal movement in the area.</p>	<p>At the meeting, Stantec explained they had a monitoring program planned with wildlife cameras to monitor long-term cumulative effects of the project on wildlife.</p>	
				<p>The Stoney Nakoda would like to mark the importance of the cultural assessment and place animal and plant studies into one cultural assessment as these topics relate to certain stories and wildlife behaviour. This relates to using cultural studies to look at animals and plant instead of relying only on scientific techniques.</p>	<p>None at this time.</p>	

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				<p>There is a concern from the Stoney Nakoda Nation that the land they can practise Aboriginal Treaty Rights on is getting smaller with an increase in development. This has an impact on Aboriginal Rights.</p>	<p>At the meeting, Alberta Transportation explained there will be more land access through the eastern area of the project area and this is an area for potential grazing leases.</p>	
				<p>There is a concern with emergency response preparedness and how emergencies would be communicated to the Stoney Nakoda Reserve (specifically for pipelines and utility lines).</p>	<p>At the meeting, Alberta Transportation said they will get information on what utility lines are in the area and who owns the lines. They will look into whether the regulator is AUC or the AER and investigate the emergency response plans of the utility companies.</p>	
				<p>There is a concern that the SR1 area was used in the past for traditional activities, such as hunting, and camping and that this activity would be permanently altered by the Project.</p>	<p>None at this time.</p>	

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June 12, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Tribal Administration	Email	N/A	N/A	Jennifer Hallson emailed a cover letter from Alberta Transportation that accompanied a project summary, and provided links to the EIA on CEAA's and Alberta Transportation's websites, as requested at the June 4, 2018 meeting.
June 14, 2018	Landon Reppert, Executive Director, Alberta Transportation	Bill Snow, Marie Kootenay, Stoney Tribal Administration	Letter	N/A	N/A	A USB flash drive with the August 2014-February 2017 revised Record of Consultation (ROC) logs and accompanying letter was sent via Express Post. The letter indicated that the ROC logs had been corrected and Stoney Nakoda Nation had 30 working days to review the ROC logs for any errors and omissions.
June 14, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Marie Kootenay, Stoney Tribal Administration	Email	N/A	N/A	Jennifer Hallson emailed a copy of the above June 14, 2018 letter that was accompanying the USB flash drive.



ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: July-August 2018

STONEY NAKODA (CHINIKI) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Bill Snow, Stoney Tribal Administration / Marie Kootenay, Project Coordinator

Contact Phone Number: Office: 403-881-4760 Cell: 587-580-6212 / Office: 403-881-2618

Email: bills@stoney-nation.com / consultation@stoney-nation.com

Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
July 3, 2019	Landon Reppert, Executive Director, Alberta Transportation	Bill Snow, Stoney Tribal Administration	Postal delivery	N/A	N/A	The June 14, 2018 ROC package was delivered.
July 20, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Tribal Administration	Email	N/A	N/A	Jennifer Hallson emailed the meeting notes from the June 4, 2018 meeting for review.



Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
August 3, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation.	Bill Snow, Stoney Tribal Administration	Email	N/A	N/A	Jennifer Hallson emailed three cover letters (for each of the Bearspaw, Chiniki, and Wesley Nations) from Landon Reppert, Alberta Transportation that accompanied a USB flash drive with the March 2017-April 2018 Record of Consultation (ROC) logs and Specific Concerns and Response Table (SCRT). The letter indicated that the Stoney Nakoda Nations had 70 working days to review the ROC logs and SCRT for any errors and omissions. This 70 day review period was to begin on August 13, 2018.
August 3, 2018	Landon Reppert, Executive Director, Alberta Transportation	Bill Snow, Stoney Tribal Administration	Letter	N/A	N/A	A USB flash drive with the March 2017-April 2018 revised ROC logs and SCRT and accompanying letters were sent via Express Post.
August 9, 2018	Landon Reppert, Executive Director, Alberta Transportation	Bill Snow, Stoney Tribal Administration	Postal delivery	N/A	N/A	The August 3, 2018 ROC package was delivered.



ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: September-October 2018

STONEY NAKODA (CHINIKI) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Bill Snow, Stoney Tribal Administration / Marie Kootenay, Project Coordinator

Contact Phone Number: Office: 403-881-4760 Cell: 587-580-6212 / Office: 403-881-2618

Email: bills@stoney-nation.com / consultation@stoney-nation.com

Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
September 10, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Tribal Administration	Text message	N/A	N/A	Dallas Maynard asked if Bill Snow had time to meet that day or the next to discuss SR1 and the additional work the Stoney Nakoda Nations wanted to do.
September 10, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Tribal Administration	Text message	N/A	N/A	Bill Snow replied and asked if Dallas Maynard could meet in Calgary at 10:00 am on Thursday (September 13, 2018).



Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
September 10, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Tribal Administration	Text message	N/A	N/A	Dallas Maynard replied he was available and asked Bill Snow where he would like to meet.
September 11, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Tribal Administration	Text message	N/A	N/A	Bill Snow texted that they could meet at the Grey Eagle Hotel.
September 11, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Tribal Administration	Text message	N/A	N/A	Dallas Maynard confirmed September 13, 2018 and 10:00 am at the Grey Eagle.
September 11, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed to confirm he had booked a room at the Grey Eagle Hotel for September 13, 2018 at 10:00 am, and that Mark Svenson and Seamas Skelly from Alberta Transportation would also be attending. He stated this meeting would be an opportunity to discuss and plan a strategy to complete the work Stoney Nakoda Nations would like to complete on the SR1 project, as well as the resources needed to complete the work.
September 11, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Dean Cherkas, Stoney Tribal Administration	Email	N/A	N/A	Dean Cherkas emailed a meeting invitation and thanked

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						Dallas Maynard for arranging the meeting.
September 11, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Tribal Administration	Email	N/A	N/A	Bill Snow emailed to confirm he and Dean Cherkas will be at the meeting.
September 13, 2018	Mark Svenson, Seamas Skelly, Alberta Transportation Dallas Maynard, DEMA Land Services	Bill Snow, Dean Cherkas, Stoney Tribal Administration	Meeting	Concerned that there are still no wildlife crossings for the project. Stoney Nakoda Nations would prefer an overpass over HWY 22.	At the meeting, Alberta Transportation described that the underpasses that will be created by the diversion channel crossings of HWY 22 and Township Road 242 have not been designed as designated wildlife underpasses; but, the design has included measures to accommodate the passage of wildlife that would otherwise cross over HWY 22. The HWY 22 underpass will have 3:1 slopes and be 24 m wide at the bottom. Gaps in the riprap armour on the bottom of the channel will be filled and surfaced with gravel.	A meeting was held between Stoney Nakoda Nations and Alberta Transportation to discuss the SR1 project and the further work Stoney Nakoda Nations were interested in undertaking.
				Expressed that hydrology was a concern of a former Chiniki consultation manager, and requested hydrology information.	At the meeting, Alberta Transportation responded that hydrology information had been shared in Sections 3A and 3B of the Environmental	

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					Impact Assessment (EIA). Alberta Transportation committed to providing the EIA material again.	
September 14, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Marie Kootenay, Stoney Tribal Administration	Email	<p>Minister Mason's comments in June 2018 were inappropriate and is seen as inadequate consultation.</p> <p>Alberta Transporting does not have a good record in accommodating First Nation project concerns or sharing information.</p> <p>There are no dedicated wildlife crossings for SR1 (the underpasses are not designed for wildlife).</p> <p>Administrative and financial challenges posed by the CEAA funding process, which are embedding additional project administration and financing to First Nations.</p>	N/A	Bill Snow emailed his comments after the September 13, 2018 meeting.
September 17, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed to ask permission to use the Traditional Land and Resource Use (TLRU) workshop notes from February 12, 2018 and

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						March 20, 2018. The workshop notes were attached.
October 24, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard forwarded the link to Stantec's FTP site with March 2018 EIA to fulfill the action item from the September 13, 2018 meeting to provide the EIA. He also requested a budget for any additional costs for the TUS.
October 26, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Stoney, Marie Kootenay Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed Bill Snow and Dean Cherkas the meeting notes from September 13, 2018 for review.



ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: November-December 2018

STONEY NAKODA (CHINIKI) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Bill Snow, Stoney Tribal Administration / Marie Kootenay, Program Coordinator

Contact Phone Number: 403-881-4760; Fax: 403-881-4250; Cell: 587-580-6212 / 403-881-2618

Email: bills@stoney-nation.com / consultation@stoney-nation.com

Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 22, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Marie Kootenay, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson emailed the cover letter from Crystal Damer, Alberta Transportation that accompanied a USB flash drive with the May 2018-October 2018 Record of Consultation (ROC) logs and Specific Concerns and Response Table (SCRT). The cover letter indicated that Stoney Nakoda Nations had 30 Government of Alberta working days to review the



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						ROC logs and SCRT for any errors and omissions. She indicated the package should be hand delivered that day.
November 23, 2018	James Bowker, DEMA Land Services for Alberta Transportation	Jarlene Beaver, Stoney Nakoda Nations	Personal delivery	N/A	N/A	James Bowker hand delivered the ROC package to Stoney Nakoda Nations. The package, addressed to Bill Snow, was left with Jarlene Beaver at the Stoney Tribal Administration office.
November 29, 2018	Crystal Damer, Alberta Transportation	Bill Snow, Marie Kootenay, Stoney Nakoda Nations	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 ROC will be submitted as part of this application.
November 30, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Marie Kootenay, Dean Cherkas, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson emailed a copy of the November 29, 2018 letter regarding the DMAF application.
December 3, 2018	Crystal Damer, Alberta Transportation	Bill Snow, Stoney Nakoda Nations	Postal delivery	N/A	N/A	The November 29, 2018 letter regarding the DMAF application was delivered by post.

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December 18, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Stoney Nakoda Nations	Email	N/A	N/A	Dallas Maynard emailed to inquire about a budget for the additional work (another site visit) Stoney Nakoda Nations would like to do. He also asked for meeting dates in January 2019.
December 19, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Stoney Nakoda Nations	Meeting	N/A	N/A	Prior to a meeting on another project, Dallas Maynard inquired about a budget for additional work and Bill Snow responded he would get that to Dallas Maynard. Dallas Maynard also asked about meeting in January. Bill Snow said they were booked up in January and suggested February 2019.
December 20, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Marie Kootenay, Dean Cherkas, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson emailed a copy of a letter dated December 19, 2018 from Alberta Transportation to the Aboriginal Consultation Office (ACO) regarding submission of the ROC from August 2014 to April 2018 to the ACO. Alberta Transportation was submitting the ROC for ACO to review. Bill Snow was copied on the letter.

ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: January-February 2019

STONEY NAKODA (CHINIKI) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Dean Cherkas / Bill Snow
Contact Phone Number: 403-881-2789 / 403-881-4760
Email: dcherkas@stoney-nation.com / bills@stoney-nation.com
Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
January 9, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Stoney Nakoda Nation	Email	N/A	N/A	Dallas Maynard asked for an update on the budget for the completion of Stoney Nakoda Nation's Traditional Use Study (TUS) and additional work they would like to do.
January 11, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Stoney Nakoda Nation	Email	N/A	N/A	Dallas Maynard followed up on his January 9, 2019 email, requesting a budget and meeting dates.

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January 11, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Stoney Nakoda Nation	Email	N/A	N/A	Bill Snow suggested the weeks of February 18, 2019 and February 25, 2019 to meet.
January 11, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Stoney Nakoda Nation	Email	N/A	N/A	Dallas Maynard replied to Bill Snow to let him know he had asked for Alberta Transportation's availability during the week of February 18, 2019. He also asked for a budget for additional work and site visits Stoney Nakoda Nation wished to undertake for their TUS.
January 12, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Stoney Nakoda Nation	Email	N/A	N/A	Dallas Maynard confirmed any day the week of February 18, 2019 worked for Alberta Transportation to meet. He also asked for the budget for the meeting.
January 16, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson followed up on Dallas Maynard's January 12, 2019 email, asking for a meeting date the week of February 18, 2019.

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January 16, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Marie Kootenay, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson forwarded her email to Marie Kootenay, who was missed on the earlier emails.
January 17, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Stoney Nakoda Nation	Email	N/A	N/A	Bill Snow emailed that the only day the Stoney Nakoda Nation are available for the week of February 18, 2019 is February 22, 2019.
January 18, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Stoney Nakoda Nation	Email	N/A	N/A	Dallas Maynard confirmed Friday, February 18, 2019 for a meeting and asked for a budget for the meeting.
January 18, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Stoney Nakoda Nation	Email	N/A	N/A	Dallas Maynard changed the date in his previous email to Tuesday, February 22, 2019.
January 18, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Stoney Nakoda Nation	Email	N/A	N/A	Dallas Maynard corrected his previously two emails to confirm the meeting on Friday, February 22, 2019.
January 22, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Marie Kootenay, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a meeting invite for February 22, 2019.
January 23, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Stoney Nakoda Nation	Email	N/A	N/A	Bill Snow requested a time change for the February 22, 2019 meeting to 9 am to noon.

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January 23, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson confirmed the new meeting time and indicated she would update the meeting invite.
January 23, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Marie Kootenay, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson notified the meeting attendees that the time had changed to 9 am to noon.
January 23, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Marie Kootenay, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson updated the meeting invite with the new time of 9 am to noon.
January 23, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Stoney Nakoda Nation	Email	N/A	N/A	Dean Cherkas accepted the meeting invite for February 22, 2019.
January 23, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Bill Snow accepted the meeting invite for February 22, 2019.
January 23, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Chris Goodstoney, Conal Labelle, Larry Daniels Jr., Marie Kootenay, Stoney Nakoda Nation	Email	N/A	N/A	Bill Snow emailed to request Chris Goodstoney, Conal Labelle, and Larry Daniels Jr. attend the meeting on February 22, 2019. Jennifer Hallson was copied on the email.

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January 24, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Chris Goodstone, Conal Labelle, Larry Daniels Jr., Marie Kootenay, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson forwarded the meeting invite to Chris Goodstone, Conal Labelle, and Larry Daniels Jr.

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Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
January 29, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Marie Kootenay, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson emailed a letter dated January 28, 2019 from Crystal Damer, Alberta Transportation. The letter requested that Stoney Nakoda Nation provide its views and perspectives on its Aboriginal and Treaty rights, cultural and experiential values, and country foods potentially affected by the project. The letter listed four specific topics that Alberta Transportation was requesting input on to respond to Canadian Environmental Assessment Agency (CEAA) IR2-01, IR2-02, and IR2-08. The specific information requests 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	Bill Snow, Marie Kootenay, Stoney Nakoda Nation	Letter	N/A	N/A	The January 28, 2019 letter requesting input for CEEA IRs was sent via registered mail.
January 29, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Marie Kootenay, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson requested a budget for the February 22, 2019 meeting.
January 31, 2019	Crystal Damer, Alberta Transportation	Bill Snow, Marie Kootenay, Stoney Nakoda Nation	Postal Delivery	N/A	N/A	The January 28, 2019 letter was delivered by post.
February 4, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Marie Kootenay, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a cover letter from Crystal Damer, Alberta Transportation, the SR1 Record of Consultation (ROC) logs, Specific Concerns and Response Table (SCRT), and supporting documents for November-December 2018 for the Bearspaw Band. The cover letter indicated there was a ten Government of Alberta (GoA) day period to review for errors or omissions. The cover letter also asked for any specific feedback on Alberta Transportation's responses and mitigation measures in column 4 of the SCRT.

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February 4, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Email delivery verification received.
February 4, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Marie Kootenay, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a cover letter from Crystal Damer, Alberta Transportation, the SR1 Record of Consultation (ROC) logs, Specific Concerns and Response Table (SCRT), and supporting documents for November-December 2018 for the Chiniki Band. The cover letter indicated there was a ten GoA day period to review for errors or omissions. The cover letter also asked for any specific feedback on Alberta Transportation's responses and mitigation measures in column 4 of the SCRT.
February 4, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Email delivery verification received.

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February 4, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Marie Kootenay, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a cover letter from Crystal Damer, Alberta Transportation, the SR1 Record of Consultation (ROC) logs, Specific Concerns and Response Table (SCRT), and supporting documents for November-December 2018 for the Wesley Band. The cover letter indicated there was a ten GoA day period to review for errors or omissions. The cover letter also asked for any specific feedback on Alberta Transportation's responses and mitigation measures in column 4 of the SCRT.
February 4, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Email delivery verification received.
February 14, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Marie Kootenay, Chris Goodstone, Conal Labelle, Larry Daniels Jr., Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent the draft agenda for the February 22, 2019 meeting. She asked for any comments.

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February 15, 2019	Amandah van Merlin, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Marie Kootenay, Stoney Nakoda Nation	Email	N/A	N/A	Amandah van Merlin followed up on Jennifer Hallson's January 29, 2019 email to ask for a budget for the February 22, 2019 meeting.
February 21, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Conal Labelle, Stoney Nakoda Nation	Email	N/A	N/A	Conal Labelle accepted the meeting invite.
February 22, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Nakoda Nation	Phone call	N/A	N/A	Dallas Maynard called Bill Snow at 9:15 am to inquire about the consultation meeting that was supposed to begin at 9:00 am. Dallas Maynard left a message stating Alberta Transportation was at the Stoney Nakoda Resort for the meeting and left his phone number.
February 22, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Nakoda Nation	Text message	N/A	N/A	Bill Snow texted Dallas Maynard at 9:30 am that he would be there in 30 minutes.
February 22, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Nakoda Nation	Text message	N/A	N/A	Dallas Maynard texted Bill Snow back "thank you."

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February 22, 2019	Mark Svenson, Seamas Skelly, Alberta Transportation Jim Howell, Eliot Terry, Liam Mackle, Stantec Dallas Maynard, Alex Burchill, Amandah van Merlin, DEMA Land Services	Bill Snow, Chris Goodstoney, Conal Labelle, Stoney Nakoda Nation	Meeting	Alberta Transportation's mitigation measures for wildlife alleviated some of Stoney Nakoda Nation's concerns, but they would still prefer overpasses.	At the meeting, Alberta Transportation described the mitigation measures in place for wildlife, including fencing, vegetating slopes, and a remote camera monitoring program. They also showed a drawing of the bridge under HWY 22 and how it will be modified to promote wildlife movement.	Alberta Transportation, Stantec, and Stoney Nakoda Nation met to discuss the SR1 project. Stantec presented on wildlife mitigation measures, and Alberta Transportation presented on the utilities and pipelines within the project area, to address concerns previously brought up by Stoney Nakoda Nation. Alberta Transportation also presented on the proposed land use plan.
				Stoney Nakoda Nation have concerns about general emergency response planning, including with regards to pipelines.	At the meeting, Alberta Transportation indicated the emergency response plans for pipelines were the responsibility of the pipeline owners.	
				Stoney Nakoda Nation voiced concerns regarding any mercaptans that may have been added to the contents of the pipelines around the SR1 Project.	At the meeting, Alberta Transportation committed to looking into this.	
				Stoney Nakoda Nation is interested in participating in monitoring programs.	At the meeting, Alberta Transportation committed to continued discussions on this topic.	



ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: March-April 2019

STONEY NAKODA (CHINIKI) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Dean Cherkas / Bill Snow
Contact Phone Number: 403-881-2789 / 403-881-4760
Email: dcherkas@stoney-nation.com / bills@stoney-nation.com
Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
March 8, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Marie Kootenay, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson followed up on the January 28, 2019 letter to ask if Stoney Nakoda Nation was planning on responding to it. She indicated that Alberta Transportation was still interesting in obtaining their input.



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March 8, 2019	Amandah van Merlin, DEMA Land Services for Alberta Transportation	Bill Snow, Chris Goodstoney, Marie Kootenay, Stoney Nakoda Nations	Email	N/A	N/A	Amandah van Merlin provided copies of the presentations given at the meeting on February 22, 2019. This included the wildlife presentation, the land use presentation, and the map of the pipelines through the project area.
March 20, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson emailed to let Stoney Nakoda Nation know that due to the provincial election, consultation on the SR1 project would be paused until after the election.



ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: May-June 2019

STONEY NAKODA (CHINIKI) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Dean Cherkas / Bill Snow
Contact Phone Number: 403-881-2789 / 403-881-4760
Email: dcherkas@stoney-nation.com / bills@stoney-nation.com
Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

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May 6, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson emailed to update Stoney Nakoda Nations that Alberta Transportation was in the process of briefing the new Minister and would be in contact after the pause on consultation due to the provincial election was lifted.



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May 6, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	An automatic reply was sent from Bill Snow that he was out of the office until May 13, 2019.
May 6, 2019	Jason Kenney, Premier	Chief Darcy Dixon, Bears paw First Nation, Chief Aaron Young, Chiniki First Nation, Chief Clifford Poucette, Wesley First Nation	Letter	Stoney Nakoda Nations stated their objection to the SR1 project.	N/A	Stoney Nakoda Nations sent a letter of objection to Premier Jason Kenney, objecting to the SR1 project and other dam proposals. The letter stated their position that “no dams can be built on the upper Bow River and adjacent systems without the express consent of the Stoney Nakoda Nations” and that the “Stoney Nakoda Nations and the Government of Canada have veto over future dam projects.”
May 22, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	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 consultation due to the provincial election.

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May 22, 2019	Matthew Hebert, Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Letter	N/A	N/A	The May 21, 2019 letter ending the pause on consultation due to the provincial election was sent via registered mail.
May 22, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	From the Stoney Nakoda perspective, consultation has not started yet on this project.	N/A	Dean Cherkas emailed to state that from the Stoney Nakoda perspective consultation has not started yet and the proponent has only been information sharing. He asked for confirmation on what the May 21, 2019 letter means.
May 22, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Dean Cherkas emailed a copy of the letter to Premier Jason Kenney dated May 6, 2019.
May 24, 2019	Matthew Hebert, Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Postal delivery	N/A	N/A	The May 21, 2019 letter was delivered by post.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
May 31, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	See May 22, 2019 entry.	The letter detailed the consultation that has occurred since August 2014 with the Stoney Nakoda Nations, including 11 meetings and 11 days of site visits as well as providing the Record of Consultation logs for review. The letter also set out the main concerns raised by Stoney Nakoda Nations throughout the process, with the responses Alberta Transportation has provided at meetings. The letter stated Alberta Transportation was willing to meet to discuss Stoney Nakoda Nations' concerns further.	Jennifer Hallson emailed a letter dated May 30, 2019 from Matthew Hebert, Alberta Transportation. The letter responded to Dean Cherkas' May 22, 2019 email.
May 31, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Stoney Nakoda Nations	Email	N/A	N/A	An automatic reply from Dean Cherkas was received, stating he was out of the office May 28, 2019 to June 2, 2019.
May 31, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	An automatic reply from Bill Snow was received, stating he was out of the office until June 3, 2019.
May 31, 2019	Matthew Hebert, Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Letter	N/A	N/A	The May 30, 2019 letter was sent via registered mail.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
June 3, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Nakoda Nations	Email	See February 22, 2019 entry.	The pipelines in the Project area are regulated by the Alberta Energy Regulator (AER) (with the exception of TransCanada's lines which are regulated by the National Energy Board (NEB)). Their jurisdiction over the lines will be maintained within the footprint of SR1. If there are requirements for mercaptans or other additives to be placed in the lines then these would be the jurisdiction of those regulatory bodies. Pipelines within the footprints of the structures will be removed, and any pipeline abandoned within the reservoir footprint will be purged, plugged, and capped as per standard regulatory requirements.	Jennifer Hallson sent the meeting minutes from the February 22, 2019 meeting, along with responses to some of the action items and concerns. She also requested confirmation that, in regards to a discussion during the meeting, Stoney Nakoda Nations does not intend to submit a Traditional Use Study report.
June 4, 2019	Matthew Hebert, Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Postal delivery	N/A	N/A	The May 30, 2019 letter was delivered by post.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
June 5, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson sent a cover letter, the Record of Consultation (ROC) log, and Specific Concerns and Response Table (SCRT) for January-February 2019. She noted the supporting documents were too large to email so a USB was being sent.
June 5, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Stoney Nakoda Nations	Email	N/A	N/A	Email delivery verification received.
June 5, 2019	Matthew Hebert, Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Letter	N/A	N/A	A USB with the cover letter, ROC log, SCRT, and supporting documents was sent via registered mail.
June 10, 2019	Matthew Hebert, Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Postal delivery	N/A	N/A	The USB package was delivered by post.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
June 14, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	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 Alberta Environment and Parks, the Natural Resources Conservation Board, and the Canadian Environmental Assessment Agency. A link was provided where the documents could be downloaded. A project update newsletter was also attached.
June 14, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	An automatic reply was received from Bill Snow stating that he was out of the office until June 17, 2019.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
June 20, 2019	Matthew Hebert, Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	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 consultation, the additional hydrogeological modelling, and information on the responses to the information requests. A USB with all the responses to the regulators was included in the package.
June 24, 2019	Matthew Hebert, Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Postal delivery	N/A	N/A	The June 20, 2019 package was delivered by post.
June 25, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson sent a cover letter, the ROC log, SCRT and supporting documents for March-April 2019.
June 25, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Stoney Nakoda Nations	Email	N/A	N/A	Email delivery verification received.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
June 26, 2019	Ric McIver, Minister	Dean Cherkas, Stoney Nakoda Nations	Letter	N/A	N/A	Minister Ric McIver sent a letter in response to the May 6, 2019 letter to Premier Jason Kenney. The letter referenced Matthew Hebert's letter dated May 30, 2019, reiterating that Alberta Transportation remains committed to consulting with the Stoney Nakoda Nations on the SR1 project and expressing the desire to meet to discuss the project.

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ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: July-August 2019

STONEY NAKODA (CHINIKI) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Dean Cherkas / Bill Snow
Contact Phone Number: 403-881-2789 / 403-881-4760
Email: dcherkas@stoney-nation.com / bills@stoney-nation.com
Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
July 29, 2019	Jennifer Hallson, DEMA Land Services on behalf of Matthew Hebert, Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson emailed a message from Matthew Hebert, Alberta Transportation, regarding a letter received on July 16, 2019 from the Canadian Environmental Assessment Agency (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



Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
						discuss Alberta Transportation's responses to the CEAA, Alberta Environment and Parks, and Natural Resources Conservation Board information requests was made. The July 16, 2019 letter from CEAA was attached.
July 31, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson provided a cover letter from Matthew Hebert, Alberta Transportation, the Record of Consultation (ROC) log, Specific Concerns and Response Table (SCRT), and supporting documents for May-June 2019.
July 31, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Stoney Nakoda Nations	Email	N/A	N/A	Email delivery verification for the ROC package received.
July 31, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Email delivery verification for the ROC package received.



ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: September-October 2019

STONEY NAKODA (CHINIKI) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Dean Cherkas / Bill Snow
Contact Phone Number: 403-881-2789 / 403-881-4760
Email: dcherkas@stoney-nation.com / bills@stoney-nation.com
Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
September 23, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson emailed a copy of a letter that requested information on any land management plans within Stoney Nakoda Nation's reserves and information regarding land use policies. This request was to aid in addressing an information request from the Canadian Environmental Assessment Agency (CEAA). The letter



Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
						also offered a meeting to discuss.
September 23, 2019	Matthew Hebert, Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Letter	N/A	N/A	The September 23, 2019 letter was sent via registered mail.
September 25, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson emailed a cover letter, the Record of Consultation (ROC) logs, and Specific Concerns and Response Table (SCRT) updated for July-August 2019 (ROC Documents). She indicated the supporting documents were too large so would send them on a USB.
September 25, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Dean Cherkas, Stoney Nakoda Nations	Email	N/A	N/A	Delivery verification of the ROC Documents received.
September 25, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Delivery verification of the ROC Documents received.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
September 25, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Dean Cherkas, Bill Snow, Ryan Robb, Conal Labelle, Chris Goodstoney, Duane Wesley, Hank Snow, Lenny Wesley, Charles Powderface, Brian Evans, Rob Shotclose, Ray Greenwood, Jennifer Bobrovitz, Cathy Arcega, Andre Buss, Stoney Nakoda Nations	Email	N/A	N/A	Dean Cherkas emailed to state that he believes the ROC Documents are “misleading and demonstrate a passive review of this project.” He requested an explanation on how the May 1, 2019 letter from the Stoney Chiefs to Premier Kenney (which was attached to the email) was addressed by Alberta Transportation and Premier Kenney. He indicated that Stoney Administration was evaluating their options on how to address SR1 as Stoney Nakoda Nations continues to object to the project.
September 26, 2019	Matthew Hebert, Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Letter	N/A	N/A	A USB with the cover letter, ROC log, SCRT, and supporting documents was sent via registered mail.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
October 1, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson emailed that there was a typo in the cover letter that accompanied the July-August 2019 ROC Documents. Due to this, the 10 day review period would restart the day following this email. She also indicated that Alberta Transportation was in the process of formulating a response to Dean Cherkas' September 25, 2019 email.
October 1, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Dean Cherkas, Stoney Nakoda Nations	Email	N/A	N/A	Email delivery verification ROC Documents typo email received.
October 1, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Email delivery verification ROC Documents typo email received.
October 2, 2019	Matthew Hebert, Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Postal delivery	N/A	N/A	The USB ROC package was delivered by post.
October 2, 2019	Matthew Hebert, Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Postal delivery	N/A	N/A	The September 23, 2019 letter was delivered by post.

October 7, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	<p>Jennifer Hallson emailed a copy of a letter dated October 7, 2019 responding to Dean Cherkas' September 25, 2019 email. The letter reiterated that Alberta Transportation has been consulting with Stoney Nakoda Nations since August 2014, supporting 11 days of site visits and a Traditional Use Study (TUS) that Stoney Nakoda Nations indicated they would not be submitting. The letter described how Alberta Transportation has met with Stoney Nakoda Nations 11 times to discuss the project and to understand concerns. Letters were also provided May 31, 2019 and June 26, 2019 that summarized concerns raised by Stoney Nakoda Nations and Alberta Transportation's responses to date, and proposed additional meetings. Alberta Transportation requested a meeting to discuss any further concerns. Finally, the contact information for the individual to contact regarding flood mitigation on the Bow River was provided in response to Stoney Nakoda Nation's concerns about the Bow River.</p>
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October 7, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Dean Cherkas, Stoney Nakoda Nations	Email	N/A	N/A	An autoreply was received the indicated Dean Cherkas was out of the office October 3-14, 2019.
October 7, 2019	Matthew Hebert, Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Letter	N/A	N/A	The October 7, 2019 letter was sent via registered mail.
October 15, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson emailed copies of figures requested at the February 22, 2019 consultation meeting, including wildlife mitigation figures and figures of the pipelines and utilities in the area. She also requested meeting dates to discuss any remaining concerns about the SR1 project.
October 17, 2019	Matthew Hebert, Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Postal delivery	N/A	N/A	The October 7, 2019 letter was delivered by post.
October 18, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson emailed to follow up on the September 23, 2019 letter requesting any land management plans. She also indicated Alberta Transportation would like to meet to discuss outstanding concerns and asked for dates.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
October 22, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	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 and requested a meeting to discuss.
October 22, 2019	Matthew Hebert, Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	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 on behalf of Alberta Transportation	Bill Snow, Dean Cherkas, Cathy Arcega, Stoney Nakoda Nations	Email	N/A	N/A	Bill Snow indicated that Stoney Nakoda Nations were available November 19 or 20, 2019 for a meeting in Morley.
October 23, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Bill Snow, Dean Cherkas, Cathy Arcega, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson confirmed November 19, 2019 worked for Alberta Transportation to meet and said DEMA would book a meeting room at the Stoney Nakoda Resort for 10:00 am – 4:00 pm. She also requested a budget for the meeting.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
October 28, 2019	Matthew Hebert, Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	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 on behalf of Alberta Transportation	Bill Snow, Dean Cherkas, Cathy Arcega, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson followed up to confirm of November 19, 2019 still worked for Stoney Nakoda Nations.
October 29, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Bill Snow, Dean Cherkas, Cathy Arcega, Stoney Nakoda Nations	Email	N/A	N/A	Bill Snow confirmed November 19, 2019 to meet, from 10:00 am to 12:00 pm.
October 29, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Bill Snow, Dean Cherkas, Cathy Arcega, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson thanked Bill Snow for confirming, and indicated she would send out a meeting invite. A draft agenda would be circulated closer to the date.
October 29, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Bill Snow, Dean Cherkas, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson sent out a meeting invitation for November 19, 2019.
October 29, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Dean Cherkas, Stoney Nakoda Nations	Email	N/A	N/A	Dean Cherkas accepted the meeting invitation.
October 30, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Bill Snow accepted the meeting invitation.



ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: November-December 2019

STONEY NAKODA (CHINIKI) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Dean Cherkas / Bill Snow
Contact Phone Number: 403-881-2789 / 403-881-4760
Email: dcherkas@stoney-nation.com / bills@stoney-nation.com
Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 5, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	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	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 8, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	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	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Letter	N/A	N/A	The Project Update Letter was sent via registered mail.
November 12, 2019	Matthew Hebert, Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Postal delivery	N/A	N/A	The Project Update Letter was delivered via registered mail.
November 12, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson emailed a draft agenda for the November 19, 2019 meeting along with the draft Indigenous Participation Plan (IPP). She indicated Alberta Transportation hoped to have a document on future land use sent prior to the meeting as well.
November 15, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson emailed the draft future land use documents, including draft principles for future land use.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 19, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Bill Snow, Stoney Nakoda Nations	Phone call	N/A	N/A	Bill Snow called Jennifer Hallson to ask if there was a conference phone available for the meeting, as Dean Cherkas would be unable to make it in person. Jennifer Hallson said she was not at the meeting, but would touch base with Dallas Maynard to see if a phone could be organised.
November 19, 2019	Matthew Hebert, Mark Svenson, Alberta Transportation Elise Savard, Talina Cyr-Steenkamp, Richard Sparvier, Stantec Dallas Maynard, Amandah van Merlin, DEMA Land Services	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Meeting	Stoney Nakoda Nations reiterated that they were opposed to flood mitigation projects across the province including the SR1 project as stated in a letter sent to Alberta Transportation on May 6, 2019.	At the meeting, Alberta Transportation indicated a response had been sent to the May 6, 2019 letter and that the goal of this consultation process was to make sure concerns were noted so mitigation measures could be developed.	A meeting was held to discuss future land use and the draft IPP. A request for land management plans was also made as a follow up to the letter sent September 23, 2019. Stoney Nakoda Nations referenced two documents they committed to providing:

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
				<p>Stoney Nakoda Nations voiced concerns that the future land use principles did not include a piece on wildlife connectivity.</p>	<p>At the meeting, Alberta Transportation indicated they had met with Stoney Nakoda Nation many times to discuss wildlife connectivity, most recently on February 22, 2019. At the February 22, 2019 meeting, the changes made to the underpasses and culverts to increase wildlife connectivity had been highlighted. Alberta Transportation offered to discuss wildlife connectivity at another meeting.</p>	<p>the Final Draft Indigenous Knowledge Policy and a book on water rights by Kenichi Matsui. Stoney Nakoda Nations also requested the socio-economic sections of the Environmental Impact Assessment. The Aboriginal Consultation Office was in attendance. Alberta Transportation committed to review the water needs assessment completed by the Land use Secretariat [note: this document is unavailable to Alberta Transportation]; to review the planning principles used in the Indigenous Advisory and Monitoring Program as part of the TMX project; and to send the Socio-economic Impacts and Labour Forces Analysis from the EIA.</p>

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 19, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Stoney Nakoda Nations	Email	N/A	N/A	Bill Snow forwarded an email that included a letter from Richard Feehan, Minister of Indigenous Relations (dated March 12, 2019), and the Final Draft Indigenous Knowledge Policy, as discussed during the November 19, 2019 meeting.
November 19, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Stoney Nakoda Nations	Email	N/A	N/A	Bill Snow provided a link to a book he had mentioned during the November 19, 2019 meeting (<i>Native Peoples and Water Rights: Irrigation, Dams, and the Law in western Canada</i> by Kenichi Matsui)
December 6, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson emailed a cover letter, the Record of Consultation (ROC) logs, Specific Concerns and Response Table (SCRT), and supporting documents for September-October 2019.
December 6, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Dean Cherkas, Stoney Nakoda Nations	Email	N/A	N/A	Email delivery verification for the ROC logs, SCRT, and supporting documents received.
December 6, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Email delivery verification for the ROC logs, SCRT, and supporting documents received.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
December 10, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	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.
December 17, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson emailed the meeting minutes from the November 19, 2019 meeting for review. Also attached were the socio-economic sections of the Environmental Impact Assessment, as requested by Bill Snow at the November 19, 2019 meeting.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
December 17, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	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 CEAA's additional questions on Round 1 of the information requests. A link was provided to the responses on Alberta Transportation's website.

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ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: January-February 2020

STONEY NAKODA (CHINIKI) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Dean Cherkas / Bill Snow
Contact Phone Number: 403-881-2789 / 403-881-4760
Email: dcherkas@stoney-nation.com / bills@stoney-nation.com
Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
January 30, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson emailed a cover letter, the Record of Consultation (ROC) logs, and Specific Concerns and Response Table (SCRT) for November-December 2019. She noted the supporting documents were too large so they would be mailed on a USB.



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January 30, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Stoney Nakoda Nations	Email	N/A	N/A	Email delivery verification for the ROC documents received.
January 30, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Email delivery verification for the ROC documents received.
February 4, 2020	Matthew Hebert, Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Letter	N/A	N/A	A USB with the cover letter, ROC logs, SCRT, and supporting documents was sent via registered mail.
February 28, 2020	Matthew Hebert, Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Postal delivery	N/A	N/A	The USB with the cover letter, ROC logs, SCRT, and supporting documents was delivered via registered mail.



ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: March-April 2020

STONEY NAKODA (CHINIKI) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Dean Cherkas / Bill Snow
Contact Phone Number: 403-881-2789 / 403-881-4760
Email: dcherkas@stoney-nation.com / bills@stoney-nation.com
Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
March 23, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Nakoda Nations	Phone call	N/A	N/A	Jennifer Hallson called Bill Snow to check in about Stoney Nakoda Nations' status and ability to consult given the COVID-19 pandemic. There was no answer, so she left a message requesting a call or email back.



Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
April 14, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	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 consultation with Stoney Nakoda Nations.
April 23, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Nakoda Nations	Phone call	N/A	N/A	Jennifer Hallson called Bill Snow to inquire about his office's status now that the Aboriginal Consultation Office (ACO) had lifted the consultation pause. There was no answer, so she left a message requesting a call or email back.
April 24, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson followed up on her April 23, 2020 voicemail to check in and inquire what Stoney Nakoda Nations' office's work status was and what the best way to continue consultation activities would be.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
April 24, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Erin Slater, Stoney Nakoda Nations	Email	N/A	N/A	Bill Snow responded that Stoney Nakoda Nations has concerns regarding the ACO lifting the consultation pause, but Stoney Nakoda Nation continues to be consulted on various projects. He attached their 2020-2021 consultation rate sheet.
April 29, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson sent shapefiles of the SR1 project area and flood scenarios.

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ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: May-June 2020

STONEY NAKODA (CHINIKI) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Dean Cherkas / Bill Snow
Contact Phone Number: 403-881-2789 / 403-881-4760
Email: dcherkas@stoney-nation.com / bills@stoney-nation.com
Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
May 6, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson emailed four draft monitoring plans (groundwater, surface water, vegetation and wetlands, and wildlife) for Stoney Nakoda Nation's review. She indicated Alberta Transportation welcomes written feedback and would also be available to discuss the plans in a meeting.



Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
May 11, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson emailed a cover letter, the Record of Consultation (ROC) logs, Specific Concerns and Response Table (SCRT), and supporting documents for January-February 2020.
May 11, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Stoney Nakoda Nation	Email	N/A	N/A	Email delivery verification for the ROC documents received.
May 11, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Email delivery verification for the ROC documents received.
May 12, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda 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	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
May 15, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson emailed a message from Matthew Hebert, Alberta Transportation, including 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 the four draft monitoring plans provided May 6, 2020 and continue discussions on future land use.
June 1, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson emailed a message from Matthew Hebert, Alberta Transportation regarding the filing of the first two of three parts of the Round 2 information requests from Alberta Environment and Parks and the Natural Resources Conservation Board.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
June 3, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a message from Matthew Hebert, Alberta Transportation with a link to the Spring 2020 Project Update. The Project Update outlined SR1's function as a significant component of the Government of Alberta's flood mitigation strategy for southern Alberta and Calgary, and its role working together with other flood mitigation projects such as the upgrades to the Glenmore Reservoir.
June 4, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson followed up to inquire if Stoney Nakoda Nation would be completing the Request for Information.
June 19, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson followed up again to inquire if Stoney Nakoda Nation would be completing the Request for Information.

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June 30, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a letter from Alberta Transportation regarding Fisheries and Oceans Canada and fish offsetting requirements for the SR1 Project, with an indication that they would like to meet in late July-August to discuss the options and get feedback from Stoney Nakoda Nation.

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ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: July-August 2020

STONEY NAKODA (CHINIKI) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Dean Cherkas / Bill Snow
Contact Phone Number: 403-881-2789 / 403-881-4760
Email: dcherkas@stoney-nation.com / bills@stoney-nation.com
Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
July 2, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson emailed a letter from Matthew Hebert, Alberta Transportation regarding the <i>Water Act</i> application for the SR1 Project. The letter described the application process and requested feedback on any potential adverse impacts that the <i>Water Act</i> approval may have on treaty rights and traditional uses. A plain language summary of the



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						Water Act application was attached.
July 3, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson emailed a message from Matthew Hebert, Alberta Transportation notifying Stoney Nakoda Nation that the third part of the provincial information requests package had been submitted Alberta Environment and Parks (AEP) and the Natural Resources Conservation Board (NRCB).
July 15, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson emailed a cover letter, the Record of Consultation (ROC) logs, Specific Concerns and Response Table (SCRT), and supporting documents for March-April 2020.
July 15, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Stoney Nakoda Nation	Email	N/A	N/A	Email delivery notification for the ROC documents received.
July 15, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Email delivery notification for the ROC documents received.

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July 15, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson indicated there was an error in the cover letter for the ROC documents, and that Stoney Nakoda Nation had 15 Government of Alberta days to review, not 10.
July 20, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson emailed a letter regarding the archaeological work being completed for the SR1 Project. The letter invited Stoney Nakoda Nation to observe the Historical Resources Impact Assessment (HRIA) work being completed. The letter requested confirmation of interest and indicated capacity funding was available.
July 22, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	See SCRT for detailed responses.	Jennifer Hallson emailed a package that included responses to concerns in the SCRT that either had no response or required an updated response. Alberta Transportation requested any feedback within 15 GOA days.

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July 22, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a message from Matthew Hebert, Alberta Transportation that notified Stoney Nakoda Nation that Alberta Transportation had responded to four out of five information requests from the Impact Assessment Agency of Canada (IAAC) on July 17, 2020. The Draft Fish Rescue and Fish Health Monitoring and Mitigation Programs (provided in Round 2 NRCB IR31, Appendix IR31-1) and the Draft Air Quality Management Plan (provided in Round 2 IAAC IR4-04, Appendix IR4-1) were attached.
July 24, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson followed up to inquire if Stoney Nakoda Nation planned to complete the Request for Information (RFI), sent on May 15, 2020.



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August 4, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson emailed a letter from Matthew Hebert, Alberta Transportation inviting Stoney Nakoda Nation to participate in group virtual meetings to review the draft monitoring plans, fish offsetting plans, and the <i>Water Act</i> application. The letter requested confirmation of Stoney Nakoda Nation's preference of group meetings or individual meetings by August 14, 2020.
August 31, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson emailed to provide an update on the archaeological work for the SR1 Project. The excavation and mitigation work had been postponed to the following year, and Alberta Transportation would contact Stoney Nakoda Nation at that time to offer an invitation to observe the work. Alberta Transportation had received the permit to conduct the HRIA work and would complete that this fall.

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August 31, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson emailed a cover letter, the ROC logs, SCRT, and supporting documents for May-June 2020.
August 31, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Stoney Nakoda Nation	Email	N/A	N/A	Email delivery notification for the ROC documents received.
August 31, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Email delivery notification for the ROC documents received.

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ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: September-October 2020

STONEY NAKODA (CHINIKI) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Dean Cherkas / Bill Snow
Contact Phone Number: 403-881-2789 / 403-881-4760
Email: dcherkas@stoney-nation.com / bills@stoney-nation.com
Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
September 3, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson emailed a questionnaire compiled by Alberta Transportation to request feedback on the six draft monitoring plans for the SR1 Project. An updated group meeting schedule was provided. An offer for capacity funding to review the monitoring plans was also made.

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September 8, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson inquired whether Stoney Nakoda Nation would be submitting the Request for Information (RFI) for the Indigenous Participation Plan (IPP) for the SR1 Project.
September 10, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a meeting invitation for the September 17, 2020 group meeting to discuss the draft Surface Water Monitoring Plan and the draft Fish Rescue and Fish Health Monitoring and Mitigation Program. An agenda was attached.
September 10, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Stoney Nakoda Nation	Email	N/A	N/A	Dean Cherkas declined the September 17, 2020 meeting invitation.
September 17, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a meeting invitation for the September 24, 2020 group meeting to discuss the draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan and the draft Wildlife Mitigation and Monitoring Plan. An agenda was attached.

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September 17, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Stoney Nakoda Nation	Email	N/A	N/A	An out of office reply was received from Dean Cherkas, stating he was out of the office September 11-25, 2020.
September 18, 2020	Amandah van Merlin, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Amandah van Merlin sent an update from Matthew Hebert, Alberta Transportation regarding public community information sessions that were occurring on September 24, 2020 and October 8, 2020.
September 21, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Cathey Arcega, Stoney Nakoda Nation	Email	N/A	N/A	Cathy Arcega accepted the September 24, 2020 meeting invitation. <i>Note: Cathy Arcega did not attend the September 24, 2020 meeting.</i>
September 24, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Cathey Arcega, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson emailed the presentations for the September 24, 2020 meeting to ensure anyone joining by phone could follow along.
September 24, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a meeting invitation for the October 1, 2020 group meeting to discuss the draft Groundwater Monitoring Plan and the draft Air Quality Management Plan. An agenda was attached.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
September 30, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Stoney Nakoda Nation	Email	N/A	N/A	Dean Cherkas declined the October 1, 2020 meeting invitation.
October 2, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a meeting invitation for the October 8, 2020 group meeting to discuss the <i>Water Act</i> application and the <i>Public Lands Act</i> application. An agenda was attached.
October 5, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a link to recently released renderings of what the SR1 Project components will look like, if approved and built, from different points on the landscape.
October 5, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a letter and summary from Matthew Hebert, Alberta Transportation regarding the <i>Public Lands Act</i> application. The letter noted that Alberta Transportation would like to consult regarding any potential adverse effects (if any) on Stoney Nakoda Nation's treaty rights and traditional uses.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
October 6, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a message from Matthew Hebert, Alberta Transportation regarding the Natural Resources Conservation Board (NRCB) providing notice to convene a pre-hearing conference (scheduled for December 2, 2020) for the SR1 Project. Alberta Transportation remains committed to ongoing consultation with Stoney Nakoda Nation.
October 7, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a message from Matthew Hebert, Alberta Transportation regarding the Business Readiness Workshop for the SR1 Project, scheduled for October 21, 2020. The message requested that Stoney Nakoda Nation provide any contact names for Stoney Nakoda Nation or member-owned companies that should be invited to the meeting.

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October 7, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Ryan Robb, Stoney Nakoda Nation Trevor Delorey, Trent Fequet, Shane Yamamoto, Steel River Group	Email	N/A	N/A	Dean Cherkas replied to Jennifer Hallson's October 7, 2020 email about the Business Readiness Workshop. Dean Cherkas stated that Stoney Nakoda Nation continues to object to the regulatory process and the Project. He included a contact for the Stoney Nakoda Nation partner Steel River Group who should be engaged on the economic opportunities for the SR1 Project and suggested Alberta Transportation contact Steel River Group to organise a meeting.
October 7, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a reminder email for the October 8, 2020 group meeting.
October 7, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Erin Slater, Stoney Nakoda Nation	Email	N/A	N/A	Dean Cherkas indicated he was double booked for October 8, 2020.
October 8, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson emailed the presentations for the October 8, 2020 meeting to ensure anyone joining by phone could follow along.

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October 8, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Ryan Robb, Stoney Nakoda Nation Trevor Delorey, Trent Fequet, Shane Yamamoto, Steel River Group	Email	N/A	N/A	Jennifer Hallson responded to Dean Cherkas' October 7, 2020 email. Alberta Transportation would be interested in meeting with Stoney Nakoda Nation and Steel River Group following the submission of the RFI. Submitting the RFI prior to meeting allows Alberta Transportation to review the information and interested companies and come prepared with specific information and questions.
October 9, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a meeting invitation for the Business Readiness Workshop (morning session).
October 9, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a meeting invitation for the Business Readiness Workshop (afternoon session).

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
October 14, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson followed up on the <i>Water Act</i> and <i>Public Lands Act</i> information, provided July 2, 2020 and October 5, 2020 respectively, and if Stoney Nakoda Nation would like to meet to discuss the two applications and consult on potential adverse effects (if any) to their treaty rights or traditional uses.
October 16, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a message from Matthew Hebert, Alberta Transportation, that provided a link to the Fall 2020 Project Update for the SR1 Project.
October 19, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent the agenda for the Business Readiness Workshops occurring on October 21, 2020.
October 20, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a cover letter, the Record of Consultation (ROC) logs, Specific Concerns and Response Table, and supporting documents for July-August 2020.



Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
October 20, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Email delivery receipt for the July-August 2020 ROC documents received.
October 20, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Stoney Nakoda Nation	Email	N/A	N/A	Email delivery receipt for the July-August 2020 ROC documents received.
October 21, 2020	Matthew Hebert, Terra Cook, Yvonne Carignan, Jennifer Smid, Alberta Transportation Camille Kotke, Dan Marner, Dixie Bishop, Sara Stickland, Alberta Labour and Immigration Eric Monteith, Erin Bradley, Sarah Kemp de Gereda, Elise Savard, Michele Perret, Stantec Amandah van Merlin, DEMA Land Services	Trevor Delorey, Steel River Group	Meeting	None.	N/A	A Business Readiness Workshop was held to discuss employment opportunities for the SR1 Project.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
October 23, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a message from Matthew Hebert, Alberta Transportation regarding filing of a response to the Impact Assessment Agency of Canada (IAAC) regarding future land use for the SR1 Project. The email highlighted that the Government of Alberta will establish a First Nations Land Use Advisory Committee for the area, as well as identify a portion of land near the SR1 Project that can be used by First Nations as a staging area. The response to IAAC 4-05 was attached.
October 26, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Trevor Delorey, Shane Yamamoto, Steel River Group Dean Cherkas, Bill Snow, Ryan Robb, Stoney Nakoda Nation	Email	N/A	N/A	Trevor Delorey provided the RFI for Stoney Nakoda Nation.



Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
October 27, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Trevor Delorey, Steel River Group Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson emailed the presentation that was given at the Business Readiness Workshop on October 21, 2020. The email also included the information Alberta Transportation was looking for regarding interest and capacity for the construction work packages by November 16, 2020.
October 27, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Trevor Delorey, Shane Yamamoto, Steel River Group Dean Cherkas, Bill Snow, Ryan Robb, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson thanked Trevor Delorey for the RFI, and noted her last email had information that Alberta Transportation was looking for regarding interest and capacity for the construction work packages by November 16, 2020. She indicated if Steel River Group and Stoney Nakoda Nation wanted to meet with Alberta Transportation prior to providing that information to let her know.



ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: August-October 2014

STONEY NAKODA (WESLEY) NATIONS

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Bill Snow, Stoney Tribal Administration
Contact Phone Number: 403-881-4760; Fax: 403-881-4250; Cell: 587-580-6212
Email: bills@stoney-nation.com
Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

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August 18, 2014	Government of Alberta, Aboriginal Relations	Bill Snow, Consultation Manager, Stoney Tribal Administration	Initial Letter outlining the Springbank Off-Stream Storage Project	None	None	None
August 27, 2014	Syed Abbas, Director, Water Management Section, Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Notification Letter sent to Wesley band by Registered Mail September 10, 2014	None	None	None
September 16, 2014	Terry McKitrick DEMA Land Services for Alberta Transportation	Pick up of Notification Letter at Morley Post Office	Confirmed Pick up by Wesley band with signature	None	None	Notification Letter confirmed picked up by Wesley band.



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September 19, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Marie Kootenay, Project Coordinator, Bill Snow, Consultation Manager, Stoney Tribal Administration	Email and Letter Response sent by Stoney Nakoda Nation	The Stoney Nakoda Nation confirmed the project and note that it does impact Stoney Treaty Rights and Traditional Uses in the proposed project area	None	Stoney Nakoda Nation require an agreement by TRANS due to intellectual property and protocol concerns (SIL Form). Marie Kootenay also requested dates for a meeting in October on behalf of Bill Snow.
September 19, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Marie Kootenay, Project Coordinator, Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	DEMA agreed to work at getting potential meeting dates and to provide Transportation responses on the SIL form and potential funding.
October 3, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration c/o Marie Kootenay, Project Coordinator	Email	None	None	Dallas M indicated to the Stoney Nation (Marie) that a meeting on Monday October 20, 2014 would work for TRANS.
October 6, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Marie Kootenay, Project Coordinator, Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Marie Kootenay confirmed Bill Snow would confirm the meeting location and time.
October 6, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email confirming meeting	None	None	The Stoney Nakoda Nation confirmed a meeting at the Super 8 in Cochrane on Oct. 20, 2014 at 1:00 PM.
October 7, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Confirmed receipt of meeting notice and identified sharing the agenda.

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October 16, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email SIL Form as requested by Stoney NN.	None	None	Dallas Maynard sent Bill Snow the completed SIL form. Dallas Maynard also included the attendees from Alberta Transportation and DEMA who would be present at the October 20, 2014 meeting, and indicated DEMA will be taking meeting notes that will be circulated for review after the meeting.
October 20, 2014	Dallas Maynard, DEMA Land Services and Mark Svenson for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration, Chris Goodstoney,	MEETING at Super 8 Cochrane AB	<p>Stoney Nakoda Nation confirmed the project is in their Traditional Territory. They want to be able to complete an internal Cultural Review of the project area with Elders</p> <p>Bill Snow inquired about the oil pipelines that cross the SR1 lands and what would happen to them as part of SR1.</p> <p>Bill Snow indicated that Aboriginal Relations policy does not apply to private lands. He also indicated that the Stoney Nakoda Nations will want to undertake a Cultural Assessment of the Springbank Project Area.</p>	<p>Mark Svenson responded the pipelines would likely be relocated, however no definite answer was provided as the project was just starting and the engineering work had not been completed to formally answer this question.</p>	M Svenson provided an overview of the SR-1 project to date and W. Snow will provide TRANS with a budget for the Cultural Study by Nov. 15, 2014.

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October 23, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Provided the SR-1 Project EIA TOR out for public comment to Bill Snow.

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ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: November-December 2014

STONEY NAKODA (WESLEY) NATIONS

Contact Information received from Indigenous Relations Website as updated

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November 14, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	The draft meeting notes for the October 20, 2014 meeting with the Stoney Nakoda Nation were sent for their review and comment. In addition, the web link to the conceptual engineering studies completed by AMEC on the SR-1 Project were included in the e mail.
November 29, 2014	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email with SR-1 Article Attachments	None	None	The SR-1 Article developed by AESRD and Stantec map sent to the Stoney Nakoda Nation for potential publication.



ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: January-February 2015

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January 20, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	As a courtesy sent the Public Consultation meeting Notification for the SR-1 scheduled for Calgary (Jan 27) and Cochrane (Jan 28)
February 9, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	SR-1 Update on the status of access provided to the Stoney Nakoda Nation (Bears paw, Chiniki and Wesley Bands).





ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: March-April 2015

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March 10, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	DEMA provided an update on the SR-1 Project and informed Stoney Nakoda Nation of planned Public Open Houses on SR-1 and provided a link to download January 2015 Open House story boards. Stoney Nakoda Nations were informed that Alberta Transportation still had no access to the SR1 lands.





ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: May-June 2015

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June 15, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	The Stoney Nakoda Nations were informed there had been no change to the SR1 project, the current government was being briefed and no decision on the project had been made by the Government of Alberta.
June 15, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Bill Snow thanked Dallas for the update and informed him that the new Consultation Officer was Chris Clarke.





ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: July-August 2015

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No communication during this time period.						





ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: September-October 2015

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September 28, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Status update provided to the Stoney Nakoda Nation that there was no change in the status of the SR1 and it was still on hold.





ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: November-December 2015

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November 25, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Provided Transportation's most recent conceptual drawings which described the downstream diversion being planned for the Springbank SR-1 Project. Confirmed that access still not available.





ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: January-February 2016

STONEY NAKODA (WESLEY) NATIONS

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No communication during this time period.						





ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: March-April 2016

STONEY NAKODA (WESLEY) NATIONS

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March 24, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Informed the Stoney Nakoda Nation (Bears paw, Chiniki, Wesley Bands) that the Province of Alberta had secured access to the SR-1 which included government links re SR-1.
April 11, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Provided a digital file for the latest SR-1 Map. Requested a meeting with the Stoney Nakoda Nation (Bears paw, Chiniki, Wesley) in May 2016.



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April 12, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Letter with SR1 Map enclosures	None	None	Three hard copies of the most recent SR-1 Maps (previously sent digitally) were sent to Bill Snow's attention.
April 12, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Bill Snow responded asking if May 3, 2016, was a good day to meet on the SR-1 Project.
April 12, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Dallas Maynard responded that Transportation was meeting with the Stoney Nation on that day on another consultation file and suggested May 2 or 4, 2016.
April 28, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Dallas Maynard emailed to confirm the next meeting date and also enclosed a link to a video flyover developed for the SR-1.

ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: May-June 2016

STONEY NAKODA (WESLEY) NATIONS

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May 4, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Dallas Maynard emailed to ask Bill Snow to bring a map of the SR1 project to the meeting later that day.
May 4, 2016	Mark Svenson, Alberta Transportation Dallas Maynard, Shayne Maynard, Michael Cearns, DEMA Land Services for Alberta Transportation Sarah Kemp de Gerda, Stantec	Bill Snow, Consultation Manager, Stoney Tribal Administration, Lenny Wesley, Consultation Officer Chris Goodstoney, Consultation Officer	Meeting with Stoney Nakoda Nations (Bears paw, Chiniki and Wesley Bands) at the Chiniki Restaurant Meeting Room on HWY #1 at Morley.	The Stoney Nakoda representatives indicated the need to do research in the river valleys, the Bow River was mentioned a need to do more testing. The Stoney Nakoda representatives spoke of doing a		Sarah Kemp de Gerda, attended the meeting for Stantec, and provided an overview of the SR1 Environmental Assessment being undertaken for the project. Sarah focused on the segment of the EIA that required input from First

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				<p>Ceremony in the SR1 project area.</p> <p>Bill Snow asked if the SR1 project would include any wildlife crossings. He also inquired about fencing.</p> <p>Bill Snow emphasized the importance of wildlife crossings and was concerned that if not properly managed could be a problem for the SR1 project</p> <p>Bill Snow stated there are two different trap lines out there and their members use the area for trapping but did not specify their locations.</p> <p>Request for a Traditional Use Study to understand how concerns will fit into SR1 design.</p>	<p>Mark Svenson responded that the design of the SR1 diversion channels and the earthen dam would be designed to allow the passage of wildlife along the Elbow River. Mark responded that there will likely be some fencing on the SR1 Project.</p>	<p>Nations related to traditional ecological knowledge.</p>
May 9, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email exchange	None	None	Bill Snow, informed Dallas Maynard that the Stoney would need to issue a file set-up fee for the SR-1 Project. Dallas exchanged emails and requested clarification on the file fee.

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May 10, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Alberta Transportation notified the Stoney Nakoda Nations that CEAA had accepted the project description and provided the CEAA project review timelines along with a link to CEAA's website. Also notified the Stoney Nakoda Nations about Alberta Transportation's upcoming Public Open Houses and provided the link with information on SR1.
May 13, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Phone Call	None	None	Further to previous emails Bill Snow called Dallas Maynard to discuss the \$500 file fee. After some discussion, it was agreed that the budgets being submitted would contain the fee for Transportation's consideration.
May 20, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Requested a copy of the "Record of Consultation".
May 20, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Dallas responded that the SR-1 Consultation Log with the Stoney Nakoda Nations would be forwarded on the following Tuesday when he was back in the office.

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May 23, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email with SR-1 Links	None	None	Transportation shared two links on SR-1, the first was the updated Fly-over animation of the Springbank Off-stream diversion for the Elbow River; the second was the link for the CEEA website.
May 24, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email with the attached Consultation Log.	None	None	After a request from the Stoney Nakoda Nation the "Record of Consultation" was forwarded to Bill Snow.
June 2, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Marie Kootenay, Project Coordinator, Stoney Consultation Office	Email	None	None	Stoney Tribal Administration Invoice 0040-A000059 for a File set up fee. Paid July 22, 2016 by DEMA cheque 010630.
June 3, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Marie Kootenay, Project Coordinator, Stoney Consultation Office	Email	None	None	DEMA responded that the Stoney invoice would be submitted for approval.

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June 8, 2016	Canadian Environmental Assessment Agency and Mark Svenson for the Government of Alberta	Britta Eriksson, Head, Litigation Support, Rae & Company for Bill Snow, Consultation Manager, Stoney Tribal Administration	Email with attached letter	<p>The Stoney Nakoda Nations expressed concerns to their Treaty Rights and traditional uses of lands in the Project area.</p> <p>Concerns were expressed for the Stoney Nakoda cultural practices, their current use of lands and resources for traditional purposes, the effect on water and wetlands for wildlife, fish, birds and vegetation.</p> <p>Concerns expressed that the proposed SR1 project will drive away or minimize the availability of bird, fish and wildlife,</p> <p>Concerns that the SR1 project will act as a barrier to the migration of wildlife and fish.</p> <p>Concerns over the lack of wildlife crossings on the SR1 project.</p> <p>The Stoney Nakoda Nation feel a Cultural Use Study, a Stoney Hydrology report, and a wildlife impact study are required.</p>	None provided at this time pending final review of the EIA and receipt of the Stoney Nakoda Nation Traditional Use Study.	The Stoney Consultation office sent a letter to the CEAA and to Alberta Transportation (Mark Svenson) expressing concerns on the SR1 Project and highlighting requirements for a Cultural Use Study and Hydrology Study at SR-1.

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June 9, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Dallas Maynard confirmed the File Set-up invoice for SR-1 was approved by TRANS. A request was made to Bill Snow to help set up a meeting with Stoney Nakoda Chiefs and CEOs to brief them on the SR-1 Project in accordance with the direction of Minister Mason to Dallas Maynard on May 18, 2016.
June 23, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Emails	None	None	The email informed the Stoney Nakoda Nations that the CEAA had decided that a federal EIA was required for SR-1.
June 23, 2016	Shauna Sigurdson, Regional Director Prairie and Northern Region Environment Canada	Chief Ernest Wesley, Wesley FN, with c.c. Bill Snow	Letter with enclosed draft EIS Guidelines	None	None	The letter provided the draft EIS requesting comments by July 25, 2016 and indicated that once the EIS is finalized CEAA will propose a Consultation plan for Bearspaw, Chiniki and Wesley Nations.



ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: July-August 2016

STONEY NAKODA (WESLEY) NATIONS

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Email: bills@stoney-nation.com
Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
July 3, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email with attached May 4 th Meeting Notes in MS Word	None	None	The Draft Meeting Notes taken by TRANS at the May 4, 2016 SR-1 Consultation meeting at the Chiniki Restaurant were sent to Bill Snow and SNN for their review & comment.
July 21, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Marie Kootenay, Project Coordinator, Stoney Consultation Office	Email exchange	None	None	Due to a possible Postal Strike an exchange of emails occurred related to the delivery of payments for SNN invoices from DEMA to the SNN.



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July 22, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Regular Mail with Tracking	None	None	DEMA mailed the payment of the \$500 File Set up fee for the SR-1 (STA Invoice 0040-A000059 and DEMA Cheque 010630) which has been received on July 25, 2016.
July 27, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration SNN CEOs Lyndsay Blackett (Chiniki), Hopeton Loudon (Wesley) and Rob Shotclose (Bears paw).	E Mail and Phone calls to Lyndsay Blackett (for contact information on SNN CEOs) Information was provided.	None	None	The email made two requests. First was to request budgets from SNN for work they planned on the SR-1 and Site Visit Dates. Second Dallas Maynard requested meeting dates with the CEOs to brief the SNN CEOs on SR-1. No phone log available.
July 28, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Marie Kootenay, Project Coordinator, Stoney Consultation Office	Email	None	None	Dallas Maynard responded that the recent DEMA cheque had been mailed and our tracking showed it was received and cashed by SNN. DEMA again requested SR-1 Budgets
August 17, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Phone Call	None	None	Dallas Maynard called Bill Snow's Cell, received no answer and left a message to call back regarding SR-1.
August 19, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Phone Call	None	None	Bill Snow called back and Dallas Maynard requested budgets for the SNN Site Visits to SR-1. Dallas mentioned

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						Minister Mason's commitment during a May conference call with SNN Chief Aaron Young and CEO Lindsay Blackett for Transportation to meet with the three CEO's. Bill suggested this should occur following the Site Visits.
August 22, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email exchange	None	None	Bill Snow confirmed the budgets required by Transportation and indicated that SR-1 would require 10 days of Site Visits. While closure dates were mentioned for two other Transportation consultations Dallas confirmed that the SNN had estimated 10 Site Visit dates and that there was no proposed closure date for the SR-1 Consultation.

ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: September-October 2016

STONEY NAKODA (WESLEY) NATIONS

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Bill Snow, Stoney Tribal Administration
Contact Phone Number: 403-881-4760; Fax: 403-881-4250; Cell: 587-580-6212
Email: bills@stoney-nation.com
Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

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September 13, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email with attachments ESRD SR-1 final; EIA TOR; CEAA EIS Guidelines; CEAA June 23, 2016 letters to SNN.	None	None	Dallas Maynard requested budgets from the SNN for the SR-1 Site Visits. Correspondence and EIA and EIS TOR/guidelines attached to the email.
September 26, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Phone Call Exchange	None	None	Dallas Maynard received a call from Bill Snow to discuss preparations to move forward with the Site Visits onto the SR-1.

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September 30, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	As a follow up to the September 26 th phone discussions Dallas Maynard again requested a budget from the SNN so the Site Visits could commence as soon as possible. A link to the digital copy of the SR-1 Map was included in the email.
October 7, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	As no Site Visit budget, had been received Dallas Maynard offered to meet with the SNN to plan their Site Visits. Indicated the importance of hearing any potential concerns on current practice of Treaty Rights and Traditional uses at the SR-1 project site. Again, requested a SR-1 Site Visit budget.
October 7, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	The Stoney Nakoda Nation emailed their budget for the SR1 TUS Study for Transportation's approval.
October 7, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email with attached budget and subsequent email exchanges	None	None	Dallas Maynard provided comments and asked for clarification on the TUS budget.

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October 13, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Dallas Maynard inquired if Bill Snow was available to meet at their Morley office to review the SNN Site Visit budget.
October 13, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration,	Email	None	None	Bill Snow emailed to reply that he was out of the office and was available for a call at 2:00.
October 13, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Chris Goodstone, Consultation Technician	Meeting at the SNN Consultation Office at Morley AB.	None	None	Dallas Maynard dropped into the SNN Morley Office and had an impromptu meeting with Chris Goodstone regarding the SNN Site Visit Budget and suggested several areas in the budget that might need changes.
October 13, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration,	Phone call	None	None	Bill Snow called Dallas Maynard on the phone and promised to get a revised budget to Transportation which included at least 11 days.
October 14, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email with attached revised SR-1 Budget	None	None	Bill Snow provided the revised SR-1 Budget for the SNN Traditional Use Study.

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October 16, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Dallas Maynard confirmed that Transportation had approved the SNN SR-1 Budget presented October 14, 2016. Requested that the SNN contact DEMA as soon as possible to arrange the drive through of the SR-1.
October 17, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Chris Goodstone, Consultation Technician	Phone Call	None	None	Dallas Maynard called Chris Goodstone to arrange the drive through and to set up the SR-1 Site Visits.
October 18, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Bill Snow indicated that the SNN will commence the Site tour for the SR-1 on October 20, 2016. Confirmed meeting at the Petro Canada (HWY #1/HWY #22) at 9:00 AM. Tentatively to start the Site Visits Monday October 24, 2016
October 18, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Dallas Maynard confirmed the meetings on Site at SR-1 and indicated that Seamas Skelly from Transportation and Paul Phillips from DEMA would be the field contacts and would be on site for the Site Visits.

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October 20, 2016 Site Visit Day #1 – Drive Through SR-1	Seamas Skelly, Transportation, Dallas Maynard, Paul Phillips, Michael Cearns, DEMA Land Services	Bill Snow, Consultation Manager, Stoney Tribal Administration Chris Goodstone, Sam Ear Lenny Wesley, Elliott Lefthand, Larry Daniels (JR) Melvin Beaver, Charles Powderface, Henry Holloway, Charles Rabbit	Site Visit Day 1 – Drive through the SR-1 Site on Public Roads	None	None	Drive through the SR-1 from the Public Road Allowances to familiarize the Stoney Nakoda Nations on the SR1 Project.
October 24, 2016 Site Visit Day #2 Inspected Properties #20 # 21, #22, #24, # 25	Seamas Skelly, Transportation, Dallas Maynard, Paul Phillips, Michael Cearns, DEMA Land Services	Bill Snow, Consultation Manager, Stoney Tribal Administration (not onsite) Chris Goodstone, Sam Ear Lenny Wesley, Elliott Lefthand, Larry Daniels (JR) Melvin Beaver, Charles Powderface, Henry Holloway, Charles Rabbit	Site Visit Day 2 See photos showing the wooded area on Property #21, near the unnamed creek.	None	None	The Stoney Nakoda Nations Inspected the Lands adjacent to the no name creek along the outfall from the proposed dry reservoir.
October 25, 2016 Site Visit Day #3 Inspected Properties #85, #86, # 9, and #6	Seamas Skelly, Transportation, Dallas Maynard, Paul Phillips, Michael Cearns, DEMA Land Services	Bill Snow, Consultation Manager, Stoney Tribal Administration (not onsite) Chris Goodstone, Sam Ear Lenny Wesley, Elliott Lefthand, Larry Daniels (JR) Melvin Beaver, Charles Powderface, Henry Holloway, Charles Rabbit	Site Visit Day 3 See photos showing the grassy meadow area near which is part of the diversion channel on property #6.	None	None	The Stoney Nakoda Nations Inspected Properties #85, #86, # 9, and #6.

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October 26, 2016 Site Visit Day #4 Inspected Properties #1, #4, #86	Seamas Skelly, Transportation, Dallas Maynard, Paul Phillips, Michael Cearns, DEMA Land Services	Bill Snow, Consultation Manager, Stoney Tribal Administration (not onsite) Chris Goodstone, Sam Ear Lenny Wesley, Elliott Lefthand, Larry Daniels (JR) Melvin Beaver, Charles Powderface, Henry Holloway, Charles Rabbit	Site Visit Day 4	Stoney representatives were showed what was described as an old campsite and the "Old Stoney Trail" on Property #1 (Mary Robinson).	None	The Stoney Nakoda Nations Inspected Properties #1, #4, #86.
October 26, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Dallas Maynard emailed Bill Snow regarding their omission of the cost for Elders meetings away from the SR-1 Site Visits. DEMA requested that Bill Snow provide a revised budget to include the additional costs.
October 27, 2016 Site Visit Day #5 Inspected Property #19	Seamas Skelly, Transportation, Dallas Maynard, Paul Phillips, Michael Cearns, DEMA Land Services	Bill Snow, Consultation Manager, Stoney Tribal Administration (not onsite) Chris Goodstone, Sam Ear Lenny Wesley, Elliott Lefthand, Larry Daniels (JR) Melvin Beaver, Charles Powderface, Henry Holloway, Charles Rabbit	Site Visit Day 5	None	None	The Stoney Nakoda Nations Inspected Properties #19

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October 28, 2016 Site Visit Day #6 Snowing and Site Conditions bad, Site visit called off.	Seamas Skelly, Transportation, Dallas Maynard, Paul Phillips, Michael Cearns, DEMA Land Services	Bill Snow, Consultation Manager, Stoney Tribal Administration (not onsite) Chris Goodstone, Sam Ear Lenny Wesley, Elliott Lefthand, Larry Daniels (JR) Melvin Beaver, Charles Powderface, Henry Holloway, Charles Rabbit	Site Visit Day 6	None	None	The Stoney Nakoda Nation and Transportation showed up, however weather conditions not suitable for any inspection.
October 30, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email Exchange	None	None	Bill Snow provided the revised SR-1 Budget that included the follow up Elders Meetings away from the SR-1 Site Visits. Dallas Maynard responded that the revised budget had been forwarded to Alberta Transportation. Bill confirmed that they would be out on the SR-1 on October 31, 2016.
October 31, 2016 Site Visit Day #7 Inspected Properties #16 and #17	Seamas Skelly, Transportation, Dallas Maynard, Paul Phillips, Michael Cearns, DEMA Land Services	Bill Snow, Consultation Manager, Stoney Tribal Administration (not onsite) Chris Goodstone, Sam Ear Lenny Wesley, Elliott Lefthand, Larry Daniels (JR) Melvin Beaver, Charles Powderface, Henry Holloway, Charles Rabbit	Site Visit Day 7 See Photos showing the Diversion Channel and Dry Reservoir on properties #16 and #17.	None	None	The Stoney Nakoda Nations Inspected Properties #16 and #17.

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October 31, 2016	Wayne Massing, Stoney Nakoda Tribal Council	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Bill Snow informed SNN Finance that the revisions for SR-1 had been approved and cc Dallas Maynard.

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ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: November-December 2016

STONEY NAKODA (WESLEY) NATIONS

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Bill Snow, Stoney Tribal Administration
Contact Phone Number: 403-881-4760; Fax: 403-881-4250; Cell: 587-580-6212
Email: bills@stoney-nation.com
Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

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November 1, 2016 Site Visit Day #8 Inspected Properties #25 and #33	Seamas Skelly, Transportation, Dallas Maynard, Paul Phillips, Michael Cearns, DEMA Land Services	Bill Snow, Consultation Manager, Stoney Tribal Administration (not onsite) Chris Goodstoney, Sam Ear Lenny Wesley, Elliott Lefthand, Larry Daniels (JR) Melvin Beaver, Charles Powderface, Henry Holloway, Charles Rabbit	Site Visit Day 8	None	None	The Stoney Nakoda Nations Inspected Properties #25 and #33.

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November 2, 2016 Site Visit Day #9 Inspected Properties #46 and #49	Seamas Skelly, Transportation, Dallas Maynard, Paul Phillips, Michael Cearns, DEMA Land Services	Bill Snow, Consultation Manager, Stoney Tribal Administration (not onsite) Chris Goodstone, Sam Ear Lenny Wesley, Elliott Lefthand, Larry Daniels (JR) Melvin Beaver, Charles Powderface, Henry Holloway, Charles Rabbit	Site Visit Day 9 See Photos showing property #49 within the footprint of the Dry Reservoir.	None	None	The Stoney Nakoda Nations Inspected Properties #46 and #49.
November 3, 2016 Site Visit Day #10 Inspected Properties #35, #32 and #39	Seamas Skelly, Transportation, Dallas Maynard, Paul Phillips, Michael Cearns, DEMA Land Services	Bill Snow, Consultation Manager, Stoney Tribal Administration (not onsite) Chris Goodstone, Sam Ear Lenny Wesley, Elliott Lefthand, Larry Daniels (JR) Melvin Beaver, Charles Powderface, Henry Holloway, Charles Rabbit	Site Visit day 10 See Photos showing property #32 within the footprint of the Dry Reservoir.	None	None	The Stoney Nakoda Nations Inspected Properties #35, #32 and #39.
November 4, 2016 Site Visit Day #11 Inspected Walked Properties #38, and looked at #37 and #38 from the east side of Property #38.	Seamas Skelly, Transportation, Dallas Maynard, Paul Phillips, Michael Cearns, DEMA Land Services	Bill Snow, Consultation Manager, Stoney Tribal Administration Chris Goodstone, Sam Ear Lenny Wesley, Elliott Lefthand, Larry Daniels (JR) Melvin Beaver, Charles Powderface, Henry Holloway, Charles Rabbit	Site Visit Day 11	None	None	The Stoney Nakoda Nations Inspected Properties #38, and looked at #37 and #38 from the east side of Property #38.

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November 4, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Dallas Maynard formally informed Bill Snow that all of the Stoney Nakoda Nations budgets for SR-1 had been approved by Transportation. Dallas Maynard also offered to arrange a meeting with Alberta Transportation if Stoney Nakoda Nations wished them to attend a meeting with their Elders and consultation team.
November 12, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Dallas Maynard provided the test drill locations on the SR-1 completed as part of the Environmental Assessments. Transportation confirmed they were available to meet with the SNN if requested following the Site Visits. Requested the invoice for the SNN Site Visits.
December 2, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	As a follow up to the previous correspondence indicated Transportation was available to attend any meetings at SNN re SR-1 and requested an invoice for the SR-1 Site Visits.

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December 9, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Dallas Maynard inquired on potential meeting dates when Transportation could meet to discuss the SNN Traditional Use Study and to discuss the Traditional Knowledge and Traditional land uses required by the CEAA EIS. Requested an Invoice from the SNN regarding their TUS Costs.
December 9, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Transportation informed the SNN regarding environmental assessment that was being completed at McLean Creek. It was explained the MC1 work was related to the SR-1 project.
December 9, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	In response to MC1 Bill Snow requested that the project designers will also include wildlife crossing options into their assessment.	None	None

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December 9, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	In response to the SR-1 correspondence Bill Snow indicated that the lack of response to emails was due to the elections that were recently held by one of the SNN Nations. SNN indicated they would be meeting with the Elders on SR-1 and that they would have their administration send the SR-1 TUS invoice.
December 11, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	DEMA thanked Bill Snow for his update. A commitment was made to have Transportation available to attend any meetings that SNN might require as they concluded their TUS Study.
December 19, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email with attached Stoney Nakoda SR-1 Summary Log to December 12, 2016	None	None	Transportation forwarded a copy of the Stoney Nakoda (Bears paw, Chiniki and Wesley) Nations Summary Consultation Log for their review and comment. Requested a copy of their SR-1 TUS report.
December 22, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Marie Kootenay, Project Coordinator, Bill Snow, Stoney Tribal Administration	Email with attached SR-1 Invoice for TUS and Site Visits	None	None	Stoney Nakoda Invoice DEMA2016-1001 for the SR-1 Project received by TRANS.

ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: January-February 2017

STONEY NAKODA (WESLEY) NATIONS

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Bill Snow, Stoney Tribal Administration
Contact Phone Number: 403-881-4760; Fax: 403-881-4250; Cell: 587-580-6212
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January 13, 2017	Terry McKitrick, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Registered Letter with Payment for Stoney Nakoda Invoice DEMA2016-1001	None	None	Payment for the Stoney Nakoda Nations mailed to Bill Snow's attention from the DEMA office.
January 19, 2017	Terry McKitrick, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Proof of delivery of the Stoney Nakoda Payment received from Canada Post	None	None	Confirmation of delivery of the Stoney Nakoda Invoice payment for DEMA2016-1001.

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January 24, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Transportation inquired on the status of the Stoney TUS report and requested a meeting and response to potential SR-1 impact of current practice of Treaty Rights and traditional uses. A link to a Stantec PowerPoint updating the environmental work underway at SR-1 included in the email.
January 30, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Transportation followed up on the January 24, 2017 email requesting a copy of the TUS study and potential impacts to Treaty Rights and traditional use related to the SR-1 Project.
February 17, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Chris Goodstone, Consultation Technician, Stoney Tribal Administration	Phone call	None	None	Dallas Maynard called Bill Snow, who did not answer, so he left a message.
February 17, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Chris Goodstone, Consultation Technician, Stoney Tribal Administration	Phone call	None	None	Dallas Maynard called Chris Goodstone to discuss setting up a meeting, but the call was dropped.

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February 17, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Chris Goodstoney, Consultation Technician, Stoney Tribal Administration	Text messages	None	None	Dallas Maynard and Chris Goodstoney exchanged text messages. Dallas Maynard indicated he would email Bill Snow to request meeting dates. Dallas Maynard also asked for the Traditional Use Study (TUS) if there is a draft, and asked for the invoice for the TUS as well.
February 17, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Dallas Maynard included a copy of the Phone log and requested an update on the Stoney Nakoda Nations TUS report.
February 17, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Alberta Transportation requested meeting dates with the Stoney Nakoda Nations to discuss findings from the Site Visits completed in 2016.

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February 26, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	None	None	Transportation through DEMA informed Bill Snow and the Stoney Nakoda Nations that the SR-1 Consultation would continue through the Regulatory process into 2018. Dallas emphasized the importance of receiving the Stoney TUS report as soon as possible to allow for its inclusion of the upcoming submissions to Regulatory Authorities.

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ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: March-April 2017

STONEY NAKODA (WESLEY) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Bill Snow, Stoney Tribal Administration
Contact Phone Number: 403-881-4760; Fax: 403-881-4250; Cell: 587-580-6212
Email: bills@stoney-nation.com
Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

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March 1, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Chris Goodstoney, Chris Clarke, Lenny Wesley, Stoney Tribal Administration	Email	N/A	N/A	Alberta Transportation shared with the Blood Tribe the consultation logs and record of consultation for SR1 from 2014 up to February 27, 2017 via Dropbox. A request for questions or comments on the logs was included.

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March 1, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Stoney Tribal Administration	Email	N/A	N/A	Delivery verification of the March 1, 2017 email with the consultation logs and record of consultation.
March 10, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Chris Goodstone, Chris Clarke, Lenny Wesley, Stoney Tribal Administration	Email	N/A	N/A	Alberta Transportation provided an update on the SR1 submission to regulatory authorities and critical dates for inclusion of the Stoney concerns or other information. Alberta Transportation is prepared to work with the consultation team to ensure all Stoney Nakoda Nation's concerns and Alberta Transportation's responses are contained within the final submissions.
March 23, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Phone call	N/A	N/A	Dallas Maynard left Bill Snow a voicemail inquiring about the Stoney Nakoda Nation's Traditional Use Study (TUS). No phone log available.

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March 23, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Chris Goodstoney, Chris Clarke, Lenny Wesley, Stoney Tribal Administration	Email	N/A	N/A	Alberta Transportation inquired on the completion of the Stoney TUS. Requested a draft if available, or any written concerns that they have related to their current practice of Treaty rights and traditional uses. Dallas Maynard indicated that if it would be helpful to meet to discuss concerns, he can inquire with Alberta Transportation to confirm dates.
April 13, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Meeting	N/A	N/A	The brief meeting discussed the delivery of the Stoney TUS report, Bill Snow indicated he would try to have a short submission before the end of April. Dallas Maynard inquired about a potential meeting with the three Stoney Chiefs to update them on the SR1. There was no confirmation on this request.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
April 27, 2017	Syed Abbas, Director, Water Management Section, Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Registered Letter	N/A	N/A	Alberta Transportation informed the Stoney Nakoda Nations (SNN) that the submissions for the EIA was being finalized. Requested the SNN – TUS report so concerns related to treaty rights and traditional uses could be incorporated into the final submissions.

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ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: May-June 2017

STONEY NAKODA (WESLEY) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Bill Snow, Stoney Tribal Administration
Contact Phone Number: 403-881-4760; Fax: 403-881-4250; Cell: 587-580-6212
Email: bills@stoney-nation.com
Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
May 2, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Chris Goodstoney, Chris Clarke, Duane Wesley, Iona Beaver, Stoney Tribal Administration	Email	N/A	N/A	A copy of the April 27, 2017 letter requesting the Stoney Nakoda Nation's Traditional use Study (TUS) was emailed to Bill Snow at the Stoney Nakoda Nations
May 2, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Postmaster@Stoney-nation.com	Email	N/A	N/A	Delivery receipt for May 2, 2018 email received.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
May 10, 2017	Syed Abbas, Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Delivery notification	N/A	N/A	The April 27, 2017 letter was delivered May 3, 2017 and picked up on May 10, 2017 by Bill Snow.
May 22, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Chris Goodstoney, Chris Clarke, Duane Wesley, Iona Beaver, Stoney Tribal Administration	Email	N/A	N/A	Meeting notes for the brief April 13, 2017 meeting with Bill Snow forwarded by email. Requested any corrections or additional information.
May 23, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Stoney Tribal Administration	Email	N/A	N/A	Inquiry on the Stoney NN Invoice for the SR1 Site Visits.
May 23, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Phone call	N/A	N/A	Dallas Maynard called Bill Snow to let him know that the first installment for the TUS payment had been made and that he would forward Bill Snow a copy of the record and record of the cheque clearing DEMA's account.
May 23, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Stoney Tribal Administration	Email	N/A	N/A	Invoice payment confirmed.
June 6, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	N/A	N/A	Bill Snow asked if there was a second Cheque issued by DEMA for the same amount.

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June 6, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Phone call	N/A	N/A	Dallas Maynard called Bill Snow to further explain the payments made to Stoney Nakoda Nations, and said he would follow up with a written explanation by email.
June 6, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	N/A	N/A	Invoice Payment confirmed. The cover letter and cancelled cheque attached to the email.

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ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: July-August 2017

STONEY NAKODA (WESLEY) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Bill Snow, Stoney Tribal Administration
Contact Phone Number: 403-881-4760; Fax: 403-881-4250; Cell: 587-580-6212
Email: bills@stoney-nation.com
Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
August 11, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Chris Goodstoney, Chris Clarke, Duane Wesley, Iona Beaver, Marie Kootenay, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard provided information on upcoming SR1 Information sessions (Open Houses) planned in the Calgary and Springbank Area. He noted these are not part of Alberta Transportation's consultation, but Alberta Transportation wanted Stoney Nakoda Nation to be aware of the public open houses.



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August 20, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Phone call	N/A	N/A	Bill Snow called Dallas Maynard to discuss future meetings with Alberta Transportation in relation to the Canadian Environmental Agency's (CEAA) involvement in SR1. They agreed to meet in Calgary on August 23, 2017 to discuss further.
August 23, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Meeting	Bill Snow discussed the desire for their Consultation team and elders to undertake a ceremony on the SR1 lands. They wanted Alberta Transportation to participate.	N/A	Meeting held to discuss potential site visits and access to the site. A potential ceremony was also discussed. Bill Snow also explained there have recently been elections within the Stoney Nakoda Nations and he would like to request that Alberta Transportation organize a presentation on the SR1 to update their Chiefs and CAOs on SR1.
August 28, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Stoney Tribal Administration	Email	N/A	N/A	August 23, 2017 meeting notes were provided by Dallas Maynard. Requested additions or comments.

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August 30, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	N/A	N/A	Bill Snow requested a meeting with Alberta Transportation for either September 14, or 15, 2017. The purpose was to review the project description, to review budgets and to hear any updates to the SR1 project. Bill Snow asked if there was access to the SR1 site, and indicated he had tentatively booked off the week of September 25, 2017 for field work at the SR1 site. Bill Snow also requested Mary Robinson's contact info.
August 30, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard indicated he would contact Alberta Transportation for their availability to meet on the dates suggested. On further SR1 site visits Dallas explained the access agreement had expired. A promise was made to request access once the Stoney Nakoda Nations gave a list of properties they wanted to visit.



ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: September – October 2017

STONEY NAKODA (WESLEY) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Bill Snow, Stoney Tribal Administration / Marie Kootenay, Program Coordinator

Contact Phone Number: 403-881-4760; Fax: 403-881-4250; Cell: 587-580-6212 / 403-881-2618

Email: bills@stoney-nation.com / consultation@stoney-nation.com

Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
September 3, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Chris Goodstoney, Chris Clarke, Duane Wesley, Iona Beaver, Stoney Tribal Administration	Email	N/A	N/A	Alberta Transportation provided the information boards and handouts from the Public Open House/Information Sessions recently completed for the SR1 Projects.



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September 7, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	N/A	N/A	Bill Snow informed Dallas Maynard that Chris Clarke was no longer the Consultation Officer for the Chiniki Band. Lorretta Holloway is now the Consultation Officer for Chiniki.
September 12, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed to suggest a meeting with the Stoney Nakoda Nations September 14, 2018 in Calgary at Alberta Transportation's offices. A map showing the location was attached to the email.
September 12, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Chris Goodstoney, Duane Wesley, Loretta Holloway, Stoney Tribal Administration	Email	N/A	N/A	Bill Snow responded that he booked a meeting room at the Stoney Nakoda Resort on September 14, 2017 from 10 am to 12 pm.

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September 12, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Chris Goodstoney, Duane Wesley, Loretta Holloway, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard confirmed he and Mark Svenson would be at the meeting. Dallas Maynard restated Bill Snow's earlier email request to confirm the main items to be discussed: 1. Review the Project description; 2. Review Project budgets; 3. Hear updates on the SR1 Project.
September 12, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Stoney Tribal Administration	Email	N/A	N/A	Dallas provided Mary Robinson's contact information as requested by Bill Snow on August 23, 2017. Dallas Maynard also indicated that the access agreement with the SR1 landowners had expired so access would be on a landowner by landowner basis.
September 14, 2017	Mark Svenson, Alberta Transportation Dallas Maynard and Judy Maynard, DEMA Land Services	Bill Snow, Consultation Manager, Loretta Holloway, Consultation Officer, Chris Goodstoney, Consultation Officer, Stoney Tribal Administration	Meeting	The Stoney Nakoda Nation (Bill Snow) expressed concerns with the Stoney lack of mapping capability and requested some assistance understanding the SR1 mapping.	Alberta Transportation (Mark Svenson) agreed to provide a PDF and Google KMZ map of the test Bore holes that Stantec completed during the site investigation phase at the SR1 project.	Meeting held at Stoney Nakoda Resort to discuss concerns regarding the SR1 project. Mai-Linh Huynh, Canadian Environmental Assessment Agency (CEAA) was also in attendance.

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				The Stoney Nakoda Nation (Bill Snow) expressed concerns over wildlife passage through the SR1 area following construction. He inquired if there would be wildlife crossings built over HWY 22 or Highway 8.	Alberta Transportation (Mark Svenson) responded that there was no plan to build wildlife overpasses. He indicated that the diversion channel and dam were contoured to allow for wildlife passage through the SR1 area during non-flood times.	
				The Stoney Nakoda Nation (Bill Snow) expressed concerns that the fences that would be built around the SR1 site might impact wildlife passage through the area.	Alberta Transportation (Mark Svenson) explained the fences that were planned for the SR1 project would be similar to the farm fencing that already exists and should not have any additional impact to wildlife than currently exists.	
				The Stoney Nakoda Nation (Bill Snow) was concerned about the hydrology of the SR1 area. In particular cited the Elbow River vs. groundwater impacts.		
				Requested having an on-reserve presentation on the SR1 project.	Mark Svenson said he would inquire about accommodating an on-reserve presentation.	

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				The Stoney Nakoda Nation (Bill Snow) was concerned that Crown land should be set aside to replace lands taken for SR1.	Alberta Transportation (Mark Svenson) responded that any wetlands impacted would be replaced however the overall SR1 lands would not be replaced.	
				Indicated desire to do a site visit with elders.	Mark Svenson explained they do not have access to the SR1 lands, and access will have to be requested on an owner by owner basis.	
September 17, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Chris Goodstone, Duane Wesley, Loretta Holloway, Iona Beaver, Stoney Tribal Administration	Email	N/A	N/A	SR1 Bore hole mapping in PDF and KMZ format were shared with the Stoney Nakoda Nations. Dallas Maynard also offered to help set up a meeting between a Stoney Nation Consultation Officer and Stantec, if Bill Snow could provide some information about what information they wanted.
October 6, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Chris Goodstone, Duane Wesley, Loretta Holloway, Iona Beaver, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed regarding Bill Snow's request at the September 14, 2017 meeting for help with GIS mapping, and suggested Altus Geomatics in Calgary.

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October 15, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Chris Goodstoney, Duane Wesley, Loretta Holloway, Iona Beaver, Stoney Tribal Administration	Email	N/A	N/A	A topographic map showing the SR1 project lands was shared. Dallas Maynard also asked for any comments or concerns related to the impact of the SR1 project on their Treaty rights and traditional uses. Dallas Maynard also asked if Stoney Nakoda Nations plan on completing any additional site visits or ceremonies to let him know.
October 16, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Chris Goodstoney, Duane Wesley, Loretta Holloway, Iona Beaver, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed for clarification on the "Grizzly Report" Bill Snow had referenced at the September 14, 2017 meeting.
October 16, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Chris Goodstoney, Duane Wesley, Loretta Holloway, Iona Beaver, Stoney Tribal Administration	Email	N/A	N/A	Bill Snow confirmed that Dallas Maynard had the correct report referenced above in the October 16, 2017 email.



ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: November – December 2017

STONEY NAKODA (WESLEY) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Bill Snow, Stoney Tribal Administration / Marie Kootenay, Program Coordinator
Contact Phone Number: 403-881-4760; Fax: 403-881-4250; Cell: 587-580-6212 / 403-881-2618
Email: bills@stoney-nation.com / consultation@stoney-nation.com
Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

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November 3, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Chris Goodstoney, Loretta Holloway, Duane Wesley, Iona Beaver, Marie Kootenay, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed the link to the completed Environmental Impact Assessment (EIA) and associated briefing documents.



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November 10, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Chris Goodstoney, Loretta Holloway, Duane Wesley, Iona Beaver, Marie Kootenay, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed Bill Snow regarding the following: - The November 3, 2017 email of the EIA; - Provided draft meeting notes from September 14, 2017 meeting for review; - A request that was sent for large format maps that can be sent to the Morley office or picked up at Stantec offices; - Inquired whether assistance was needed re: Elders visiting SR1 lands; - Inquired whether the Stoney Nakoda Nations were still interested in having Transportation come out to provide an update to newly elected officials; - Inquired when Transportation might receive the Traditional Use Study.
November 10, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Chris Goodstoney, Loretta Holloway, Duane Wesley, Iona Beaver, Marie Kootenay, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard provided two maps of the SR1 lands and asked which one Bill Snow would prefer to be sent.

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December 5, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Chris Goodstone, Loretta Holloway, Duane Wesley, Iona Beaver, Marie Kootenay, Stoney Tribal Administration	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 record of consultation (summary log, specific concerns and response table, and supporting documents) from March 1, 2017-October 31, 2017; - A cover letter from Deputy Minister Barry Day requesting comment on the draft TLRU sections and comment on the consultation logs by January 5, 2018.
December 5, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	N/A	N/A	Email delivery verification received.

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December 11, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Chris Goodstone, Loretta Holloway, Duane Wesley, Iona Beaver, Marie Kootenay, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard sent a Dropbox link with the presentation given in Calgary November 8, 2018 to the Canadian Environmental Assessment Agency (CEAA) Technical Advisory Group.

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ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: January – February 2018

STONEY NAKODA (WESLEY) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Bill Snow, Stoney Tribal Administration / Marie Kootenay, Program Coordinator

Contact Phone Number: 403-881-4760; Fax: 403-881-4250; Cell: 587-580-6212 / 403-881-2618

Email: bills@stoney-nation.com / consultation@stoney-nation.com

Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

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January 15, 2017	Shelly Boss, Project Manager, CEAA cc. Mark Svenson, Alberta Transportation	Britta Eriksson, Head, Litigation Support, Douglas Rae, Rae and Company on behalf of Stoney Nakoda Nations. Chief Darcy Dixon, Chief Aaron Young, Chie Ernest Wesley, Bill Snow, Ken Christensen, Stoney Tribal Administration	Email	Transportation has used incorrect maps of Stoney IR 142, 143, 144. Questions about Calgary/Morleyville Trail, and if Alberta considers it a pre-existing trail prior to 1877 then an allowance for a right-of-way through the Proposed Development Area will have to be provided for.	None at this time.	Rae and Company sent a letter via email on behalf of the Stoney Nakoda Nations, providing comments regarding the Environmental Impact Assessment (EIA). The Stoney Nakoda Consultation Policy was attached to the letter.



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				<p>Asked when/how historical/indigenous impact studies will be conducted for the McLean Creek option.</p> <p>EIA reflects existence of at least two Stoney Nakoda traplines in project area, loss of harvesting opportunities will have to be compensated.</p> <p>EIA and project cannot be looked at in isolation from other flood control measures.</p> <p>Provided map of location of traditional territory of Stoney Nakoda.</p>		
January 19, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed to ask Bill Snow to clarify if the Stoney Nakoda Nations currently have traplines in the SR1 project area, as this was mentioned in a previous meeting (May 4, 2016), and if so, where those traplines are located. The meeting notes from the May 4, 2016 meeting, along with a map of the SR1 area, were attached.

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January 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Phone call	N/A	N/A	Dallas Maynard called Bill Snow, there was no answer.
January 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Text message	N/A	N/A	Dallas Maynard texted Bill Snow to request that Bill Snow call him to set up a meeting to discuss the Traditional Land and Resource Use (TLRU) workshop.
January 24, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Chris Goodstoney, Marie Kootenay, Duane Wesley, Iona Beaver, Jennifer Bobrovitz, Loretta Holloway, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed Bill Snow to let him know to expect a letter regarding the TLRU workshops and asked for potential dates. Dallas Maynard also informed Bill Snow that a letter will be sent as a response to the January 15, 2018 letter sent by Rae and Company.

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January 26, 2018	Landon Reppert, Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Letter	N/A	N/A	A letter about the submission of the updated EIA was sent via registered mail. It was regarding a proposal for holding workshops to obtain input on the draft Traditional Land and Resource Use (TLRU) sections of the EIA (Volumes 3A and 3B) and to discuss project specific concerns and the proposed mitigation measures. If the Stoney Nakoda Nations were not interested in workshops, Alberta Transportation requested feedback by March 1, 2018.
January 26, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	N/A	N/A	The above workshop invitation letter was sent via email.

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January 29, 2018	Sandra Folkins, Alberta Justice for Alberta Transportation	L. Douglas Rae, Rae and Company for Stoney Nakoda Nations	Email	N/A	N/A	A letter in response to the January 15, 2018 letter was sent via email from Alberta Justice to JFK Law Corporation with the January 26, 2018 letter attached. To address the Stoney Nakoda Nation's concerns brought up in the January 15, 2018 letter, Alberta Justice indicated that Alberta Transportation has been in contact to offer an in-person workshop.
January 29, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Dean Cherkas, Marie Kootenay, Stoney Tribal Administration	Email	N/A	N/A	Bill Snow emailed to suggest dates of February 12 or 28, 2018 for the TLRU workshop.
January 29, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Dean Cherkas, Marie Kootenay, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed to state both dates Bill Snow suggested were available, and it would be a full day workshop. He also indicated once a date was chosen, they should discuss what format would work best for the Stoney Nakoda Nations.
January 30, 2018	Landon Reppert, Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Postal delivery	N/A	N/A	The January 26, 2018 letter was delivered.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
February 1, 2018	Mai-Lihn Huynh, CEAA cc. Mark Svenson, Alberta Transportation	L. Douglas Rae, Rae and Company, on behalf of Stoney Nakoda Nations Chief Darcy Dixon, Chief Aaron Young, Chief Ernest Wesley, Dean Cherkas, Bill Snow, Ken Christensen, Stoney Nakoda Nations	Email	N/A	N/A	Rao and Company sent a letter via email stating that Dean Cherkas should be included on Project related correspondence.
February 5, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Dean Cherkas, Marie Kootenay, Stoney Tribal Administration	Email	N/A	N/A	Bill Snow emailed to confirm February 12, 2018 for the meeting and to suggest a meeting place for the workshop, and who would be attending. He indicated he will prepare a budget.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
February 6, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Chris Goodstone, Marie Kootenay, Duane Wesley, Loretta Holloway, Iona Beaver, Dean Cherkas, Jennifer Bobrovitz, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed 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 Canadian Environmental Assessment Agency (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 Stoney Nakoda Nations were not interested in workshops, Alberta Transportation requested feedback by March 1, 2018.

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February 6, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Chris Goodstone, Marie Kootenay, Duane Wesley, Loretta Holloway, Iona Beaver, Jennifer Bobrovitz, Stoney Tribal Administration	Email	N/A	N/A	Dean Cherkas emailed to express that he has reviewed the documents and sees the consultation as one-sided and unilateral. Stoney Nation is re-evaluating all current engagements. He attached an introductory announcement announcing that Dean Cherkas has been appointed Director, Consultation and also attached traditional land maps.
February 7, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Dean Cherkas, Marie Kootenay, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed to say he will book a room at the Stoney Nakoda Resort for the workshop on February 12, 2018, and will organize coffee and lunch.
February 7, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Dean Cherkas, Marie Kootenay, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed to say he had requested soup and sandwiches for lunch and asked for Bill Snow to let him know if there were any special diet needs.
February 7, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Dean Cherkas, Marie Kootenay, Stoney Tribal Administration	Email	N/A	N/A	Bill Snow emailed that soup and sandwiches are fine. He said he would try to call Dallas Maynard later that day.

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February 7, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Dean Cherkas, Marie Kootenay, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed that he was available the rest of the day if Bill Snow wanted to call.
February 7, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Dean Cherkas, Marie Kootenay, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed out the draft agenda for the TLRU workshop.
February 8, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Letter	N/A	N/A	The above February 5, 2018 letter (emailed on February 6, 2018) and draft TLRU sections of the EIA were sent via registered mail. Pick up confirmed February 16, 2018.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
February 12, 2018	Syed Abbas, Seamas Skelly, Alberta Transportation Clare Edwards, Matt Wood, Colin Buchanan, Talina Cyr-Steenkamp, Stantec Dallas Maynard, Jennifer Hallson, DEMA Land Services	Bill Snow, Consultation Manager, Chris Goodstoney, Stoney Tribal Administration	Workshop	N/A	N/A	A workshop was held between Alberta Transportation, Stantec, and Stoney Nakoda Nations, facilitated by the Canadian Environmental Assessment Agency (CEAA), to obtain input on the draft Traditional Land and Resource Use (TLRU) sections of the Environmental Impact Assessment (EIA) and discuss and address concerns about the project. Issues and concerns raised at the workshop were treated as confidential subject to the First Nation's validation of the information. The draft workshop notes from the February 12, 2018 workshop have not been validated by Stoney Nakoda Nations.
February 20, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Dean Cherkas, Stoney Tribal Administration	Email	N/A	N/A	Bill Snow requested another workshop for March 20 or 21, 2018 due to the bad weather on February 12, 2018.

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February 20, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Dean Cherkas, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard replied and said March 20, 2018 would work best for Alberta Transportation, and he would organize the workshop for that day.
February 21, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Dean Cherkas, Chris Goodstone, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed the draft meeting notes from the February 12, 2018 workshop and asked for any comments or additions. He also stated that March 20, 2018 would work best to reschedule the workshop.
February 24, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard asked for confirmation of March 20, 2018 for the second workshop.



ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: March-April 2018

STONEY NAKODA (WESLEY) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Bill Snow, Stoney Tribal Administration / Marie Kootenay, Program Coordinator

Contact Phone Number: 403-881-4760; Fax: 403-881-4250; Cell: 587-580-6212 / 403-881-2618

Email: bills@stoney-nation.com / consultation@stoney-nation.com

Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
March 2, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Dean Cherkas, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed saying the same room at the Stoney Nakoda Resort was available and asked for confirmation that March 20, 2018 is good for the workshop.
March 2, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Dean Cherkas, Stoney Tribal Administration	Email	N/A	N/A	Bill Snow replied to confirm March 20, 2018 at the Stoney Nakoda Resort for the workshop.



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March 2, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Dean Cherkas, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed to confirm he will reserve the room from March 20, 2018 and asked for a budget if there are any costs.
March 14, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Dean Cherkas, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed to ask if Bill Snow would be submitting a budget for the March 20, 2018 workshop.
March 15, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Dean Cherkas, Stoney Tribal Administration	Email	N/A	N/A	Bill Snow said he would be submitting a budget. He also asked if breakfast and lunch were going to be provided.
March 15, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Dean Cherkas, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard answered Bill Snow confirming that DEMA will manage the room and the food.
March 15, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Dean Cherkas, Stoney Tribal Administration	Email	N/A	N/A	Bill Snow emailed that he will also be including a rate for dinner and that the budget will be submitted later that day. He asked for DEMA to bring tobacco for six elders.
March 15, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Dean Cherkas, Stoney Tribal Administration	Email	N/A	N/A	Bill Snow emailed a budget for the March 20, 2018 workshop.
March 15, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Dean Cherkas, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed to let Bill Snow know the budget had been approved.

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March 20, 2018	Syed Abbas, Seamas Skelly, Alberta Transportation Colin Buchanan, Jim Howell, Liam Mackle, Talina Cyr-Steenkamp, Stantec Dallas Maynard, Jennifer Hallson, DEMA Land Services for Alberta Transportation Kathy Perchaluk, Aboriginal Consultation Office	Bill Snow, Consultation Manager, Dean Cherkas, Director of Consultation, Chris Goodstone, Wesley Nation Consultation Officer, Duane Wesley, Bears paw Nation Consultation Officer Charles Rabbit, Alice Kaquitts, Stoney Nakoda Nation Elders	Workshop	N/A	N/A	A workshop was held between Alberta Transportation, Stantec, and Stoney Nakoda Nation, facilitated by the Canadian Assessment Agency (CEAA), to obtain input on the draft TLRU sections of the EIA and discuss and address concerns about the project. Issues and concerns raised at the workshop were treated as confidential subject to the First Nation's validation of the information. The draft workshop notes from the March 20, 2018 workshop have not been validated by Stoney Nakoda Nation.
March 22, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Marie Kootenay, Project Coordinator, Bill Snow, Dean Cherkas, Stoney Consultation Office	Email	N/A	N/A	Maire Kootenay emailed an invoice for the March 20, 2018 workshop.
March 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	N/A	N/A	Bill Snow asked if it was possible for a cheque to be issued that day for the invoice.
March 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard replied to Bill Snow saying he would check and get back to him.
March 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	N/A	N/A	Bill Snow emailed to say he could travel to Canmore that day if needed.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
March 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed that a cheque would be ready that day, and he will be travelling through Calgary the next day (March 24, 2018) and could meet around noon at the Costco, and would be in Canmore for the weekend if Bill Snow was available to meet and exchange the cheque.
March 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	N/A	N/A	Bill Snow emailed to say noon on Saturday would work to meet to pick up the cheque and he would call Dallas Maynard the next day.
March 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed that he will call Bill Snow on Saturday to confirm a meeting time and place to drop off the cheque.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
March 23, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Dean Cherkas, Stoney Tribal Administration	Email	N/A	See the Specific Concerns and Response Table for specific responses and proposed mitigation measures attached to March 23, 2018 email. The responses and mitigation measures are in response to concerns raised by Stoney Nakoda Nation throughout the SR1 project.	Jennifer Hallson emailed "Table 7-4 SR1 Project Specific Concerns and Responses – Stoney Nakoda Nations" (Table 7-4) from the 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 24, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Cheque drop-off in person	None	None	Dallas Maynard met Bill Snow to drop off the cheque for the March 20, 2018 workshop invoice.
March 26, 2018	Landon Reppert, Executive Director, Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Stoney Tribal Administration	Letter	N/A	See the Specific Concerns and Response Table for specific responses and proposed mitigation measures attached to March 23, 2018 email. The responses and mitigation measures are in response to concerns raised by Stoney Nakoda Nation throughout the SR1 project.	The March 23, 2018 letter from Alberta Transportation and Table 7-4 were sent via registered mail. Pickup confirmed March 29, 2018.
March 29, 2018	Landon Reppert, Executive Director, Alberta Transportation	Bill Snow, Consultation Manager, Marie Kootenay, Stoney Tribal Administration	Postal delivery	N/A	N/A	The March 26, 2018 letter was delivered.

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March 29, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Dean Cherkas, Marie Kootenay, Duane Wesley, Loretta Holloway, Iona Beaver, Jennifer Bobrovitz, Chris Goodstoney, Stoney Tribal Administration	Email	None	None	Dallas Maynard emailed to let Stoney Nakoda Nation know that the EIA had been resubmitted and provided a File Transfer Protocol (FTP) site where they could access it. Also indicated that Alberta Transportation will be in contact to offer a workshop to go over 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	Bill Snow, Consultation Manager, Stoney Tribal Administration	Letter	None	None	A USB stick with the EIA material on it was mailed by registered mail.
April 5, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Postal delivery	None	None	The April 3, 2018 letter with the USB stick was delivered.
April 16, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Dean Cherkas, Marie Kootenay, Duane Wesley, Loretta Holloway, Iona Beaver, Jennifer Bobrovitz, Chris Goodstoney, Stoney Tribal Administration	Email	None	None	Dallas Maynard emailed that Alberta Transportation would like to request a meeting to go over Stoney Nakoda Nation's concerns and the proposed mitigation 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.

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April 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Text message	None	None	Dallas Maynard texted Bill Snow to asked when a good time would be to call about organizing a meeting to review concerns and Alberta Transportation's responses.
April 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Dean Cherkas, Marie Kootenay, Stoney Tribal Administration	Email	None	None	Dallas Maynard emailed Bill Snow the text message log.
April 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Text message	None	None	Bill Snow texted that he was on vacation and to email Dean Cherkas.
April 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Consultation Manager, Stoney Tribal Administration	Text message	None	None	Dallas Maynard replied to Bill Snow's text that he will contact Dean Cherkas.
April 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Dean Cherkas, Consultation Director, Bill Snow, Marie Kootenay, Stoney Consultation Office	Email	None	None	Dallas Maynard emailed Dean Cherkas to organize a meeting to discuss the concerns and responses from Table 7-4. Dallas Maynard asked Dean Cherkas to provide some dates.



ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: May-June 2018

STONEY NAKODA (WESLEY) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Bill Snow, Stoney Tribal Administration / Marie Kootenay, Project Coordinator

Contact Phone Number: Office: 403-881-4760 Cell: 587-580-6212 / Office: 403-881-2618

Email: bills@stoney-nation.com / consultation@stoney-nation.com

Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
May 3, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Tribal Administration	Meeting	N/A	N/A	During a break in the Technical Advisory Group (TAG) meeting with the Canadian Environmental Assessment Agency (CEAA), Dallas Maynard spoke with Bill Snow about setting up a meeting to discuss Stoney Nakoda Nation's concerns and Alberta Transportations responses as presented in <i>Table 7-4 SR1 Specific</i>



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						<p><i>Concerns and Responses – Siksika Nation (Table 7-4).</i> Bill Snow indicated they would be looking at dates in June, and he would check and get back to Dallas Maynard. Dallas Maynard also requested a budget.</p>
May 16, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Chris Goodstone, Loretta Holloway, Duane Wesley, Iona Beaver, Jennifer Bobrovitz, Stoney Tribal Administration	Email	N/A	N/A	<p>Dallas Maynard emailed information about upcoming CEAA public information sessions. A copy of the advertisement was attached. He also indicated that the Environmental Impact Assessment (EIA) is now in its review period with the federal regulator and the public comment period is over May 31, 2018.</p>

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May 18, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Tribal Administration	Phone call	N/A	N/A	Bill Snow called Dallas Maynard to confirm Stoney Nakoda Nations were available June 4, 2018 for a meeting with Alberta Transportation to go over their concerns. The meeting will be at the Stoney Nakoda Resort, 10:00-4:00. Dallas Maynard requested a budget for the meeting be sent as soon as possible.
May 21, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Chris Goodstone, Loretta Holloway, Duane Wesley, Iona Beaver, Jennifer Bobrovitz, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard confirmed the meeting for June 4, 2018 at the Stoney Nakoda Resort. He attached Table 7-4 from the EIA for reference. Dallas Maynard also indicated he would be away starting May 22, 2018, and asked that Bill Snow send a budget to Jennifer Hallson or Shayne Maynard.

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May 21, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Chris Goodstone, Loretta Holloway, Duane Wesley, Iona Beaver, Jennifer Bobrovitz, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard sent a meeting invite for the June 4, 2018 meeting. A draft agenda was attached for review.
June 4, 2018	Seamas Skelly, Alberta Transportation Shayne Maynard, Jennifer Hallson, Alexandra Burchill, DEMA Land Services Clare Edwards, Colin Buchanan, Talina Cyr-Steenkamp, Elliot Terry, Stantec	Bill Snow, Chris Goodstone, Wesley Consultation Officer, Charles Rabbit, Wesley Nation Elder, Henry Holloway, Chiniki Nation Elder, Gilbert Francis, Bearspaw Nation Elder	Meeting	Charles Rabbit concerned that the rate of stabilization for fish will take longer than the expected three years and it will take a long time for them to acclimate to the conditions post-construction.	At the meeting, it was explained there would be a disruption and habitat loss in that area. Alberta Transportation will engineer rocks to give the fish areas of shelter. Stantec explained they would design the structure to ensure the fish have proper water speed and depth to move up-river.	A meeting was held at Stoney Nakoda Resort between Stoney Nakoda Nations, Alberta Transportation, and Stantec to discuss Stoney Nakoda Nations' concerns and Alberta Transportation's responses and proposed mitigation measures as in Table 7-4.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
				<p>Native fish species (mountain white fish, bull trout and cutthroat trout) should be included in the discussion on fish and fish habitat. These are species that First Nations traditionally subsided on and lands in SR1 were used as camping spots to access these fish resources. In addition, the Stony Nakoda are noticing a decrease in water levels which will have a further impact on fish habitat.</p>	<p>At the meeting, Stantec went over the fish species they found in the Elbow River and the proportion of each in different sections of the river. Stony Nakoda Nations will discuss at their next Elders meeting.</p>	
				<p>There is a concern with the lack of wildlife corridors and that the project will impact wildlife movement. Wildlife need space and the option to travel the corridors. This goes back to Elder memories because how the animals use the land today is similar to how they used the land in the past.</p>	<p>At the meeting, Stantec explained that they were revegetating the structure to make it easier for animals to walk across. When animals encounter these new structures, they will either be deflected around them or walk through them.</p>	

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				<p>There is a concern using electrofishing and that fish will die during relocation. Stoney Nakoda Nations would like Alberta Transportation to explore other ways of retrieving and relocating the stranded fish.</p>	<p>At the meeting, Alberta Transportation said they will look at methods of capturing fish and note the concern with electrofishing.</p>	
				<p>Concern that there is a lack of long-term wildlife studies on the cumulative impacts the SR1 project would have to wildlife. These studies should address animal movement in the area.</p>	<p>At the meeting, Stantec explained they had a monitoring program planned with wildlife cameras to monitor long-term cumulative effects of the project on wildlife.</p>	
				<p>The Stoney Nakoda would like to mark the importance of the cultural assessment and place animal and plant studies into one cultural assessment as these topics relate to certain stories and wildlife behaviour. This relates to using cultural studies to look at animals and plant instead of relying only on scientific techniques.</p>	<p>None at this time.</p>	

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				<p>There is a concern from the Stoney Nakoda Nation that the land they can practise Aboriginal Treaty Rights on is getting smaller with an increase in development. This has an impact on Aboriginal Rights.</p>	<p>At the meeting, Alberta Transportation explained there will be more land access through the eastern area of the project area and this is an area for potential grazing leases.</p>	
				<p>There is a concern with emergency response preparedness and how emergencies would be communicated to the Stoney Nakoda Reserve (specifically for pipelines and utility lines).</p>	<p>At the meeting, Alberta Transportation said they will get information on what utility lines are in the area and who owns the lines. They will look into whether the regulator is AUC or the AER and investigate the emergency response plans of the utility companies.</p>	
				<p>There is a concern that the SR1 area was used in the past for traditional activities, such as hunting, and camping and that this activity would be permanently altered by the Project.</p>	<p>None at this time.</p>	

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
June 12, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Tribal Administration	Email	N/A	N/A	Jennifer Hallson emailed a cover letter from Alberta Transportation that accompanied a project summary, and provided links to the EIA on CEAA's and Alberta Transportation's websites, as requested at the June 4, 2018 meeting.
June 14, 2018	Landon Reppert, Executive Director, Alberta Transportation	Bill Snow, Marie Kootenay, Stoney Tribal Administration	Letter	N/A	N/A	A USB flash drive with the August 2014-February 2017 revised Record of Consultation (ROC) logs and accompanying letter was sent via Express Post. The letter indicated that the ROC logs had been corrected and Stoney Nakoda Nation had 30 working days to review the ROC logs for any errors and omissions.
June 14, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Marie Kootenay, Stoney Tribal Administration	Email	N/A	N/A	Jennifer Hallson emailed a copy of the above June 14, 2018 letter that was accompanying the USB flash drive.



ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: July-August 2018

STONEY NAKODA (WESLEY) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Bill Snow, Stoney Tribal Administration / Marie Kootenay, Project Coordinator

Contact Phone Number: Office: 403-881-4760 Cell: 587-580-6212 / Office: 403-881-2618

Email: bills@stoney-nation.com / consultation@stoney-nation.com

Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
July 3, 2019	Landon Reppert, Executive Director, Alberta Transportation	Bill Snow, Stoney Tribal Administration	Postal delivery	N/A	N/A	The June 14, 2018 ROC package was delivered.
July 20, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Tribal Administration	Email	N/A	N/A	Jennifer Hallson emailed the meeting notes from the June 4, 2018 meeting for review.



Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
August 3, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation.	Bill Snow, Stoney Tribal Administration	Email	N/A	N/A	Jennifer Hallson emailed three cover letters (for each of the Bearspaw, Chiniki, and Wesley Nations) from Landon Reppert, Alberta Transportation that accompanied a USB flash drive with the March 2017-April 2018 Record of Consultation (ROC) logs and Specific Concerns and Response Table (SCRT). The letter indicated that the Stoney Nakoda Nations had 70 working days to review the ROC logs and SCRT for any errors and omissions. This 70 day review period was to begin on August 13, 2018.
August 3, 2018	Landon Reppert, Executive Director, Alberta Transportation	Bill Snow, Stoney Tribal Administration	Letter	N/A	N/A	A USB flash drive with the March 2017-April 2018 revised ROC logs and SCRT and accompanying letters were sent via Express Post.
August 9, 2018	Landon Reppert, Executive Director, Alberta Transportation	Bill Snow, Stoney Tribal Administration	Postal delivery	N/A	N/A	The August 3, 2018 ROC package was delivered.



ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: September-October 2018

STONEY NAKODA (WESLEY) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Bill Snow, Stoney Tribal Administration / Marie Kootenay, Project Coordinator

Contact Phone Number: Office: 403-881-4760 Cell: 587-580-6212 / Office: 403-881-2618

Email: bills@stoney-nation.com / consultation@stoney-nation.com

Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
September 10, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Tribal Administration	Text message	N/A	N/A	Dallas Maynard asked if Bill Snow had time to meet that day or the next to discuss SR1 and the additional work the Stoney Nakoda Nations wanted to do.
September 10, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Tribal Administration	Text message	N/A	N/A	Bill Snow replied and asked if Dallas Maynard could meet in Calgary at 10:00 am on Thursday (September 13, 2018).



Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
September 10, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Tribal Administration	Text message	N/A	N/A	Dallas Maynard replied he was available and asked Bill Snow where he would like to meet.
September 11, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Tribal Administration	Text message	N/A	N/A	Bill Snow texted that they could meet at the Grey Eagle Hotel.
September 11, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Tribal Administration	Text message	N/A	N/A	Dallas Maynard confirmed September 13, 2018 and 10:00 am at the Grey Eagle.
September 11, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed to confirm he had booked a room at the Grey Eagle Hotel for September 13, 2018 at 10:00 am, and that Mark Svenson and Seamas Skelly from Alberta Transportation would also be attending. He stated this meeting would be an opportunity to discuss and plan a strategy to complete the work Stoney Nakoda Nations would like to complete on the SR1 project, as well as the resources needed to complete the work.
September 11, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Dean Cherkas, Stoney Tribal Administration	Email	N/A	N/A	Dean Cherkas emailed a meeting invitation and thanked

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						Dallas Maynard for arranging the meeting.
September 11, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Tribal Administration	Email	N/A	N/A	Bill Snow emailed to confirm he and Dean Cherkas will be at the meeting.
September 13, 2018	Mark Svenson, Seamas Skelly, Alberta Transportation Dallas Maynard, DEMA Land Services	Bill Snow, Dean Cherkas, Stoney Tribal Administration	Meeting	Concerned that there are still no wildlife crossings for the project. Stoney Nakoda Nations would prefer an overpass over HWY 22.	At the meeting, Alberta Transportation described that the underpasses that will be created by the diversion channel crossings of HWY 22 and Township Road 242 have not been designed as designated wildlife underpasses; but, the design has included measures to accommodate the passage of wildlife that would otherwise cross over HWY 22. The HWY 22 underpass will have 3:1 slopes and be 24 m wide at the bottom. Gaps in the riprap armour on the bottom of the channel will be filled and surfaced with gravel.	A meeting was held between Stoney Nakoda Nations and Alberta Transportation to discuss the SR1 project and the further work Stoney Nakoda Nations were interested in undertaking.
				Expressed that hydrology was a concern of a former Chiniki consultation manager, and requested hydrology information.	At the meeting, Alberta Transportation responded that hydrology information had been shared in Sections 3A and 3B of the Environmental	

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					Impact Assessment (EIA). Alberta Transportation committed to providing the EIA material again.	
September 14, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Marie Kootenay, Stoney Tribal Administration	Email	Minister Mason's comments in June 2018 were inappropriate and is seen as inadequate consultation.	N/A	Bill Snow emailed his comments after the September 13, 2018 meeting.
				Alberta Transporting does not have a good record in accommodating First Nation project concerns or sharing information.		
				There are no dedicated wildlife crossings for SR1 (the underpasses are not designed for wildlife).		
				Administrative and financial challenges posed by the CEAA funding process, which are embedding additional project administration and financing to First Nations.		
September 17, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed to ask permission to use the Traditional Land and Resource Use (TLRU) workshop notes from February 12, 2018 and

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						March 20, 2018. The workshop notes were attached.
October 24, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Stoney Tribal Administration	Email	N/A	N/A	Dallas Maynard forwarded the link to Stantec's FTP site with March 2018 EIA to fulfill the action item from the September 13, 2018 meeting to provide the EIA. He also requested a budget for any additional costs for the TUS.
October 26, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Stoney, Marie Kootenay Tribal Administration	Email	N/A	N/A	Dallas Maynard emailed Bill Snow and Dean Cherkas the meeting notes from September 13, 2018 for review.



ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: November-December 2018

STONEY NAKODA (WESLEY) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Bill Snow, Stoney Tribal Administration / Marie Kootenay, Program Coordinator

Contact Phone Number: 403-881-4760; Fax: 403-881-4250; Cell: 587-580-6212 / 403-881-2618

Email: bills@stoney-nation.com / consultation@stoney-nation.com

Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 22, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Marie Kootenay, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson emailed the cover letter from Crystal Damer, Alberta Transportation that accompanied a USB flash drive with the May 2018-October 2018 Record of Consultation (ROC) logs and Specific Concerns and Response Table (SCRT). The cover letter indicated that Stoney Nakoda Nations had 30 Government of Alberta working days to review the



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						ROC logs and SCRT for any errors and omissions. She indicated the package should be hand delivered that day.
November 23, 2018	James Bowker, DEMA Land Services for Alberta Transportation	Jarlene Beaver, Stoney Nakoda Nations	Personal delivery	N/A	N/A	James Bowker hand delivered the ROC package to Stoney Nakoda Nations. The package, addressed to Bill Snow, was left with Jarlene Beaver at the Stoney Tribal Administration office.
November 29, 2018	Crystal Damer, Alberta Transportation	Bill Snow, Marie Kootenay, Stoney Nakoda Nations	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 ROC will be submitted as part of this application.
November 30, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Marie Kootenay, Dean Cherkas, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson emailed a copy of the November 29, 2018 letter regarding the DMAF application.
December 3, 2018	Crystal Damer, Alberta Transportation	Bill Snow, Stoney Nakoda Nations	Postal delivery	N/A	N/A	The November 29, 2018 letter regarding the DMAF application was delivered by post.

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December 18, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Stoney Nakoda Nations	Email	N/A	N/A	Dallas Maynard emailed to inquire about a budget for the additional work (another site visit) Stoney Nakoda Nations would like to do. He also asked for meeting dates in January 2019.
December 19, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Stoney Nakoda Nations	Meeting	N/A	N/A	Prior to a meeting on another project, Dallas Maynard inquired about a budget for additional work and Bill Snow responded he would get that to Dallas Maynard. Dallas Maynard also asked about meeting in January. Bill Snow said they were booked up in January and suggested February 2019.
December 20, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Marie Kootenay, Dean Cherkas, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson emailed a copy of a letter dated December 19, 2018 from Alberta Transportation to the Aboriginal Consultation Office (ACO) regarding submission of the ROC from August 2014 to April 2018 to the ACO. Alberta Transportation was submitting the ROC for ACO to review. Bill Snow was copied on the letter.



ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: January-February 2019

STONEY NAKODA (WESLEY) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Dean Cherkas / Bill Snow
Contact Phone Number: 403-881-2789 / 403-881-4760
Email: dcherkas@stoney-nation.com / bills@stoney-nation.com
Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
January 9, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Stoney Nakoda Nation	Email	N/A	N/A	Dallas Maynard asked for an update on the budget for the completion of Stoney Nakoda Nation's Traditional Use Study (TUS) and additional work they would like to do.
January 11, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Stoney Nakoda Nation	Email	N/A	N/A	Dallas Maynard followed up on his January 9, 2019 email, requesting a budget and meeting dates.



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January 11, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Stoney Nakoda Nation	Email	N/A	N/A	Bill Snow suggested the weeks of February 18, 2019 and February 25, 2019 to meet.
January 11, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Stoney Nakoda Nation	Email	N/A	N/A	Dallas Maynard replied to Bill Snow to let him know he had asked for Alberta Transportation's availability during the week of February 18, 2019. He also asked for a budget for additional work and site visits Stoney Nakoda Nation wished to undertake for their TUS.
January 12, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Stoney Nakoda Nation	Email	N/A	N/A	Dallas Maynard confirmed any day the week of February 18, 2019 worked for Alberta Transportation to meet. He also asked for the budget for the meeting.
January 16, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson followed up on Dallas Maynard's January 12, 2019 email, asking for a meeting date the week of February 18, 2019.

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January 16, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Marie Kootenay, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson forwarded her email to Marie Kootenay, who was missed on the earlier emails.
January 17, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Stoney Nakoda Nation	Email	N/A	N/A	Bill Snow emailed that the only day the Stoney Nakoda Nation are available for the week of February 18, 2019 is February 22, 2019.
January 18, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Stoney Nakoda Nation	Email	N/A	N/A	Dallas Maynard confirmed Friday, February 18, 2019 for a meeting and asked for a budget for the meeting.
January 18, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Stoney Nakoda Nation	Email	N/A	N/A	Dallas Maynard changed the date in his previous email to Tuesday, February 22, 2019.
January 18, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Stoney Nakoda Nation	Email	N/A	N/A	Dallas Maynard corrected his previously two emails to confirm the meeting on Friday, February 22, 2019.
January 22, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Marie Kootenay, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a meeting invite for February 22, 2019.
January 23, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Stoney Nakoda Nation	Email	N/A	N/A	Bill Snow requested a time change for the February 22, 2019 meeting to 9 am to noon.

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January 23, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson confirmed the new meeting time and indicated she would update the meeting invite.
January 23, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Marie Kootenay, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson notified the meeting attendees that the time had changed to 9 am to noon.
January 23, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Marie Kootenay, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson updated the meeting invite with the new time of 9 am to noon.
January 23, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Stoney Nakoda Nation	Email	N/A	N/A	Dean Cherkas accepted the meeting invite for February 22, 2019.
January 23, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Bill Snow accepted the meeting invite for February 22, 2019.
January 23, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Chris Goodstoney, Conal Labelle, Larry Daniels Jr., Marie Kootenay, Stoney Nakoda Nation	Email	N/A	N/A	Bill Snow emailed to request Chris Goodstoney, Conal Labelle, and Larry Daniels Jr. attend the meeting on February 22, 2019. Jennifer Hallson was copied on the email.

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January 24, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Chris Goodstone, Conal Labelle, Larry Daniels Jr., Marie Kootenay, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson forwarded the meeting invite to Chris Goodstone, Conal Labelle, and Larry Daniels Jr.

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Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
January 29, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Marie Kootenay, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson emailed a letter dated January 28, 2019 from Crystal Damer, Alberta Transportation. The letter requested that Stoney Nakoda Nation provide its views and perspectives on its Aboriginal and Treaty rights, cultural and experiential values, and country foods potentially affected by the project. The letter listed four specific topics that Alberta Transportation was requesting input on to respond to Canadian Environmental Assessment Agency (CEAA) IR2-01, IR2-02, and IR2-08. The specific information requests 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.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
January 29, 2019	Crystal Damer, Alberta Transportation	Bill Snow, Marie Kootenay, Stoney Nakoda Nation	Letter	N/A	N/A	The January 28, 2019 letter requesting input for CEEA IRs was sent via registered mail.
January 29, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Marie Kootenay, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson requested a budget for the February 22, 2019 meeting.
January 31, 2019	Crystal Damer, Alberta Transportation	Bill Snow, Marie Kootenay, Stoney Nakoda Nation	Postal Delivery	N/A	N/A	The January 28, 2019 letter was delivered by post.
February 4, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Marie Kootenay, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a cover letter from Crystal Damer, Alberta Transportation, the SR1 Record of Consultation (ROC) logs, Specific Concerns and Response Table (SCRT), and supporting documents for November-December 2018 for the Bearspaw Band. The cover letter indicated there was a ten Government of Alberta (GoA) day period to review for errors or omissions. The cover letter also asked for any specific feedback on Alberta Transportation's responses and mitigation measures in column 4 of the SCRT.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
February 4, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Email delivery verification received.
February 4, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Marie Kootenay, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a cover letter from Crystal Damer, Alberta Transportation, the SR1 Record of Consultation (ROC) logs, Specific Concerns and Response Table (SCRT), and supporting documents for November-December 2018 for the Chiniki Band. The cover letter indicated there was a ten GoA day period to review for errors or omissions. The cover letter also asked for any specific feedback on Alberta Transportation's responses and mitigation measures in column 4 of the SCRT.
February 4, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Email delivery verification received.

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February 4, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Marie Kootenay, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a cover letter from Crystal Damer, Alberta Transportation, the SR1 Record of Consultation (ROC) logs, Specific Concerns and Response Table (SCRT), and supporting documents for November-December 2018 for the Wesley Band. The cover letter indicated there was a ten GoA day period to review for errors or omissions. The cover letter also asked for any specific feedback on Alberta Transportation's responses and mitigation measures in column 4 of the SCRT.
February 4, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Email delivery verification received.
February 14, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Marie Kootenay, Chris Goodstone, Conal Labelle, Larry Daniels Jr., Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent the draft agenda for the February 22, 2019 meeting. She asked for any comments.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
February 15, 2019	Amandah van Merlin, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Marie Kootenay, Stoney Nakoda Nation	Email	N/A	N/A	Amandah van Merlin followed up on Jennifer Hallson's January 29, 2019 email to ask for a budget for the February 22, 2019 meeting.
February 21, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Conal Labelle, Stoney Nakoda Nation	Email	N/A	N/A	Conal Labelle accepted the meeting invite.
February 22, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Nakoda Nation	Phone call	N/A	N/A	Dallas Maynard called Bill Snow at 9:15 am to inquire about the consultation meeting that was supposed to begin at 9:00 am. Dallas Maynard left a message stating Alberta Transportation was at the Stoney Nakoda Resort for the meeting and left his phone number.
February 22, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Nakoda Nation	Text message	N/A	N/A	Bill Snow texted Dallas Maynard at 9:30 am that he would be there in 30 minutes.
February 22, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Nakoda Nation	Text message	N/A	N/A	Dallas Maynard texted Bill Snow back "thank you."

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February 22, 2019	Mark Svenson, Seamas Skelly, Alberta Transportation Jim Howell, Eliot Terry, Liam Mackle, Stantec Dallas Maynard, Alex Burchill, Amandah van Merlin, DEMA Land Services	Bill Snow, Chris Goodstoney, Conal Labelle, Stoney Nakoda Nation	Meeting	Alberta Transportation's mitigation measures for wildlife alleviated some of Stoney Nakoda Nation's concerns, but they would still prefer overpasses.	At the meeting, Alberta Transportation described the mitigation measures in place for wildlife, including fencing, vegetating slopes, and a remote camera monitoring program. They also showed a drawing of the bridge under HWY 22 and how it will be modified to promote wildlife movement.	Alberta Transportation, Stantec, and Stoney Nakoda Nation met to discuss the SR1 project. Stantec presented on wildlife mitigation measures, and Alberta Transportation presented on the utilities and pipelines within the project area, to address concerns previously brought up by Stoney Nakoda Nation. Alberta Transportation also presented on the proposed land use plan.
				Stoney Nakoda Nation have concerns about general emergency response planning, including with regards to pipelines.	At the meeting, Alberta Transportation indicated the emergency response plans for pipelines were the responsibility of the pipeline owners.	
				Stoney Nakoda Nation voiced concerns regarding any mercaptans that may have been added to the contents of the pipelines around the SR1 Project.	At the meeting, Alberta Transportation committed to looking into this.	
				Stoney Nakoda Nation is interested in participating in monitoring programs.	At the meeting, Alberta Transportation committed to continued discussions on this topic.	



ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: March-April 2019

STONEY NAKODA (WESLEY) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Dean Cherkas / Bill Snow
Contact Phone Number: 403-881-2789 / 403-881-4760
Email: dcherkas@stoney-nation.com / bills@stoney-nation.com
Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
March 8, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Marie Kootenay, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson followed up on the January 28, 2019 letter to ask if Stoney Nakoda Nation was planning on responding to it. She indicated that Alberta Transportation was still interesting in obtaining their input.



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March 8, 2019	Amandah van Merlin, DEMA Land Services for Alberta Transportation	Bill Snow, Chris Goodstoney, Marie Kootenay, Stoney Nakoda Nations	Email	N/A	N/A	Amandah van Merlin provided copies of the presentations given at the meeting on February 22, 2019. This included the wildlife presentation, the land use presentation, and the map of the pipelines through the project area.
March 20, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson emailed to let Stoney Nakoda Nation know that due to the provincial election, consultation on the SR1 project would be paused until after the election.



ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: May-June 2019

STONEY NAKODA (WESLEY) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Dean Cherkas / Bill Snow
Contact Phone Number: 403-881-2789 / 403-881-4760
Email: dcherkas@stoney-nation.com / bills@stoney-nation.com
Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
May 6, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson emailed to update Stoney Nakoda Nations that Alberta Transportation was in the process of briefing the new Minister and would be in contact after the pause on consultation due to the provincial election was lifted.



Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
May 6, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	An automatic reply was sent from Bill Snow that he was out of the office until May 13, 2019.
May 6, 2019	Jason Kenney, Premier	Chief Darcy Dixon, Bears paw First Nation, Chief Aaron Young, Chiniki First Nation, Chief Clifford Poucette, Wesley First Nation	Letter	Stoney Nakoda Nations stated their objection to the SR1 project.	N/A	Stoney Nakoda Nations sent a letter of objection to Premier Jason Kenney, objecting to the SR1 project and other dam proposals. The letter stated their position that “no dams can be built on the upper Bow River and adjacent systems without the express consent of the Stoney Nakoda Nations” and that the “Stoney Nakoda Nations and the Government of Canada have veto over future dam projects.”
May 22, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	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 consultation due to the provincial election.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
May 22, 2019	Matthew Hebert, Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Letter	N/A	N/A	The May 21, 2019 letter ending the pause on consultation due to the provincial election was sent via registered mail.
May 22, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	From the Stoney Nakoda perspective, consultation has not started yet on this project.	N/A	Dean Cherkas emailed to state that from the Stoney Nakoda perspective consultation has not started yet and the proponent has only been information sharing. He asked for confirmation on what the May 21, 2019 letter means.
May 22, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Dean Cherkas emailed a copy of the letter to Premier Jason Kenney dated May 6, 2019.
May 24, 2019	Matthew Hebert, Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Postal delivery	N/A	N/A	The May 21, 2019 letter was delivered by post.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
May 31, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	See May 22, 2019 entry.	The letter detailed the consultation that has occurred since August 2014 with the Stoney Nakoda Nations, including 11 meetings and 11 days of site visits as well as providing the Record of Consultation logs for review. The letter also set out the main concerns raised by Stoney Nakoda Nations throughout the process, with the responses Alberta Transportation has provided at meetings. The letter stated Alberta Transportation was willing to meet to discuss Stoney Nakoda Nations' concerns further.	Jennifer Hallson emailed a letter dated May 30, 2019 from Matthew Hebert, Alberta Transportation. The letter responded to Dean Cherkas' May 22, 2019 email.
May 31, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Stoney Nakoda Nations	Email	N/A	N/A	An automatic reply from Dean Cherkas was received, stating he was out of the office May 28, 2019 to June 2, 2019.
May 31, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	An automatic reply from Bill Snow was received, stating he was out of the office until June 3, 2019.
May 31, 2019	Matthew Hebert, Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Letter	N/A	N/A	The May 30, 2019 letter was sent via registered mail.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
June 3, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Nakoda Nations	Email	See February 22, 2019 entry.	The pipelines in the Project area are regulated by the Alberta Energy Regulator (AER) (with the exception of TransCanada's lines which are regulated by the National Energy Board (NEB)). Their jurisdiction over the lines will be maintained within the footprint of SR1. If there are requirements for mercaptans or other additives to be placed in the lines then these would be the jurisdiction of those regulatory bodies. Pipelines within the footprints of the structures will be removed, and any pipeline abandoned within the reservoir footprint will be purged, plugged, and capped as per standard regulatory requirements.	Jennifer Hallson sent the meeting minutes from the February 22, 2019 meeting, along with responses to some of the action items and concerns. She also requested confirmation that, in regards to a discussion during the meeting, Stoney Nakoda Nations does not intend to submit a Traditional Use Study report.
June 4, 2019	Matthew Hebert, Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Postal delivery	N/A	N/A	The May 30, 2019 letter was delivered by post.

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June 5, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson sent a cover letter, the Record of Consultation (ROC) log, and Specific Concerns and Response Table (SCRT) for January-February 2019. She noted the supporting documents were too large to email so a USB was being sent.
June 5, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Stoney Nakoda Nations	Email	N/A	N/A	Email delivery verification received.
June 5, 2019	Matthew Hebert, Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Letter	N/A	N/A	A USB with the cover letter, ROC log, SCRT, and supporting documents was sent via registered mail.
June 10, 2019	Matthew Hebert, Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Postal delivery	N/A	N/A	The USB package was delivered by post.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
June 14, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	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 Alberta Environment and Parks, the Natural Resources Conservation Board, and the Canadian Environmental Assessment Agency. A link was provided where the documents could be downloaded. A project update newsletter was also attached.
June 14, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	An automatic reply was received from Bill Snow stating that he was out of the office until June 17, 2019.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
June 20, 2019	Matthew Hebert, Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	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 consultation, the additional hydrogeological modelling, and information on the responses to the information requests. A USB with all the responses to the regulators was included in the package.
June 24, 2019	Matthew Hebert, Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Postal delivery	N/A	N/A	The June 20, 2019 package was delivered by post.
June 25, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson sent a cover letter, the ROC log, SCRT and supporting documents for March-April 2019.
June 25, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Stoney Nakoda Nations	Email	N/A	N/A	Email delivery verification received.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
June 26, 2019	Ric McIver, Minister	Dean Cherkas, Stoney Nakoda Nations	Letter	N/A	N/A	Minister Ric McIver sent a letter in response to the May 6, 2019 letter to Premier Jason Kenney. The letter referenced Matthew Hebert's letter dated May 30, 2019, reiterating that Alberta Transportation remains committed to consulting with the Stoney Nakoda Nations on the SR1 project and expressing the desire to meet to discuss the project.

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ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: July-August 2019

STONEY NAKODA (WESLEY) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Dean Cherkas / Bill Snow
Contact Phone Number: 403-881-2789 / 403-881-4760
Email: dcherkas@stoney-nation.com / bills@stoney-nation.com
Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
July 29, 2019	Jennifer Hallson, DEMA Land Services on behalf of Matthew Hebert, Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson emailed a message from Matthew Hebert, Alberta Transportation, regarding a letter received on July 16, 2019 from the Canadian Environmental Assessment Agency (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



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						discuss Alberta Transportation's responses to the CEAA, Alberta Environment and Parks, and Natural Resources Conservation Board information requests was made. The July 16, 2019 letter from CEAA was attached.
July 31, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson provided a cover letter from Matthew Hebert, Alberta Transportation, the Record of Consultation (ROC) log, Specific Concerns and Response Table (SCRT), and supporting documents for May-June 2019.
July 31, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Stoney Nakoda Nations	Email	N/A	N/A	Email delivery verification for the ROC package received.
July 31, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Email delivery verification for the ROC package received.



ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: September-October 2019

STONEY NAKODA (WESLEY) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Dean Cherkas / Bill Snow
Contact Phone Number: 403-881-2789 / 403-881-4760
Email: dcherkas@stoney-nation.com / bills@stoney-nation.com
Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
September 23, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson emailed a copy of a letter that requested information on any land management plans within Stoney Nakoda Nation's reserves and information regarding land use policies. This request was to aid in addressing an information request from the Canadian Environmental Assessment Agency (CEAA). The letter



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						also offered a meeting to discuss.
September 23, 2019	Matthew Hebert, Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Letter	N/A	N/A	The September 23, 2019 letter was sent via registered mail.
September 25, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson emailed a cover letter, the Record of Consultation (ROC) logs, and Specific Concerns and Response Table (SCRT) updated for July-August 2019 (ROC Documents). She indicated the supporting documents were too large so would send them on a USB.
September 25, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Dean Cherkas, Stoney Nakoda Nations	Email	N/A	N/A	Delivery verification of the ROC Documents received.
September 25, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Delivery verification of the ROC Documents received.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
September 25, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Dean Cherkas, Bill Snow, Ryan Robb, Conal Labelle, Chris Goodstone, Duane Wesley, Hank Snow, Lenny Wesley, Charles Powderface, Brian Evans, Rob Shotclose, Ray Greenwood, Jennifer Bobrovitz, Cathy Arcega, Andre Buss, Stoney Nakoda Nations	Email	N/A	N/A	Dean Cherkas emailed to state that he believes the ROC Documents are “misleading and demonstrate a passive review of this project.” He requested an explanation on how the May 1, 2019 letter from the Stoney Chiefs to Premier Kenney (which was attached to the email) was addressed by Alberta Transportation and Premier Kenney. He indicated that Stoney Administration was evaluating their options on how to address SR1 as Stoney Nakoda Nations continues to object to the project.
September 26, 2019	Matthew Hebert, Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Letter	N/A	N/A	A USB with the cover letter, ROC log, SCRT, and supporting documents was sent via registered mail.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
October 1, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson emailed that there was a typo in the cover letter that accompanied the July-August 2019 ROC Documents. Due to this, the 10 day review period would restart the day following this email. She also indicated that Alberta Transportation was in the process of formulating a response to Dean Cherkas' September 25, 2019 email.
October 1, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Dean Cherkas, Stoney Nakoda Nations	Email	N/A	N/A	Email delivery verification ROC Documents typo email received.
October 1, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Email delivery verification ROC Documents typo email received.
October 2, 2019	Matthew Hebert, Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Postal delivery	N/A	N/A	The USB ROC package was delivered by post.
October 2, 2019	Matthew Hebert, Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Postal delivery	N/A	N/A	The September 23, 2019 letter was delivered by post.

October 7, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	<p>Jennifer Hallson emailed a copy of a letter dated October 7, 2019 responding to Dean Cherkas' September 25, 2019 email. The letter reiterated that Alberta Transportation has been consulting with Stoney Nakoda Nations since August 2014, supporting 11 days of site visits and a Traditional Use Study (TUS) that Stoney Nakoda Nations indicated they would not be submitting. The letter described how Alberta Transportation has met with Stoney Nakoda Nations 11 times to discuss the project and to understand concerns. Letters were also provided May 31, 2019 and June 26, 2019 that summarized concerns raised by Stoney Nakoda Nations and Alberta Transportation's responses to date, and proposed additional meetings. Alberta Transportation requested a meeting to discuss any further concerns. Finally, the contact information for the individual to contact regarding flood mitigation on the Bow River was provided in response to Stoney Nakoda Nation's concerns about the Bow River.</p>
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October 7, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Dean Cherkas, Stoney Nakoda Nations	Email	N/A	N/A	An autoreply was received the indicated Dean Cherkas was out of the office October 3-14, 2019.
October 7, 2019	Matthew Hebert, Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Letter	N/A	N/A	The October 7, 2019 letter was sent via registered mail.
October 15, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson emailed copies of figures requested at the February 22, 2019 consultation meeting, including wildlife mitigation figures and figures of the pipelines and utilities in the area. She also requested meeting dates to discuss any remaining concerns about the SR1 project.
October 17, 2019	Matthew Hebert, Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Postal delivery	N/A	N/A	The October 7, 2019 letter was delivered by post.
October 18, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson emailed to follow up on the September 23, 2019 letter requesting any land management plans. She also indicated Alberta Transportation would like to meet to discuss outstanding concerns and asked for dates.

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October 22, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	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 and requested a meeting to discuss.
October 22, 2019	Matthew Hebert, Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	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 on behalf of Alberta Transportation	Bill Snow, Dean Cherkas, Cathy Arcega, Stoney Nakoda Nations	Email	N/A	N/A	Bill Snow indicated that Stoney Nakoda Nations were available November 19 or 20, 2019 for a meeting in Morley.
October 23, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Bill Snow, Dean Cherkas, Cathy Arcega, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson confirmed November 19, 2019 worked for Alberta Transportation to meet and said DEMA would book a meeting room at the Stoney Nakoda Resort for 10:00 am – 4:00 pm. She also requested a budget for the meeting.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
October 28, 2019	Matthew Hebert, Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	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 on behalf of Alberta Transportation	Bill Snow, Dean Cherkas, Cathy Arcega, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson followed up to confirm of November 19, 2019 still worked for Stoney Nakoda Nations.
October 29, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Bill Snow, Dean Cherkas, Cathy Arcega, Stoney Nakoda Nations	Email	N/A	N/A	Bill Snow confirmed November 19, 2019 to meet, from 10:00 am to 12:00 pm.
October 29, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Bill Snow, Dean Cherkas, Cathy Arcega, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson thanked Bill Snow for confirming, and indicated she would send out a meeting invite. A draft agenda would be circulated closer to the date.
October 29, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Bill Snow, Dean Cherkas, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson sent out a meeting invitation for November 19, 2019.
October 29, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Dean Cherkas, Stoney Nakoda Nations	Email	N/A	N/A	Dean Cherkas accepted the meeting invitation.
October 30, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Bill Snow accepted the meeting invitation.



ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: November-December 2019

STONEY NAKODA (WESLEY) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Dean Cherkas / Bill Snow
Contact Phone Number: 403-881-2789 / 403-881-4760
Email: dcherkas@stoney-nation.com / bills@stoney-nation.com
Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 5, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	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	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 8, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	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	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Letter	N/A	N/A	The Project Update Letter was sent via registered mail.
November 12, 2019	Matthew Hebert, Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Postal delivery	N/A	N/A	The Project Update Letter was delivered via registered mail.
November 12, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson emailed a draft agenda for the November 19, 2019 meeting along with the draft Indigenous Participation Plan (IPP). She indicated Alberta Transportation hoped to have a document on future land use sent prior to the meeting as well.
November 15, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson emailed the draft future land use documents, including draft principles for future land use.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 19, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Bill Snow, Stoney Nakoda Nations	Phone call	N/A	N/A	Bill Snow called Jennifer Hallson to ask if there was a conference phone available for the meeting, as Dean Cherkas would be unable to make it in person. Jennifer Hallson said she was not at the meeting, but would touch base with Dallas Maynard to see if a phone could be organised.
November 19, 2019	Matthew Hebert, Mark Svenson, Alberta Transportation Elise Savard, Talina Cyr-Steenkamp, Richard Sparvier, Stantec Dallas Maynard, Amandah van Merlin, DEMA Land Services	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Meeting	Stoney Nakoda Nations reiterated that they were opposed to flood mitigation projects across the province including the SR1 project as stated in a letter sent to Alberta Transportation on May 6, 2019.	At the meeting, Alberta Transportation indicated a response had been sent to the May 6, 2019 letter and that the goal of this consultation process was to make sure concerns were noted so mitigation measures could be developed.	A meeting was held to discuss future land use and the draft IPP. A request for land management plans was also made as a follow up to the letter sent September 23, 2019. Stoney Nakoda Nations referenced two documents they committed to providing:

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
				Stoney Nakoda Nations voiced concerns that the future land use principles did not include a piece on wildlife connectivity.	At the meeting, Alberta Transportation indicated they had met with Stoney Nakoda Nation many times to discuss wildlife connectivity, most recently on February 22, 2019. At the February 22, 2019 meeting, the changes made to the underpasses and culverts to increase wildlife connectivity had been highlighted. Alberta Transportation offered to discuss wildlife connectivity at another meeting.	the Final Draft Indigenous Knowledge Policy and a book on water rights by Kenichi Matsui. Stoney Nakoda Nations also requested the socio-economic sections of the Environmental Impact Assessment. The Aboriginal Consultation Office was in attendance. Alberta Transportation committed to review the water needs assessment completed by the Land use Secretariat [note: this document is unavailable to Alberta Transportation]; to review the planning principles used in the Indigenous Advisory and Monitoring Program as part of the TMX project; and to send the Socio-economic Impacts and Labour Forces Analysis from the EIA.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 19, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Stoney Nakoda Nations	Email	N/A	N/A	Bill Snow forwarded an email that included a letter from Richard Feehan, Minister of Indigenous Relations (dated March 12, 2019), and the Final Draft Indigenous Knowledge Policy, as discussed during the November 19, 2019 meeting.
November 19, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Stoney Nakoda Nations	Email	N/A	N/A	Bill Snow provided a link to a book he had mentioned during the November 19, 2019 meeting (<i>Native Peoples and Water Rights: Irrigation, Dams, and the Law in western Canada</i> by Kenichi Matsui)
December 6, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson emailed a cover letter, the Record of Consultation (ROC) logs, Specific Concerns and Response Table (SCRT), and supporting documents for September-October 2019.
December 6, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Dean Cherkas, Stoney Nakoda Nations	Email	N/A	N/A	Email delivery verification for the ROC logs, SCRT, and supporting documents received.
December 6, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Email delivery verification for the ROC logs, SCRT, and supporting documents received.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
December 10, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	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.
December 17, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson emailed the meeting minutes from the November 19, 2019 meeting for review. Also attached were the socio-economic sections of the Environmental Impact Assessment, as requested by Bill Snow at the November 19, 2019 meeting.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
December 17, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	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 CEAA's additional questions on Round 1 of the information requests. A link was provided to the responses on Alberta Transportation's website.

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ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: January-February 2020

STONEY NAKODA (WESLEY) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Dean Cherkas / Bill Snow
Contact Phone Number: 403-881-2789 / 403-881-4760
Email: dcherkas@stoney-nation.com / bills@stoney-nation.com
Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
January 30, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson emailed a cover letter, the Record of Consultation (ROC) logs, and Specific Concerns and Response Table (SCRT) for November-December 2019. She noted the supporting documents were too large so they would be mailed on a USB.



Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
January 30, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Stoney Nakoda Nations	Email	N/A	N/A	Email delivery verification for the ROC documents received.
January 30, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Email delivery verification for the ROC documents received.
February 4, 2020	Matthew Hebert, Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Letter	N/A	N/A	A USB with the cover letter, ROC logs, SCRT, and supporting documents was sent via registered mail.
February 28, 2020	Matthew Hebert, Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Postal delivery	N/A	N/A	The USB with the cover letter, ROC logs, SCRT, and supporting documents was delivered via registered mail.



ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: March-April 2020

STONEY NAKODA (WESLEY) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Dean Cherkas / Bill Snow
Contact Phone Number: 403-881-2789 / 403-881-4760
Email: dcherkas@stoney-nation.com / bills@stoney-nation.com
Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
March 23, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Nakoda Nations	Phone call	N/A	N/A	Jennifer Hallson called Bill Snow to check in about Stoney Nakoda Nations' status and ability to consult given the COVID-19 pandemic. There was no answer, so she left a message requesting a call or email back.



Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
April 14, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	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 consultation with Stoney Nakoda Nations.
April 23, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Nakoda Nations	Phone call	N/A	N/A	Jennifer Hallson called Bill Snow to inquire about his office's status now that the Aboriginal Consultation Office (ACO) had lifted the consultation pause. There was no answer, so she left a message requesting a call or email back.
April 24, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson followed up on her April 23, 2020 voicemail to check in and inquire what Stoney Nakoda Nations' office's work status was and what the best way to continue consultation activities would be.

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April 24, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Dean Cherkas, Erin Slater, Stoney Nakoda Nations	Email	N/A	N/A	Bill Snow responded that Stoney Nakoda Nations has concerns regarding the ACO lifting the consultation pause, but Stoney Nakoda Nation continues to be consulted on various projects. He attached their 2020-2021 consultation rate sheet.
April 29, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nations	Email	N/A	N/A	Jennifer Hallson sent shapefiles of the SR1 project area and flood scenarios.

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ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: May-June 2020

STONEY NAKODA (WESLEY) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Dean Cherkas / Bill Snow
Contact Phone Number: 403-881-2789 / 403-881-4760
Email: dcherkas@stoney-nation.com / bills@stoney-nation.com
Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
May 6, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson emailed four draft monitoring plans (groundwater, surface water, vegetation and wetlands, and wildlife) for Stoney Nakoda Nation's review. She indicated Alberta Transportation welcomes written feedback and would also be available to discuss the plans in a meeting.



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May 11, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson emailed a cover letter, the Record of Consultation (ROC) logs, Specific Concerns and Response Table (SCRT), and supporting documents for January-February 2020.
May 11, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Stoney Nakoda Nation	Email	N/A	N/A	Email delivery verification for the ROC documents received.
May 11, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Email delivery verification for the ROC documents received.
May 12, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda 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.

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May 15, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson emailed a message from Matthew Hebert, Alberta Transportation, including 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 the four draft monitoring plans provided May 6, 2020 and continue discussions on future land use.
June 1, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson emailed a message from Matthew Hebert, Alberta Transportation regarding the filing of the first two of three parts of the Round 2 information requests from Alberta Environment and Parks and the Natural Resources Conservation Board.

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June 3, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a message from Matthew Hebert, Alberta Transportation with a link to the Spring 2020 Project Update. The Project Update outlined SR1's function as a significant component of the Government of Alberta's flood mitigation strategy for southern Alberta and Calgary, and its role working together with other flood mitigation projects such as the upgrades to the Glenmore Reservoir.
June 4, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson followed up to inquire if Stoney Nakoda Nation would be completing the Request for Information.
June 19, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson followed up again to inquire if Stoney Nakoda Nation would be completing the Request for Information.



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June 30, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a letter from Alberta Transportation regarding Fisheries and Oceans Canada and fish offsetting requirements for the SR1 Project, with an indication that they would like to meet in late July-August to discuss the options and get feedback from Stoney Nakoda Nation.

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ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: July-August 2020

STONEY NAKODA (WESLEY) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Dean Cherkas / Bill Snow
Contact Phone Number: 403-881-2789 / 403-881-4760
Email: dcherkas@stoney-nation.com / bills@stoney-nation.com
Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
July 2, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson emailed a letter from Matthew Hebert, Alberta Transportation regarding the <i>Water Act</i> application for the SR1 Project. The letter described the application process and requested feedback on any potential adverse impacts that the <i>Water Act</i> approval may have on treaty rights and traditional uses. A plain language summary of the



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						<i>Water Act</i> application was attached.
July 3, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson emailed a message from Matthew Hebert, Alberta Transportation notifying Stoney Nakoda Nation that the third part of the provincial information requests package had been submitted Alberta Environment and Parks (AEP) and the Natural Resources Conservation Board (NRCB).
July 15, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson emailed a cover letter, the Record of Consultation (ROC) logs, Specific Concerns and Response Table (SCRT), and supporting documents for March-April 2020.
July 15, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Stoney Nakoda Nation	Email	N/A	N/A	Email delivery notification for the ROC documents received.
July 15, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Email delivery notification for the ROC documents received.

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July 15, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson indicated there was an error in the cover letter for the ROC documents, and that Stoney Nakoda Nation had 15 Government of Alberta days to review, not 10.
July 20, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson emailed a letter regarding the archaeological work being completed for the SR1 Project. The letter invited Stoney Nakoda Nation to observe the Historical Resources Impact Assessment (HRIA) work being completed. The letter requested confirmation of interest and indicated capacity funding was available.
July 22, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	See SCRT for detailed responses.	Jennifer Hallson emailed a package that included responses to concerns in the SCRT that either had no response or required an updated response. Alberta Transportation requested any feedback within 15 GOA days.

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July 22, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a message from Matthew Hebert, Alberta Transportation that notified Stoney Nakoda Nation that Alberta Transportation had responded to four out of five information requests from the Impact Assessment Agency of Canada (IAAC) on July 17, 2020. The Draft Fish Rescue and Fish Health Monitoring and Mitigation Programs (provided in Round 2 NRCB IR31, Appendix IR31-1) and the Draft Air Quality Management Plan (provided in Round 2 IAAC IR4-04, Appendix IR4-1) were attached.
July 24, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson followed up to inquire if Stoney Nakoda Nation planned to complete the Request for Information (RFI), sent on May 15, 2020.



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August 4, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson emailed a letter from Matthew Hebert, Alberta Transportation inviting Stoney Nakoda Nation to participate in group virtual meetings to review the draft monitoring plans, fish offsetting plans, and the <i>Water Act</i> application. The letter requested confirmation of Stoney Nakoda Nation's preference of group meetings or individual meetings by August 14, 2020.
August 31, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson emailed to provide an update on the archaeological work for the SR1 Project. The excavation and mitigation work had been postponed to the following year, and Alberta Transportation would contact Stoney Nakoda Nation at that time to offer an invitation to observe the work. Alberta Transportation had received the permit to conduct the HRIA work and would complete that this fall.

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August 31, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson emailed a cover letter, the ROC logs, SCRT, and supporting documents for May-June 2020.
August 31, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Stoney Nakoda Nation	Email	N/A	N/A	Email delivery notification for the ROC documents received.
August 31, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Email delivery notification for the ROC documents received.

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ALBERTA TRANSPORTATION - INDIGENOUS CONSULTATION

PROPOSED SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

PROJECT SUMMARY LOG

Date of Summary Log Update: September-October 2020

STONEY NAKODA (WESLEY) NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Dean Cherkas / Bill Snow
Contact Phone Number: 403-881-2789 / 403-881-4760
Email: dcherkas@stoney-nation.com / bills@stoney-nation.com
Mailing Address: P.O. Box 120, Morley AB. T0L 1N0

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
September 3, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson emailed a questionnaire compiled by Alberta Transportation to request feedback on the six draft monitoring plans for the SR1 Project. An updated group meeting schedule was provided. An offer for capacity funding to review the monitoring plans was also made.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
September 8, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson inquired whether Stoney Nakoda Nation would be submitting the Request for Information (RFI) for the Indigenous Participation Plan (IPP) for the SR1 Project.
September 10, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a meeting invitation for the September 17, 2020 group meeting to discuss the draft Surface Water Monitoring Plan and the draft Fish Rescue and Fish Health Monitoring and Mitigation Program. An agenda was attached.
September 10, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Stoney Nakoda Nation	Email	N/A	N/A	Dean Cherkas declined the September 17, 2020 meeting invitation.
September 17, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a meeting invitation for the September 24, 2020 group meeting to discuss the draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan and the draft Wildlife Mitigation and Monitoring Plan. An agenda was attached.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
September 17, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Stoney Nakoda Nation	Email	N/A	N/A	An out of office reply was received from Dean Cherkas, stating he was out of the office September 11-25, 2020.
September 18, 2020	Amandah van Merlin, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Amandah van Merlin sent an update from Matthew Hebert, Alberta Transportation regarding public community information sessions that were occurring on September 24, 2020 and October 8, 2020.
September 21, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Cathey Arcega, Stoney Nakoda Nation	Email	N/A	N/A	Cathy Arcega accepted the September 24, 2020 meeting invitation. <i>Note: Cathy Arcega did not attend the September 24, 2020 meeting.</i>
September 24, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Cathey Arcega, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson emailed the presentations for the September 24, 2020 meeting to ensure anyone joining by phone could follow along.
September 24, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a meeting invitation for the October 1, 2020 group meeting to discuss the draft Groundwater Monitoring Plan and the draft Air Quality Management Plan. An agenda was attached.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
September 30, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Stoney Nakoda Nation	Email	N/A	N/A	Dean Cherkas declined the October 1, 2020 meeting invitation.
October 2, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a meeting invitation for the October 8, 2020 group meeting to discuss the <i>Water Act</i> application and the <i>Public Lands Act</i> application. An agenda was attached.
October 5, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a link to recently released renderings of what the SR1 Project components will look like, if approved and built, from different points on the landscape.
October 5, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a letter and summary from Matthew Hebert, Alberta Transportation regarding the <i>Public Lands Act</i> application. The letter noted that Alberta Transportation would like to consult regarding any potential adverse effects (if any) on Stoney Nakoda Nation's treaty rights and traditional uses.

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October 6, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a message from Matthew Hebert, Alberta Transportation regarding the Natural Resources Conservation Board (NRCB) providing notice to convene a pre-hearing conference (scheduled for December 2, 2020) for the SR1 Project. Alberta Transportation remains committed to ongoing consultation with Stoney Nakoda Nation.
October 7, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a message from Matthew Hebert, Alberta Transportation regarding the Business Readiness Workshop for the SR1 Project, scheduled for October 21, 2020. The message requested that Stoney Nakoda Nation provide any contact names for Stoney Nakoda Nation or member-owned companies that should be invited to the meeting.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
October 7, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Ryan Robb, Stoney Nakoda Nation Trevor Delorey, Trent Fequet, Shane Yamamoto, Steel River Group	Email	N/A	N/A	Dean Cherkas replied to Jennifer Hallson's October 7, 2020 email about the Business Readiness Workshop. Dean Cherkas stated that Stoney Nakoda Nation continues to object to the regulatory process and the Project. He included a contact for the Stoney Nakoda Nation partner Steel River Group who should be engaged on the economic opportunities for the SR1 Project and suggested Alberta Transportation contact Steel River Group to organise a meeting.
October 7, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a reminder email for the October 8, 2020 group meeting.
October 7, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Erin Slater, Stoney Nakoda Nation	Email	N/A	N/A	Dean Cherkas indicated he was double booked for October 8, 2020.
October 8, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson emailed the presentations for the October 8, 2020 meeting to ensure anyone joining by phone could follow along.



Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
October 8, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Ryan Robb, Stoney Nakoda Nation Trevor Delorey, Trent Fequet, Shane Yamamoto, Steel River Group	Email	N/A	N/A	Jennifer Hallson responded to Dean Cherkas' October 7, 2020 email. Alberta Transportation would be interested in meeting with Stoney Nakoda Nation and Steel River Group following the submission of the RFI. Submitting the RFI prior to meeting allows Alberta Transportation to review the information and interested companies and come prepared with specific information and questions.
October 9, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a meeting invitation for the Business Readiness Workshop (morning session).
October 9, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a meeting invitation for the Business Readiness Workshop (afternoon session).

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
October 14, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson followed up on the <i>Water Act</i> and <i>Public Lands Act</i> information, provided July 2, 2020 and October 5, 2020 respectively, and if Stoney Nakoda Nation would like to meet to discuss the two applications and consult on potential adverse effects (if any) to their treaty rights or traditional uses.
October 16, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a message from Matthew Hebert, Alberta Transportation, that provided a link to the Fall 2020 Project Update for the SR1 Project.
October 19, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent the agenda for the Business Readiness Workshops occurring on October 21, 2020.
October 20, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a cover letter, the Record of Consultation (ROC) logs, Specific Concerns and Response Table, and supporting documents for July-August 2020.



Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
October 20, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Email delivery receipt for the July-August 2020 ROC documents received.
October 20, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Stoney Nakoda Nation	Email	N/A	N/A	Email delivery receipt for the July-August 2020 ROC documents received.
October 21, 2020	Matthew Hebert, Terra Cook, Yvonne Carignan, Jennifer Smid, Alberta Transportation Camille Kotke, Dan Marner, Dixie Bishop, Sara Stickland, Alberta Labour and Immigration Eric Monteith, Erin Bradley, Sarah Kemp de Gereda, Elise Savard, Michele Perret, Stantec Amandah van Merlin, DEMA Land Services	Trevor Delorey, Steel River Group	Meeting	None.	N/A	A Business Readiness Workshop was held to discuss employment opportunities for the SR1 Project.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
October 23, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson sent a message from Matthew Hebert, Alberta Transportation regarding filing of a response to the Impact Assessment Agency of Canada (IAAC) regarding future land use for the SR1 Project. The email highlighted that the Government of Alberta will establish a First Nations Land Use Advisory Committee for the area, as well as identify a portion of land near the SR1 Project that can be used by First Nations as a staging area. The response to IAAC 4-05 was attached.
October 26, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Trevor Delorey, Shane Yamamoto, Steel River Group Dean Cherkas, Bill Snow, Ryan Robb, Stoney Nakoda Nation	Email	N/A	N/A	Trevor Delorey provided the RFI for Stoney Nakoda Nation.



Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
October 27, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Trevor Delorey, Steel River Group Dean Cherkas, Bill Snow, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson emailed the presentation that was given at the Business Readiness Workshop on October 21, 2020. The email also included the information Alberta Transportation was looking for regarding interest and capacity for the construction work packages by November 16, 2020.
October 27, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Trevor Delorey, Shane Yamamoto, Steel River Group Dean Cherkas, Bill Snow, Ryan Robb, Stoney Nakoda Nation	Email	N/A	N/A	Jennifer Hallson thanked Trevor Delorey for the RFI, and noted her last email had information that Alberta Transportation was looking for regarding interest and capacity for the construction work packages by November 16, 2020. She indicated if Steel River Group and Stoney Nakoda Nation wanted to meet with Alberta Transportation prior to providing that information to let her know.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: August-October 2014

TSUUT'INA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Tanis Onespot
Contact Phone Number: Office: 403-281-4455 Cell: 403-971-6613
Email: tonespot@tsuutina.com
Mailing Address: 9911 Chiila Blvd., Tsuut'ina AB. T2W 6H6

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
August 18, 2014	Government of Alberta, Aboriginal Relations	David Onespot Attention to Vanessa Crane	Initial Letter outlining the Springbank Off-Stream Storage Project	None	None	None
August 27, 2014	Syed Abbas, Director, Water Management Section, Transportation	Vanessa Crane, Tsuut'ina Nation	Notification Letter sent Registered Mail September 10, 2014	None	None	Note: While the date on the letter is August 27, 2017, it was sent by Registered Mail on September 10, 2014.
September 15, 2014	Terry McKittrick (DEMA Land Services for Alberta Transportation (AT))	Pick up of Notification Letter at Post Office	Confirmed Pick up by Tsuut'ina at Calgary PO with signature	None	None	Notification Letter confirmed picked up by Tsuut'ina Nation

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
October 8, 2014	Terry McKitrick, DEMA Land Services for Alberta Transportation (AT)	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Telephone Call	None	None	Terry McKitrick called to confirm that Tsuut'ina Nation had received the Notification for the SR1 Project. Confirmed yes, they had.
October 8, 2014	Dallas Maynard, DEMA Land Services, for Alberta Transportation (AT)	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Telephone Call	None	None	Dallas Maynard called Tonya to set a meeting time for Transportation.
October 9, 2014	Dallas Maynard, DEMA Land Services, for Alberta Transportation (AT)	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	None	Dallas Maynard sent Tonya an email and responded to a question from Tonya on the Elbow River Public Advisory Committee, indicating they are not connected to the SR1 Project. Dallas Maynard also indicated he had requested dates from Alberta Transportation and will forward those as soon as he receives them.
October 21, 2014	Dallas Maynard, DEMA Land Services, for Alberta Transportation (AT)	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	None	Dallas Maynard forwarded dates when TRANS was available to meet with Tsuut'ina Nation.
October 23, 2014	Dallas Maynard, DEMA Land Services, for Alberta Transportation (AT)	Tonya Crowchild, Tsuut'ina Consultation Director	Email	None	None	Dallas Maynard sent Tsuut'ina Nation the Springbank SR1 EIA TOR that were out for public comment.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
October 30, 2014	Dallas Maynard, DEMA Land Services, for Alberta Transportation (AT)	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Phone Call	None	None	Dallas Maynard called Tonya C to request alternate meeting dates. Tonya indicated that Nov. 13 at 9:30 AM would work for the Nation. Dallas indicated he would confirm with TRANS.
October 31, 2014	Dallas Maynard, DEMA Land Services, for Alberta Transportation (AT)	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	None	Dallas Maynard e mailed to confirm the November 13 th meeting with Tsuut'ina and to provide a list of Transportation attendees.
October 31, 2014	Dallas Maynard, DEMA Land Services, for Alberta Transportation (AT)	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	None	Informed Tsuut'ina that the SR1 project is now a "Dry Reservoir" concept.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: November-December 2014

TSUUT'INA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Tanis Onespot
Contact Phone Number: Office: 403-281-4455 Cell: 403-971-6613
Email: tonespot@tsuutina.com
Mailing Address: 9911 Chiila Blvd., Tsuut'ina AB. T2W 6H6

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 6, 2014	Dallas Maynard, DEMA Land Services, for Alberta Transportation (AT)	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	None	Tonya Crowchild confirmed the meeting date and provided the meeting location.
November 7, 2014	Dallas Maynard, DEMA Land Services, for Alberta Transportation (AT)	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	None	Dallas Maynard confirmed receipt of the Tsuut'ina email on the meeting location.
November 12, 2014	Dallas Maynard, DEMA Land Services, for Alberta Transportation (AT)	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	No	A digital copy of the newest "Stantec" map of the Springbank SR1 project was sent to Tsuut'ina.

November 13, 2014	Mark Svenson, Alberta Transportation Dallas Maynard, Michael Cearns, DEMA Land Services	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Meeting held at Tsuut'ina Administration offices at Simon Boardroom	<p>Tonya Crowchild (Tsuut'ina) had concerns about the Elbow River and how the SR1 project would impact their Territory and Reserves.</p> <p>Tsuut'ina inquired about the McLean Creek Option and why no one from Alberta had contacted Tsuut'ina on that option.</p> <p>Tsuut'ina are concerned about the environmental impacts to both McLean Creek and the Elbow River.</p> <p>Tsuut'ina were concerned that the failure of any dam, particularly McLean Creek, and also SR1) would impact Tsuut'ina first.</p> <p>Tsuut'ina concerned what would happen to the oil pipelines that traverse the SR1 project.</p> <p>Tsuut'ina concerned that the SR1 (in a flood situation) could cause road closures that would impact tourists</p> <p>Tsuut'ina indicated they would like their Traditional Land Use Assessment team to look at the natural areas for historical resources.</p>	<p>No response possible pending completion of technical studies when land access available.</p> <p>Alberta Transportation responded that the SR1 technical work would also include a review of MC1.</p> <p>No response possible pending technical studies.</p> <p>No response possible pending technical studies</p> <p>Any pipelines impacted by the SR1 project would be relocated.</p> <p>No road closures were planned for the SR1 Project, a more accurate response will occur following technical studies and design work.</p>	Meeting notes were taken by Alberta Transportation to be shared with Tsuut'ina for review and comment. Tsuut'ina will be having elections and indicated they will not be able to respond to Alberta Transportation on the SR1 project again until early 2015.
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				Tsuut'ina Nation requested the engineering work to date.	Alberta Transportation committed to sharing the AMEC engineering reports that were done (link was shared after the meeting, see next entry).	
November 13, 2014	Mark Svenson, Alberta Transportation	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	None	Mark Svenson thanked Tonya Crowchild and Tsuut'ina Nation for meeting with TRANS. He also provided the web link for the conceptual engineering studies completed by AMEC related to the SR1 Project.
November 29, 2014	Dallas Maynard, DEMA Land Services, for Alberta Transportation (AT)	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email with SR1 Article Attachments	None	None	The SR1 Article developed by AESRD and Stantec map sent to the Tsuut'ina Nation for potential publication.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: January-February 2015

TSUUT'INA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Tanis Onespot
Contact Phone Number: Office: 403-281-4455 Cell: 403-971-6613
Email: tonespot@tsuutina.com
Mailing Address: 9911 Chiila Blvd., Tsuut'ina AB. T2W 6H6

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
January 20, 2015	Dallas Maynard, DEMA Land Services, for Alberta Transportation (AT)	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	None	As a courtesy sent the Public Consultation Meeting Notification for the SR1 scheduled for Calgary (Jan 27) and Cochrane (Jan 28).

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
January 29, 2015	Mark Svenson, Alberta Transportation	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	None	Mark Svenson forwarded the January 20, 2015 invitation to the Public Open Houses and said it was good to see Tonya Crowchild at the Public Open Houses the evening before. He said if Tonya Crowchild needed any information to let him know.
January 29, 2015	Mark Svenson, Alberta Transportation	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	None	Tonya Crowchild responded to Mark Svenson's email on the Open House acknowledging receipt and asking for the information boards to be sent to her when available.
February 9, 2015	Dallas Maynard, DEMA Land Services, for Alberta Transportation (AT)	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	None	SR1 Status Update was provided to the Tsuut'ina Nation informing them that planning was proceeding and there was no change on the lack of land access at the SR1 Project location.
February 10, 2015	Dallas Maynard, DEMA Land Services, for Alberta Transportation (AT)	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	None	Tsuut'ina responded confirming receipt of the update.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: March-April 2015

TSUUT'INA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Tanis Onespot
Contact Phone Number: Office: 403-281-4455 Cell: 403-971-6613
Email: tonespot@tsuutina.com
Mailing Address: 9911 Chiila Blvd., Tsuut'ina AB. T2W 6H6

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
March 10, 2015	Dallas Maynard, DEMA Land Services, for Alberta Transportation (AT)	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	None	DEMA provided an SR1 update and informed Tsuut'ina Nation about planned Public Open Houses on SR1 and provided a link to download January 2015 Open House story boards. Tsuut'ina Nation were informed that Alberta Transportation still had no access to the SR1 lands.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
March 17, 2015	Mark Svenson, Alberta Transportation (AT)	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	None	Tonya Crowchild indicated she could not attend the meeting and requested any new developments on SR1 (i.e. project information, access).
March 17, 2015	Dallas Maynard, DEMA Land Services, for Alberta Transportation (AT)	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	None	Dallas Maynard responded that the Open House Notifications had been sent to TTN and inquired for Tonya's current email address in case she was not receiving Transportation's emails.
March 17, 2015	Dallas Maynard, DEMA Land Services, for Alberta Transportation (AT)	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	None	Tonya responded that the address was correct and their IT had problems. Tonya's current contact information was included in the email.
March 17, 2015	Dallas Maynard, DEMA Land Services, for Alberta Transportation (AT)	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	None	Dallas Maynard confirmed he would call as well as email to avoid these type of IT issues.
March 17, 2015	Mark Svenson, Alberta Transportation (AT)	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	None	A brief update on the SR1 project was provided to Tsuut'ina Nation in accordance with Tsuut'ina's request. Tsuut'ina confirmed receipt of the update.
March 17, 2015	Mark Svenson, Alberta Transportation (AT)	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	None	Tonya Crowchild requested a meeting to discuss the SR1 updates.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: May-June 2015

TSUUT'INA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Tanis Onespot
 Contact Phone Number: Office: 403-281-4455 Cell: 403-971-6613
 Email: tonespot@tsuutina.com
 Mailing Address: 9911 Chiila Blvd., Tsuut'ina AB. T2W 6H6

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
June 15, 2015	Dallas Maynard, DEMA Land Services, for Alberta Transportation (AT)	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	None	Transportation provided an SR1 Status Update indicating that the new government were still being briefed and there was nothing new to report. Confirmed that when there was something to report Transportation would be in contact with Tsuut'ina.
June 15, 2015	Dallas Maynard, DEMA Land Services, for Alberta Transportation (AT)	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	None	Tonya responded, indicating that Tsuut'ina looked forward to hearing back from Transportation in the future.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: July-August 2015

TSUUT’INA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Tanis Onespot
Contact Phone Number: Office: 403-281-4455 Cell: 403-971-6613
Email: tonespot@tsuutina.com
Mailing Address: 9911 Chiila Blvd., Tsuut’ina AB. T2W 6H6

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
No communication during this time period.						

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: September-October 2015

TSUUT'INA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Tanis Onespot
Contact Phone Number: Office: 403-281-4455 Cell: 403-971-6613
Email: tonespot@tsuutina.com
Mailing Address: 9911 Chiila Blvd., Tsuut'ina AB. T2W 6H6

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
September 28, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	None	An update on the status of the project, namely no change since June 15, 2015 was provided to Tsuut'ina. Tonya was informed of the inquiry by Tsuut'ina's CEO, Peter K Manywounds to Mark Comerford from Environment.
September 29, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	None	Dallas Maynard emailed an attachment he forgot to add to the previous email.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
September 29, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	None	Tonya Crowchild requested that once further information is available to contact Tsuut'ina to continue Consultation discussions.
September 29, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	None	Dallas indicated that no timeline was available for the SR1 project starting up again, and committed to promptly sharing whatever new information comes available on the SR1 Project.

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ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: November-December 2015

TSUUT’INA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Tanis Onespot
Contact Phone Number: Office: 403-281-4455 Cell: 403-971-6613
Email: tonespot@tsuutina.com
Mailing Address: 9911 Chiila Blvd., Tsuut’ina AB. T2W 6H6

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 9, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tonya Crowchild, Tsuut’ina Nation Consultation Director	Email November 13, 2014, Meeting TRANS and Tsuut’ina Nation SR1	None	None	Dallas Maynard in reviewing correspondence could not see that the Nov. 13-2014 meeting minutes were sent to Tsuut’ina Nation. To correct the potential oversight the minutes were re-sent.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 10, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	None	Tonya Crowchild (replying to Nov 9 email) indicated that some of the references in Nov 13, 2014 were incorrect and requested the Word Version of the meeting minutes (notes).
November 10, 2015	Mark Svenson, Provincial Transportation Environmental Coordinator	Darrell Crowchild, Tsuut'ina Nation	Email	None	None	Based on a request from Cathy Maniego, Executive Director Resilience & Mitigation Branch, at Environment & Parks, Mark Svenson forwarded all the communications Transportation have had with the Tsuut'ina Nation on SR1. He also offered to set up a time to come and present the information.
November 10, 2015	Mark Svenson, Provincial Transportation Environmental Coordinator	Darrell Crowchild, Tsuut'ina Nation	Email	None	None	Mark Svenson sent the above email again with a link to a file transfer server with Tsuut'ina Nation's summary log and correspondence.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 10, 2015	Mark Svenson, Provincial Transportation Environmental Coordinator	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Phone call	None	None	Tonya Crowchild called Mark Svenson to discuss the package of information provided to Darrell Crowchild. Also discussed the draft minutes of the initial meeting with Tonya Crowchild on November 13, 2014. No phone call log available.
November 10, 2015	Mark Svenson, Provincial Transportation Environmental Coordinator	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	None	In an email response Tonya Crowchild indicated the Nov. 2014 Meeting Minutes were received late which was unsatisfactory and she also requested that the Word version be sent to her attention.
November 10, 2015	Mark Svenson, Provincial Transportation Environmental Coordinator	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	None	Mark Svenson again apologized to Tonya and promised that the Word version of the meeting notes would be sent to her attention.
November 10, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	None	The Word version of the Meeting Notes were sent to Tsuut'ina (Tonya Crowchild).

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 25, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	None	The most recent conceptual drawings which describe the downstream diversion planned for the Springbank SR1 Project were sent to Tonya Crowchild's attention. Also provided an update that Alberta still does not have access to the SR1 lands. Once access has been obtained they will contact Tsuut'ina Nation to continue consultation.
December 4, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	None	Tonya Crowchild provided her revisions to the November 13, 2014 meeting notes. A formal letter was attached to the email outlining how Tsuut'ina wanted the consultation with them to occur, and they indicated they were waiting to hear when those discussions would occur.
December 9, 2015	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	None	Dallas Maynard forwarded a formal letter of response to Tonya Crowchild explaining that the Crown did not have access to the SR1 lands and therefore were not able to move forward with the consultation process.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: January-February 2016

TSUUT’INA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Tanis Onespot
Contact Phone Number: Office: 403-281-4455 Cell: 403-971-6613
Email: tonespot@tsuutina.com
Mailing Address: 9911 Chiila Blvd., Tsuut’ina AB. T2W 6H6

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
No communication during this time period.						

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: March-April 2016

TSUUT'INA NATION

Contact Information received from Indigenous Relations Website as updated

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March 24, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	None	Dallas Maynard contacted Tsuut'ina Nation (Tonya Crowchild and David Onespot) confirming that the Province of Alberta had secured access to the Springbank SR1 lands. Links to GoA sites announcing the progress obtaining access were included in the email.

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March 29, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email exchange	None	None	Tonya Crowchild asked to meet with Transportation to review the GoA process and present Tsuut'ina's for the TLU work. Dallas Maynard responded indicating he was meeting with Transportation that same day and would provide potential dates.
April 4, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	None	Dallas Maynard asked Tonya Crowchild if Tsuut'ina had any meeting dates available during the week of April 11, 2016. Dallas Maynard also indicated that access to the SR1 site had conditions and it was unsure how they might affect the consultation process.
April 5, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	None	Tonya Crowchild responded that April 15, 2016 between 1:30PM and 3:30PM was available to meet.
April 5, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	None	Dallas Maynard responded and confirmed the April 15, 2016 date.

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April 7, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email and Phone call	None	None	Dallas Maynard informed Tonya by phone (message) and follow up email that the April 15, 2016 meeting date was not possible and requested an alternative date.
April 11, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email with attached Project Map	None	None	Dallas Maynard provided Tonya Crowchild with a digital (Stantec) map of the SR1 Project. Dallas Maynard also indicated they would need to reschedule their April 15, 2016 meeting as there was a conflict. He requested alternate dates.
April 12, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Letter with enclosure	None	None	Dallas Maynard sent Tonya Crowchild a hard copy of the Stantec Map of the SR1 Project.
April 12-14, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email exchange	None	None	After an exchange of emails Tonya Crowchild confirmed a meeting with Transportation at 9:30 AM April 21, 2016 at the Tsuut'ina Office.

<p>April 21, 2016</p>	<p>Mark Svenson, Alberta Transportation, Dallas Maynard, Paul Phillips, Michael Cearns, DEMA Land Services</p>	<p>Tonya Crowchild, Tsuut'ina Nation Consultation Director Justin Onespot, and Vanessa Eagle Tail</p>	<p>Meeting at Tsuut'ina Consultation Office.</p>	<p>Inquired about the SR1 Environmental Impact Assessment;</p> <p>Confirmation of SR1 Access;</p> <p>Traditional Use and other Budgets and Approvals;</p> <p>Tsuut'ina requested information pertaining to the "Springbank Off-Stream Reservoir Project – CEAA submission".</p> <p>Tsuut'ina Requested a copy of a Letter of Objection from a Treaty 7 Nation;</p> <p>Concerns expressed on the impact that SR1 would have on Access Routes in the SR1 Project;</p> <p>Tsuut'ina Consultation Office have concerns and made SR1 Map Inquiries related to the buffer zones around the SR1 Project, in particular impacts to their Reserve Lands</p> <p>Concerns that their artifacts are not protected and there are plants they harvest in the SR-1 lands.</p>	<p>AT stated that the EIA will start in April 2016 and is scheduled for completion Spring of 2017;</p> <p>Access agreement signed with most SR1 landowners.</p> <p>Alberta Transportation did not provide any additional information in the submission that Tsuut'ina already had.</p> <p>Alberta Transportation (AT) responding to the letter of objection, indicated they would not release the letter and recommended that TSUUT'INA inquire directly with that Treaty 7 Nation.</p> <p>AT did not have information on potentially impacted roads, but promised to share that information when available. Referencing the SR1 map AT informed Tsuut'ina that the areas not shown as buffer lands were areas where no access was available to the private lands. AT committed to continue sharing information and providing access to the public and private lands where</p>	<p>Transportation (Mark Svenson and DEMA's Dallas Maynard. Michael Cearns and Paul Phillips met with Tsuut'ina in their office at Tsuut'ina. Tsuut'ina presented a Budget for 8 days of field TLU work in the SR1 project area. Mark Svenson and Dallas Maynard confirmed that the budget would be forwarded and reviewed for approval. If there were any questions they will be directed to Tonya Crowchild.</p>
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					mutual access agreements had been negotiated.	
April 25, 2016	Dallas Maynard, DEMA Land Services, for Alberta Transportation (AT)	Tonya Crowchild, Tsuut'ina Nation (TTN) Consultation Director	Email citing Tonya Crowchild 8 Action Items coming from the April 21, 2016 meeting with Transportation	See April 21, 2016 entry.	See April 21, 2016 entry.	Tonya Crowchild emailed to confirm the actions items from the April 21, 2016 meeting.
April 26, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	None	Dallas Maynard thanked Tonya Crowchild for the Tsuut'ina Action Items from the April 21 st meeting. It was confirmed that work was underway to get their budget approved and that the Action items had been referred to Transportation for a response.
April 28, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	None	Dallas Maynard after internal discussions asked Tonya Crowchild to change the reference to "overhead costs" to more correctly characterize them as "disbursements".
April 28, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	None	Tonya Crowchild made the change and forwarded the revised Budget document back to Dallas Maynard.
April 28, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	None	Dallas Maynard replied to say the revised budget looked good and he would move forward with approvals.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: May-June 2016

TSUUT'INA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Tanis Onespot
Contact Phone Number: Office: 403-281-4455 Cell: 403-971-6613
Email: tonespot@tsuutina.com
Mailing Address: 9911 Chiila Blvd., Tsuut'ina AB. T2W 6H6

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
May 9, 2016	Landon Reppert, Executive Director, Major Capital Projects, Alberta Transportation	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	None	Alberta Transportation notified the Tsuut'ina Nation that CEAA had accepted the project description and provided the CEAA project review timelines along with a link to CEAA's website. Also notified the Tsuut'ina Nation about Alberta Transportation's upcoming Public Open Houses and provided the link with information on SR1.

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May 18, 2016	Minister of Transportation, Hon. Brian Mason	Chief Roy Whitney-Onespot Tsuut'ina Nation	Letter	None	None	Minister Mason committed to fund TUS Study for Tsuut'ina on SR1.
May 24, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	None	A link was provided showing an animated fly-over of the SR1 Project (developed by Stantec). A second link to the CEAA website was provided allowing for public comments.
May 24, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	None	The Draft Meeting Notes from the April 21, 2016 meeting were provided for Tsuut'ina comment.

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May 30, 2016	Shauna Sigurdson, Director Prairie & Northern Region CEAA	Chief Roy Whitney Tsuut'ina Nation	Letter from Chief Whitney delivered by Email	<p>Concerns raised in a 14 page letter to Canadian Environmental Assessment Agency</p> <p>a) <u>Initial Comments on Impacts to Tsuut'ina</u> and concerns that environmental impacts extend beyond the project footprint such as impact to fish and fish habitat, migratory birds, impacts to surface and ground water and impacts to Tsuut'ina Reserve Lands;</p> <p>b) Initial Comments on impacts to Tsuut'ina</p> <ul style="list-style-type: none"> - Impacts to Resources that support Traditional Activities <p>ADVERSE IMPACTS TO FISH AND FISH HABITAT,</p> <ul style="list-style-type: none"> - Impacts to spawning beds, used by various trout species; 	<p>While the portion of the SR1 lands along the Elbow River where the Tsuut'ina can practice their Treaty Rights and traditional uses makes up a small portion of the SR1 project, which are mostly privately held lands, Alberta Transportation have approved funding for Traditional Use Studies, and have facilitated access to the private SR1 lands to assist getting Tsuut'ina Consultation technicians and Elders onto the SR1 for Site Visits.</p> <p>Alberta Transportation awaiting the results of the EIA/EIS reports to respond.</p>	<p>Tsuut'ina Chief Roy Whitney letter to the CEAA regarding concerns on SR1.</p> <p>Alberta Transportation responses to the Tsuut'ina Concerns awaited completion of the technical reports for the environmental EIA/EIS studies.</p> <p>Funding for Tsuut'ina was approved during the summer of 2016 and again in 2017 for Traditional Use Studies. No results from those studies has been received as of September 2017.</p>

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<p>May 30, 2016</p> <p>"Continued"</p>	<p>Shauna Sigurdson, Director Prairie & Northern Region CEAA</p>	<p>Chief Roy Whitney Tsuut'ina Nation</p>	<p>Letter delivered by Email</p>	<ul style="list-style-type: none"> - Impacts to overwintering habitat to fish that includes scoured pools in the Elbow River; - During construction and operation (SR1) cause downstream sedimentation in the Elbow and tributaries; - Fish migration in Elbow River disruption during construction of the Diversion Structure; - During Operations concerns fish may be unable to travel past the Diversion Structure; - Fish could be carried into the Diversion Structure and into the Reservoir and become stranded when water released; - Diversion of Highway 22 and bridge construction could lead to impacts to fish and fish habitat; - Temperature changes to the Elbow River from water being released from Reservoir could be harmful to fish. - Impact to fish migration when reservoir is holding water. 		<p>None</p>

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<p>May 30, 2016</p> <p>"Continued"</p>	<p>Shauna Sigurdson, Director Prairie & Northern Region CEAA</p>	<p>Chief Roy Whitney Tsuut'ina Nation</p>	<p>Letter delivered by Email</p>	<p>ADVERSE IMPACTS TO WILDLIFE</p> <ul style="list-style-type: none"> - Project area is an environmentally sensitive area and includes key wildlife and biodiversity zone and environmentally significant areas; - Important Ungulate Wintering Range, Construction of the Project may cause loss of wintering ungulate habitat and increase habitat fragmentation in the project area. - Habitat damage including sensitive fescue grassland and wetland ecosystems which could result from contaminated sediments from flood waters; <p>ADVERSE IMPACTS TO BIRDS</p> <ul style="list-style-type: none"> - Construction of the Diversion Channel and Reservoir in wetland areas could cause loss of those wetlands; - Use of the Storage Dam would cause loss of Migratory bird nests and temporarily reduce wetland habitat for breeding, nesting while flood water is stored in Reservoir; 		<p>None</p>

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<p>May 30, 2016</p> <p>"Continued"</p>	<p>Shauna Sigurdson, Director Prairie & Northern Region CEAA</p>	<p>Chief Roy Whitney Tsuut'ina Nation</p>	<p>Letter delivered by Email</p>	<ul style="list-style-type: none"> - Debris left after floods may result in loss of bird habitat, or contamination of habitat. <p>ADVERSE IMPACTS TO WETLANDS AND SENSITIVE ECOSYSTEMS</p> <ul style="list-style-type: none"> - Wetlands and sensitive ecosystems including grasslands, could be adversely affected. Changes to wetlands from construction or operations of the Project may affect how the wetlands function; - Impacts will cause further impacts to wildlife, fish and birds, as well as exercise of our (Tsuut'ina) Aboriginal, Treaty and inherent rights; - Impact to plant harvesting, including medicinal plants that grow on sensitive riparian areas of the Elbow River, its tributaries and wetlands; - Noted Alberta Wetlands Policy (AESRD) the primary preferred response under wetland mitigation hierarchy is to avoid all impacts on wetlands; 		<p>None</p>

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<p>May 30, 2016</p> <p>"Continued"</p>	<p>Shauna Sigurdson, Director Prairie & Northern Region CEAA</p>	<p>Chief Roy Whitney Tsuut'ina Nation</p>	<p>Letter delivered by Email</p>	<ul style="list-style-type: none"> - Adverse impacts to the habitat of species of cultural significance including bald eagles and grizzly bears. <p>EIA/EIS</p> <ul style="list-style-type: none"> - The Environmental Assessment must consider how the Project may impact our (Tsuut'ina) ability to the lands and waters used for traditional activities. - Our (Tsuut'ina) citizens are currently able to exercise their Treaty Rights on private lands surrounding our Reserve. <p>IMPACT TO RESEVE LAND</p> <ul style="list-style-type: none"> - Potential for flood waters to spill over the Floodplain Berm and onto our reserve, carrying with them any contamination and debris. With global warming, higher flood volumes, or more frequent flood events, than predicted in the Project Description are possible. - Elbow River crosses the Reserve Upstream and downstream 		<p>None</p>

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<p>May 30, 2016 "Continued"</p>	<p>Shauna Sigurdson, Director Prairie & Northern Region CEAA</p>	<p>Chief Roy Whitney Tsuut'ina Nation</p>	<p>Letter delivered by Email</p>	<ul style="list-style-type: none"> - Potential for flood waters to back up onto the Reserve, including debris or contamination. This occurred in in the 2013 flood. - Potential for methylmercury contamination both upstream and downstream; - Visual impacts to reserve lands as the Diversion Structure and the Storage Dam are likely to be visible from our reserve; - Noise, dust and air pollution during construction; - Accidents or malfunctions resulting from construction activities. The Project would intersect with several operating or inactive buried pipelines in the Project area, some of which also cross our reserve. These pipelines carry a variety of substances including high pressure and low-pressure product, natural gas and sour gas; - Potential impacts to the Reserve from the realignment of Highway 22 which abuts the Reserve; 		<p>None</p>

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<p>May 30, 2016</p> <p>"Continued"</p>	<p>Shauna Sigurdson, Director Prairie & Northern Region CEAA</p>	<p>Chief Roy Whitney Tsuut'ina Nation</p>	<p>Letter delivered by Email</p>	<p>IMPACTS TO SURFACE WATER</p> <ul style="list-style-type: none"> - Concerns that the permanent structure in the Elbow River will permanently change the flow of the river and tributaries; - Concerns related to significant changes to these waterbodies and local ecosystem and the permanent destruction of fish habitat; - Concerned about how our other uses of the Elbow River will be affected, including for transportation and as our community's water source. <p>IMPACTS TO GROUND WATER</p> <ul style="list-style-type: none"> - Concerns that the SR1 Project may impact groundwater in the Elbow River Alluvial Aquifer; - Concerns water stored in the Reservoir may cause an increase in aquifer pressures, altering local ground water flow regime; - Concerns that there is no plan to line the Reservoir, which causes concerns that any contaminants would seep into the ground water. 		<p>None</p>

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<p>May 30, 2016</p> <p>"Continued"</p>	<p>Shauna Sigurdson, Director Prairie & Northern Region CEAA</p>	<p>Chief Roy Whitney Tsuut'ina Nation</p>	<p>Letter delivered by Email</p>	<p>PHYSICAL AND CULTURAL HERITAGE</p> <ul style="list-style-type: none"> - Concerned about the potential for the Project to adversely affect the physical and cultural heritage resources in our territory; - Concern on project impacts to Teepee sites, rock cairns, portions of a medicine wheel; <p>AIR QUALITY</p> <ul style="list-style-type: none"> - Concern of potential impacts to air quality from the Project, including the potential for contaminated dry dust (for example with raw sewage) to be carried by the wind from the Project area; <p>OTHER IMPACTS</p> <ul style="list-style-type: none"> - Concern about project impacts to Tsuut'ina economic interests at Redwood Meadows such as the Golf and Country Club in the NW section of the Reserve; - Concerns the SR1 may impact land development on the Reserve; - Concerns about the economic losses if flood waters back up onto the Reserve 		<p>None</p>

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May 31, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	None	Dallas Maynard confirmed the availability of TUS funding and offered TSUUT'INA the first opportunity to initiate their site visits on SR1.
June 13, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	None	Dallas Maynard pointed out an addition error in the TSUUT'INA TUS Budget. Again, DEMA asked TSUUT'INA for site visit dates on SR1.
June 13, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	None	Tonya Crowchild responded and thanked DEMA for the correction.
June 13, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	None	Dallas Maynard replied to Tonya Crowchild that he looked forward to hearing dates when Tsuut'ina Nation would like to start their site visits.
June 23, 2016	Seamas Skelly, Senior Water Projects Technologist, Major Capital Projects, Transportation	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	None	The email confirmed that the CEAA had announced that a federal EIA is required for the Springbank SR1 Off-stream Reservoir.

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June 23, 2016	Shauna Sigurdson, Regional Director Prairie and Northern Region Environment Canada	Chief Roy Whitney-Onespot, Tonya Crowchild, Tsuut'ina Nation Consultation Director	Letter with enclosed draft EIS	None	None	The letter provided the draft EIS guidelines requesting comments by July 25, 2016 and indicated that once the EIS is finalized CEAA will propose a Consultation plan for the Tsuut'ina Nation.
June 27, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	None	The final terms of reference for the SR1 EIA were forwarded to Tsuut'ina. The requirement for a Traditional Ecological Knowledge and Land Use component for the EIA/EIS being completed by Stantec was pointed out and Tsuut'ina's assistance was requested for Stantec on this particular TEK requirement of the EIA. The Minister has approved Tsuut'ina funding for both a hydrology study and a Traditional Use Study.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: July-August 2016

TSUUT'INA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Tanis Onespot
Contact Phone Number: Office: 403-281-4455 Cell: 403-971-6613
Email: tonespot@tsuutina.com
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July 4, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	None	DEMA requested a formal invoice for the Tsuut'ina TUS report and potential dates for the site visits. Dallas Maynard asked if Tsuut'ina might have additional costs associated with their review of the SR1 during their site visits, to send a budget. Dallas Maynard also indicated that Alberta Transportation understands and respects that the completion of the TUS will

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						allow the Nation to respond to impacts from the SR1 project and that Alberta Transportation looks forward to discussing the information.
July 6, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Justin Onespot, Tsuut'ina Nation	Phone Call	None	None	During a call on a site visit for a Beaver Ceremony on a Southwest Calgary Ring Road consultation, Dallas Maynard asked that invoices for the SR1 be forwarded ASAP to DEMA's attention. Dallas Maynard also requested dates for site visits.
July 8, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Justin Onespot, Tsuut'ina Nation	Email	None	None	As a follow-up to the July 6, 2016 phone call Dallas Maynard again requested invoices for the previous approved Tsuut'ina. TUS budget, and dates for the site visits, along with which properties Tsuut'ina Nation wanted to visit.
July 15, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	None	Dallas Maynard suggested a meeting at Tsuut'ina's office which would include Seamas Skelly to plan the upcoming SR1 Site Visits.
July 15, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	None	Tonya Crowchild sent revised budgets for both TUS and Hydrology Studies.

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July 15, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	None	Dallas Maynard acknowledged the revised budgets and indicated they had been forwarded to TRANS for review.

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ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: September-October 2016

TSUUT'INA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Tanis Onespot
Contact Phone Number: Office: 403-281-4455 Cell: 403-971-6613
Email: tonespot@tsuutina.com
Mailing Address: 9911 Chiila Blvd., Tsuut'ina AB. T2W 6H6

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
September 13, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email with attachments August 10, 2016 CEEA EIS Guidelines; ESRD February 5, 2016 EIA TOR; and the CEEA notifications to TSUUT'INA.	None	None	Dallas Maynard inquired if Tsuut'ina was interested in starting their Site Visits considering the existing budget.

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September 27, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Phone Call	None	None	As a follow up to the September 13 th email Dallas Maynard inquired again if TSUUT'INA was going to commence their Site Visits based on the existing approved budgets. Tonya indicated their work would not commence until the revised budget was approved.
September 29, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email with attachment of the revised TSUUT'INA – TUS SR-1 Budget.	None	None	Dallas Maynard informed TSUUT'INA that their SR1 TUS Budget had been approved. Transportation and DEMA were prepared to move forward immediately with their Site Visits. A PDF copy of the SR1 was enclosed via drop box for TSUUT'INA's use.
October 4, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email exchange	None	None	Tonya Crowchild informed DEMA that TSUUT'INA was prepared to commence their Site Visits on October 12, 2016.

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October 4, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	None	Dallas Maynard informed Tonya that Seamas Skelly from Transportation was managing access to the SR1 lands and requested that TSUUT'INA let DEMA know which properties they wanted to inspect first.
October 6, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	None	Dallas Maynard suggested that the initial Site Visit should possibly be a drive through of the entire SR1 to familiarize everyone with the overall project.
October 6, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	None	Tonya Crowchild responded that everyone can meet at the Grey Eagle Hotel Foyer on October 12 th . The Trailmark representative will also be in attendance and after the drive through the TTN group would break into two groups.
October 6, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	None	Dallas Maynard confirmed the email and informed Tonya Crowchild of dangers on the SR1 from a grizzly bear sow and her two cubs and bull moose so extra caution is urged during the site visits.

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October 7, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	None	Tonya inquired if Transportation had KLM files for the SR1 lands.
October 10, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Natasha Thorpe, Trailmark a consultant working with the Tsuut'ina Nation	Email	None	None	Natasha Thorpe from Trailmark who are working with TSUUT'INA also requested the KML files for SR1.
October 10, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Natasha Thorpe, Trailmark a consultant working with the Tsuut'ina Nation	Email	None	None	Dallas Maynard responded that DEMA had requested the KML files from Stantec. A drop box link was included which provided Trailmark with the digital copy of the SR1 map. Dallas also informed Natasha that his team were using a program called "PDF Maps" which was working well to identify coordinates within the SR1.
October 11, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Natasha Thorpe, Trailmark a consultant working with the Tsuut'ina Nation	Email	None	None	Dallas Maynard provided Natasha Thorpe with an update on the SR1 Google Earth KLM files which were not available and confirmed he would be at the Grey Eagle Hotel along with his team to assist in the Site Visits.

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October 11, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	None	Tonya informed Dallas that their consultant would be arriving late and requested the meeting time at the Grey Eagle be moved back to 10:30 AM.
October 11, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	None	Dallas Maynard responded that was not a problem.
October 12, 2016 TTN Site Visit Day #1	<u>Transportation</u> Seamas Skelly <u>DEMA Land Services</u> Dallas Maynard Paul Phillips Michael Cearns	<u>Tsuut'ina Consultation Team</u> David Onespot, Justin Onespot, Declan Starlight, Ginger Onespot, Frank Church, Karla Devine Onespot, Rick Onespot Natasha Thorpe (Trailmark)	Site Visits – Drive through SR1	None	None	Tsuut'ina Consultation Team and Transportation drove the entire SR1 inspecting the project from the public roads.
October 13, 2016 TTN Site Visit Day #2	<u>Transportation</u> Seamas Skelly <u>DEMA Land Services</u> Dallas Maynard Paul Phillips Michael Cearns	<u>Tsuut'ina Consultation Team</u> David Onespot, Justin Onespot, Declan Starlight, Ginger Onespot, Frank Church, Karla Devine Onespot, Rick Onespot Natasha Thorpe (Trailmark)	Walked TWP RD 35 down to the Elbow River exploring the unnamed creek. Inspected Properties #20, #21, #22, #24, and #25.	None	None	TTN Site Visit TTN decided that they would not split up into two groups and continued as one group. DEMA and Transportation attendees accompanied Tsuut'ina at a distance and did not interact with them at Natasha Thorpe's request.

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October 14, 2016 TTN Site Visit Day #3	<u>Transportation</u> Seamas Skelly <u>DEMA Land Services</u> Dallas Maynard Paul Phillips Michael Cearns	<u>Tsuut'ina Consultation Team</u> David Onespot, Justin Onespot, Declan Starlight, Ginger Onespot, Frank Church, Karla Devine Onespot, Rick Onespot Natasha Thorpe (Trailmark)	Site Visits Properties #24, #25, #22, and #21 were walked.	None	None	TTN Site Visit DEMA and Transportation attendees accompanied Tsuut'ina at a distance and did not interact with them at Tsuut'ina's request.
October 15, 2016 TTN Site Visit Day #4	<u>Transportation</u> Seamas Skelly <u>DEMA Land Services</u> Dallas Maynard Paul Phillips Michael Cearns	<u>Tsuut'ina Consultation Team</u> David Onespot, Justin Onespot, Declan Starlight, Ginger Onespot, Frank Devine Onespot, Karla Devine Onespot, Rick Onespot, Natasha Thorpe (Trailmark)	Site Visits Properties #4 and #86 were walked. Met with landowner Mary Robinson.	None	None	TTN Site Visit DEMA and Transportation attendees accompanied Tsuut'ina at a distance and did not interact with them at Tsuut'ina's request. Mary Robinson showed Tsuut'ina the First Nations campsite and North South Trail on her property.
October 16, 2016 TTN Site Visit Day #5	<u>Transportation</u> Seamas Skelly <u>DEMA Land Services</u> Dallas Maynard Paul Phillips Michael Cearns	<u>Tsuut'ina Consultation Team</u> David Onespot, Justin Onespot, Declan Starlight, Ginger Onespot, Frank Church, Karla Devine Onespot, Rick Onespot	Site Visits Property #86 was walked.	None	None	TTN Site Visit DEMA and Transportation attendees accompanied Tsuut'ina at a distance and did not interact with them at Tsuut'ina's request.

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October 17, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tonya Crowchild, David Onespot, Justin Onespot, Tsuut'ina Nation	Email	None	None	Dallas Maynard emailed to ask for the TUS invoice so Tsuut'ina Nation could get paid as quickly as possible. Dallas Maynard mentioned the payment would likely be in three equal installments.
October 17, 2016 TTN Site Visit Day #6	<u>Transportation</u> Seamas Skelly <u>DEMA Land Services</u> Dallas Maynard Paul Phillips Michael Cearns	<u>Tsuut'ina Consultation Team</u> David Onespot, Justin Onespot, Declan Starlight, Ginger Onespot, Frank Church, Karla Devine Onespot, Rick Onespot	Site Visits Properties #1, #4, #6, #9, and #10	None	None	TTN Site Visits DEMA and Transportation attendees accompanied Tsuut'ina at a distance and did not interact with them at Tsuut'ina's request.
October 18, 2016 TTN Site Visit Day #7	<u>Transportation</u> Seamas Skelly <u>DEMA Land Services</u> Dallas Maynard Paul Phillips Michael Cearns	<u>Tsuut'ina Consultation Team</u> David Onespot, Justin Onespot, Declan Starlight, Ginger Onespot, Frank Church, Karla Devine Onespot, Rick Onespot	Site Visits Properties #6, #9, #10, and #11	None	None	TTN Site Visits DEMA and Transportation attendees accompanied Tsuut'ina at a distance and did not interact with them at Tsuut'ina's request.
October 19, 2016 TTN Site Visit Day #8	<u>Transportation</u> Seamas Skelly <u>DEMA Land Services</u> Dallas Maynard Paul Phillips Michael Cearns	<u>Tsuut'ina Consultation Team</u> David Onespot, Justin Onespot, Declan Starlight, Ginger Onespot, Frank Church, Karla Devine Onespot, Rick Onespot	Site Visits Properties #9, #11, #15, #17, #18, #33, and #34	None	None	TTN Site Visits DEMA and Transportation attendees accompanied Tsuut'ina at a distance and did not interact with them at Tsuut'ina's request.

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October 20, 2016 TTN Site Visit Day #9	<u>Transportation</u> Seamas Skelly <u>DEMA Land Services</u> Dallas Maynard Paul Phillips Michael Cearns	<u>Tsuut'ina Consultation Team</u> David Onespot, Justin Onespot, Declan Starlight, Ginger Onespot, Frank Church, Karla Devine Onespot, Rick Onespot	Site Visits Properties #12, #13, #14, #15, #16 and #22	None	None	TTN Site Visits DEMA and Transportation attendees accompanied Tsuut'ina at a distance and did not interact with them at Tsuut'ina's request.
October 21, 2016 TTN Site Visit Day #10	<u>Transportation</u> Seamas Skelly <u>DEMA Land Services</u> Dallas Maynard Paul Phillips Michael Cearns	<u>Tsuut'ina Consultation Team</u> David Onespot, Justin Onespot, Declan Starlight, Ginger Onespot, Frank Church, Karla Devine Onespot, Rick Onespot	Site Visits to Property #46 and #34.	None	None	TTN Site Visits TTN have 7 days of Site Visits remaining according to their proposal which included 17 days of inspections. David Onespot requested the drill hole locations for the testing completed by Stantec.
October 22, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tonya Crowchild, Tsuut'ina Nation Consultation Director David Onespot, Senior Technician TTN	Email with attachments showing the drill locations to TTN and Trailmark.	None	None	Dallas Maynard provided the borehole location map (SR1), KMZ files for testing undertaken by Stantec on SR1.
October 25, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tonya Crowchild, Tsuut'ina Nation Consultation Director David Onespot, Senior Technician TTN	Email	None	None	Dallas confirmed a meeting with the TTN Consultation team to have Stantec present to discuss the EIA report
October 25, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tonya Crowchild, Tsuut'ina Nation Consultation Director David Onespot, Senior Technician TTN	Email	None	None	David Onespot responded that Tonya was not available and suggested October 28, 2016 at the Tsuut'ina offices on Chiila Blvd.

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October 25, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tonya Crowchild, Tsuut'ina Nation Consultation Director David Onespot, Senior Technician TTN	Email	None	None	Dallas Maynard confirmed the change and provided a list of the attendees from Stantec which included their Archaeologist.
October 26, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email with attached TTN Invoice for the TLU Study	None	None	TTN Invoice for their TLU (TUS) Invoice was presented to Transportation for payment.
October 26, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	None	Dallas Maynard confirmed they would process the Invoice immediately.

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<p>October 28, 2016</p>	<p><u>Alberta Transportation</u> Seamas Skelly</p> <p><u>Stantec</u> Colin Buchanan, Sarah Kemp de Gerda, Meaghan Porter <u>DEMA Land Services</u> Dallas Maynard</p>	<p><u>Tsuut'ina Consultation Office</u> Tonya Crowchild, David Onespot, Declan Starlight</p>	<p>Meeting to introduce the Stantec personnel completing the CEAA EIS reports and to allow the Stantec Archaeologist to report on the work completed to date on the SR1 Site investigations,</p>	<p>The Tsuut'ina Nation have requested that they be allowed to have their Field Monitors on the SR1 site throughout the construction to ensure that any heritage sites that may be impacted would be respected;</p> <p>Tsuut'ina indicated they had done studies related to fisheries in Elbow River (in particular bull trout), and were concerned about the construction of the diversion structure in and around Elbow River.</p> <p>Tonya Crowchild would inquire with Chief and Counsel to see if some of the studies on fish and wildlife that Tsuut'ina have completed in the past in the general vicinity of SR1 could be released to Alberta Transportation;</p> <p>The Tsuut'ina Nation requested that they be informed on all archaeological work being completed on the SR1.</p>	<p>Request has been recorded, no commitment made pending outcome of the regulatory process.</p> <p>Alberta Transportation had requested the fish studies when they were mentioned by TTN.</p> <p>Dallas Maynard provided the contact at Culture Aaron Wilson to TTN. He indicated the archaeological fieldwork was under the authority of Alberta Culture & Tourism. Any contact for this information needs to be through Alberta Culture to speak directly with the Tsuut'ina Nation, separate from the current consultation being undertaken by Alberta Transportation;</p>	<p>Meeting held to introduce the Stantec personnel completing the CEAA EIS reports and to allow the Stantec Archaeologist to report on the work completed to date on the SR1 Site investigations,</p> <p>Alberta Transportation offered to have Stantec do a workshop on the Tsuut'ina Reserve to outline the work being completed on the SR1 site.</p> <p>In response to the Archeological inquiries on SR1 by Tsuut'ina Alberta Transportation stated they had no jurisdiction on these matters and directed Tsuut'ina to Alberta Culture and Tourism for a response (Contact: Aaron Wilson).</p>
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October 28, 2016 "Continued"	<u>Alberta Transportation</u> Seamas Skelly <u>Stantec</u> Colin Buchanan, Sarah Kemp de Gerda, Meaghan Porter <u>DEMA Land Services</u> Dallas Maynard	<u>Tsuut'ina Consultation Office</u> Tonya Crowchild, David Onespot, Declan Starlight	Meeting to introduce the Stantec personnel completing the CEAA EIS reports and to allow the Stantec Archaeologist to report on the work completed to date on the SR1 Site investigations,	Tonya Crowchild, Tsuut'ina Consultation Director requested information on what was occurring on the Environmental Assessments being undertaken for the Springbank Off-stream Reservoir. Tonya Crowchild indicated that she would take that offer of a workshop back to the Tsuut'ina Chief and Council.	Colin Buchanan from Stantec agreed to provide the Tsuut'ina Nation an outline of the work being undertaken for the Environmental Impact Statement required by the CEAA, when that work was completed; Alberta Transportation through Dallas Maynard made an offer to Tonya Crowchild that Stantec could come into the Tsuut'ina Community and undertake a workshop related to the Environmental Impact Assessments underway at the Springbank SR1.	Alberta Transportation provided a number of full size SR1 Maps in accordance with a request from Tonya Crowchild at the October 28, 2016 meeting.
October 30, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email with attached drop box link.	None	None	At the October 28, 2016 meeting with TTN, Tonya Crowchild indicated she had not received the Stantec bore hole locations mapping so Dallas Maynard sent another drop box link with the same information being resent. Dallas Maynard also informed Tonya that he had requested that Stantec send TTN 10 large format SR1 maps.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: November-December 2016

TSUUT’INA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Tanis Onespot
Contact Phone Number: Office: 403-281-4455 Cell: 403-971-6613
Email: tonespot@tsuutina.com
Mailing Address: 9911 Chiila Blvd., Tsuut’ina AB. T2W 6H6

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 2, 2016	Clare Edwards, Stantec	Tonya Crowchild, Tsuut’ina Nation Consultation Director	Courier with attached letter	None	None	10 large format maps of the SR1 Project were couriered to TTN.
November 7, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Justin Onespot, Consultation Technician, Tsuut’ina Nation	Email Read receipt	None	None	Read Receipt for the SR1 Bore Holes Map.
November 14, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tonya Crowchild, Tsuut’ina Nation Consultation Director	Email with attached letter and payment by Priority Post DEMA Cheque 10748	None	None	DEMA provided payment on a pro-rated basis for 76% of the TTN costs for their TUS Study. TTN still have 7 days remaining for their SR1 Site Visits.

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November 15, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Confirmed Delivery of DEMA TUS payment #1	None	None	Confirmed Payment delivery.
November 23, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tonya Crowchild, Tsuut'ina Nation Consultation Director David Onespot, Justin Onespot, Declan Starlight	Email	None	None	Dallas Maynard in a follow up to October 28, 2016 meeting with TTN inquired on the Transportation offer to have Stantec undertake a workshop for Tsuut'ina related to the Environmental Impact Assessment process related to the SR1.
November 23, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Natasha Thorpe, Trailmark, consultant for Tsuut'ina Nation	Email	None	None	Natasha Thorpe requested the names of the individuals from DEMA that had been on the field crew for the site visits.
November 23, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Natasha Thorpe, Trailmark, consultant for Tsuut'ina Nation	Email	None	None	Dallas Maynard provided the names requested.
November 25, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email exchange	None	None	Dallas Maynard explained the payment schedule for the SR1 TUS Study.
November 25, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	David Onespot, Senior Consultation Technician, Tsuut'ina Nation	Phone Call	None	None	Dallas Maynard and David Onespot discussed an increase to Tsuut'ina's budget. David Onespot indicated that TTN were going to be inspecting buffer lands on their Reserve on November 26. No phone call log available.

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November 25, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	David Onespot, Senior Consultation Technician, Tsuut'ina Nation	Email	None	None	David Onespot indicated there is going to be an increase to Tsuut'ina's budget as he will be renting out his side by side and quad. He indicated they will be starting their site visit November 26, 2018.
November 26, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	David Onespot, Senior Consultation Technician, Tsuut'ina Nation	Email	None	None	Dallas Maynard requested more details so he could make a funding request to Transportation. Dallas asked David to check the approved TUS funding which should be sufficient for reimbursing his ATV costs.
November 28, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tonya Crowchild, Tsuut'ina Nation Consultation Director	Email	None	None	Tonya Crowchild referenced the two budgets TLU is for both the SR1 and the TTN Reserve Land. Tonya Crowchild indicated to direct any questions to David Onespot and Declan Starlight.

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December 1, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	David Onespot, Senior Consultation Technician, Tsuut'ina Nation	Email	None	None	Dallas Maynard informed David Onespot that SR1 landowners were being contacted for the proposed Site Visit planned for December 5 and 6 on SR1. Requested estimate of ATV Costs and support from TTN Administration on reimbursement to David Onespot.
December 3, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	David Onespot, Senior Consultation Technician, Tsuut'ina Nation	Phone Call	None	None	Dallas Maynard and David Onespot discussed the invoice for rental of David Onespot's quads. No phone call log available.
December 3, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	David Onespot, Senior Consultation Technician, Tsuut'ina Nation	Email	None	None	Dallas Maynard informed David Onespot that no invoice had been received related to ATV rentals. Dallas informed David Onespot that DEMA (Michael Cearns) would meet the TTN Consultation team at the Petro Canada on HWY #1/HWY #22 at 9:30 AM Monday December 5, 2016.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
December 4, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	David Onespot, Senior Consultation Technician, Tsuut'ina Nation	Phone call	None	None	Dallas Maynard and David Onespot agreed that due to weather they would not go on site December 5, 2016, but would go December 6, 2016.
December 5, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	David Onespot, Senior Consultation Technician, Tsuut'ina Nation	Phone messages	None	None	Dallas Maynard called and left messages to ask if the December 6, 2016 site visit was still on.
December 5, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	David Onespot, Senior Consultation Technician, Tsuut'ina Nation	Text	None	None	Dallas Maynard texted David Onespot to ask whether the December 6, 2016 site visit was still on. Text messages not available.
December 5, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	David Onespot, Senior Consultation Technician, Declan Starlight, Technician, Justin Onespot, Technician, Tsuut'ina Nation	Email	None	None	Dallas Maynard emailed to confirm that DEMA (Michael Cearns) would meet the TTN Consultation team at the Petro Canada at 9:30 AM on December 6, 2016. Dallas asked to be informed if the weather required a further cancellation as soon as possible.
December 5, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	David Onespot, Senior Consultation Technician, Tsuut'ina Nation	Text	None	None	David Onespot texted Dallas Maynard on the evening of December 5, 2016 to cancel the December 6, 2016 site visit. Text messages not available.

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December 6, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	David Onespot, Senior Consultation Technician, Tsuut'ina Nation	Text	None	None	David Onespot texted an invoice to Dallas Maynard for the use of his ATVs during the inspection of the TTN Reserve SR1 Buffer Lands.
December 9, 2016	Landon Reppert, Executive Director, Major Capital Projects, Alberta Transportation	Tsuut'ina Nation Consultation office	Email	None	None	Transportation informed the Tsuut'ina Nation regarding the environmental assessment that was being completed at McLean Creek. It was explained the MC1 work was related to the SR1 project.
December 12, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	David Onespot, Senior Consultation Technician, Justin Onespot, Declan Starlight, Tsuut'ina Nation	Email with attached Draft October 28, 2016 Meeting Notes	None	None	Dallas Maynard forwarded the draft October 28, 2016 meeting notes for Tsuut'ina's review and input.
December 12, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	David Onespot, Senior Consultation Technician, Tsuut'ina Nation	Email copy of the December 9 th email on the McLean Creek, MC1 Environmental Assessment.	None	None	To ensure that the Tsuut'ina Consultation team were informed of the work being done at the MC1 site Dallas Maynard resent the previous email that had gone to the TTN Consultation office to the remainder of the TTN Consultation team.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
December 13, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tsuut'ina Nation Consultation office David Onespot, Senior Consultation Technician, Tsuut'ina Nation	Phone Call Log	None	None	David Onespot informed Dallas Maynard of additional costs using ATVs to inspect adjacent buffer lands (TTN Reserve lands). Communicated on working to finalize the inspection of the SR1 lands.
December 14, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Acting Consultation Director, Tsuut'ina Nation Consultation office David Onespot, Senior Consultation Technician, Tsuut'ina Nation	Email exchange with David Onespot	None	None	Dallas Maynard confirmed Transportation had approved the reimbursement for ATV costs on buffer land inspection subject to confirming TTN memo that the activities approved by TTN administration.
December 15, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, acting Consultation Director, Tsuut'ina Nation	Phone call	None	None	Dallas Maynard and David Onespot discussed the reimbursement of equipment costs and that Alberta Transportation requires confirmation from Tsuut'ina Administration before payment.

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December 16, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, acting Consultation Director, Tsuut'ina Nation	Email	None	None	Correspondence related to reimbursing ATV rental costs incurred by David Onespot during the inspection of SR1 Buffer lands and the requirement for TTN Administration confirmation that the work related to SR1.
December 19, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, acting Consultation Director, Tsuut'ina Nation	Email exchange	None	None	TTN email confirmed the use of the ATV to inspect the SR1 buffer lands approved by Tsuut'ina Administration. Dallas Maynard confirmed receipt of the email and indicated that the invoice would be processed for payment. Dallas Maynard also stated that Alberta Transportation is available to arrange access and accompany Tsuut'ina Nation on any additional site visits they may want to complete.
December 19, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, acting Consultation Director, Tsuut'ina Nation	Email with attached draft SR1 Consultation Log	None	None	Transportation forwarded the draft SR1 Consultation log to Tsuut'ina Consultation office for their review and comment.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
December 27, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	David Onespot, Senior Consultation Technician, Tsuut'ina Nation	Phone call	None	None	Dallas Maynard and David Onespot planned an additional site visit to SR1. David Onespot indicated he would send the invoice for using the quads. Noe phone call log available.
December 27, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tsuut'ina Nation Consultation office David Onespot, Senior Consultation Technician, Tsuut'ina Nation	Email	None	None	David Onespot indicated his team would meet Dallas Maynard's team at the Petro Canada at 9:30. David Onespot also indicated he would send the invoice for using the quads. He also stated which properties they would be going to.
December 28, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tsuut'ina Nation Consultation office David Onespot, Senior Consultation Technician, Tsuut'ina Nation	Email response	None	None	Dallas Maynard agreed to meet the TTN Consultation team on site if Access could be obtained. Given the season TTN were told it could be the next week before access could be obtained.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: January-February 2017

TSUUT'INA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Tanis Onespot
Contact Phone Number: Office: 403-281-4455 Cell: 403-971-6613
Email: tonespot@tsuutina.com
Mailing Address: 9911 Chiila Blvd., Tsuut'ina AB. T2W 6H6

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
January 2, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Acting Consultation Director, David Onespot, Senior Consultation Technician, Tsuut'ina Nation	Email	None	None	Dallas Maynard informed TTN Consultation team that there had been snow on the SR1 and temperatures on site were in -20C range. Asked TTN to let Transportation know how they wished to proceed on site visits.
January 5, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	David Onespot, Senior Consultation Technician, Tsuut'ina Nation	Registered Mail	None	None	Payment for the quad rental invoice was sent via registered mail.

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January 6, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	David Onespot, Senior Consultation Technician, Tsuut'ina Nation	Email	None	None	Dallas Maynard emailed to let David Onespot know that the invoice had been sent to the address on the invoice and asked David Onespot to let him know if he had any issues picking the envelope up.
January 10, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	David Onespot, Senior Consultation Technician, Tsuut'ina Nation	Registered mail	None	None	DEMA sent a replacement cheque via registered mail.
January 12, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	David Onespot, Senior Consultation Technician, Tsuut'ina Nation	Pick up confirmation	None	None	The cheque sent via registered mail was picked up by David Onespot January 12, 2017.
January 6, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, acting Consultation Director, Tsuut'ina Nation Declan Starlight, Tsuut'ina Consultation Contact, Data Base Technician	Email	None	None	Dallas Maynard forwarded the draft Meeting Notes from the October 28, 2016 Transportation meeting where Stantec updated TTN on the Environmental Assessment work being done on SR1. Transportation requested a meeting with TTN prior to the completion of the Environmental work in February 2017.

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January 27, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Consultation Contact, Data Base Technician	Email with A Stantec PowerPoint Presentation attached	None	None	Transportation provided a PowerPoint presentation that Stantec had developed outlining the SR1 environmental work being completed. A meeting was requested with Tsuut'ina to hear the results of their Traditional Use Study.
January 30, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Consultation Contact, Data Base Technician	Email	None	None	Transportation requested a copy of the Tsuut'ina Traditional Use Study
February 6, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Consultation Contact, Data Base Technician	Email	None	None	Declan Starlight responded that Tsuut'ina should have a draft of the TUS report by the end of February.
February 8, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Consultation Contact, Data Base Technician	Email	None	None	Dallas Maynard responded and requested a formal meeting before the end of February, indicating possibly February 24, 2017.

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February 26, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Consultation Contact, Data Base Technician	Email	None	None	Transportation through DEMA informed Declan Starlight and the Tsuut'ina Nation that the SR1 Consultation would continue through the Regulatory process into 2018. Dallas emphasized the importance of receiving the Tsuut'ina TUS report as soon as possible to allow for its inclusion of the upcoming submissions to Regulatory Authorities.
February 27, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Consultation Contact, Data Base Technician	Email	None	None	Tsuut'ina responded that they were still working on the TUS report and asked for an extension for responding.
February 27, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Consultation Contact, Data Base Technician	Email	None	None	A response was sent acknowledging the SR1 delivery extension request.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: March-April 2017

TSUUT'INA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Tanis Onespot
Contact Phone Number: Office: 403-281-4455 Cell: 403-971-6613
Email: tonespot@tsuutina.com
Mailing Address: 9911 Chiila Blvd., Tsuut'ina AB. T2W 6H6

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
March 1, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Database Technician, David Onespot, Justin Onespot, Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Alberta Transportation shared with Tsuut'ina Nation the Consultation Logs and Record of Consultation for the SR1 from 2014 up to February 27, 2017 via a Dropbox link. Also asked for any questions or comments.
March 1, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Database Technician, David Onespot, Justin Onespot, Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Delivery verification for March 1, 2017 email with the consultation logs and record of consultation.

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March 9, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, A/Director Tsuut'ina Consultation Office	Phone Call	N/A	N/A	Dallas Maynard called Violet Meguinis to inform Tsuut'ina of the EIA/EIS deadlines for inclusion of the Tsuut'ina TUS study conclusions.
March 9, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, A/Director Tsuut'ina Consultation Office, Declan Starlight, David Onespot, Justin Onespot, Tsuut'ina Nation	Email	N/A	N/A	Following the phone call, Dallas Maynard provided an email detailing the timelines for getting Tsuut'ina's TUS information into the SR1 EIA/EIS report submissions. Also stated that Alberta Transportation is prepared to meet to ensure Tsuut'ina Nation's concerns are in the EIA submission.
March 9, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, A/Director Tsuut'ina Consultation Office, Declan Starlight, David Onespot, Justin Onespot, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard clarified the deadlines earlier discussed by phone and email. The deadline for inclusion in the EIA/EIS is March 31, 2017. The deadline for inclusion as an appendix to the report submission is April 30, 2017.
March 11, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, A/Director Tsuut'ina Consultation Office, Declan Starlight, David Onespot, Justin Onespot, Tsuut'ina Nation	Email	N/A	N/A	The SR1 Phone Log for the March 9, 2017 call was shared with Violet Meguinis, and Dallas Maynard asked if there are any comments changes to let him know.

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March 23, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Database Technician, David Onespot, Justin Onespot, Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Alberta Transportation requested the Tsuut'ina TUS report, a draft TUS or any written concerns related to current practice of Treaty rights and traditional uses that may be impacts by SR1, and indicated that if Tsuut'ina Nation felt it would be helpful to meet, Dallas Maynard can inquire with Alberta Transportation about meeting dates.
March 26, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Natasha Thorpe, Trailmark Violet Meguinis A/Director Tsuut'ina Consultation Office, Declan Starlight, Database Technician	Email	N/A	N/A	Natasha Thorpe emailed to request the latest map showing the proposed project area and footprint.
March 26, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Natasha Thorpe, Trailmark Violet Meguinis A/Director Tsuut'ina Consultation Office, Declan Starlight, Database Technician	Email	N/A	N/A	Dallas Maynard indicated he had forwarded Natasha Thorpe's request for maps to Alberta Transportation and he will follow up with them on Monday morning. He asked if a high resolution PDF was okay.
March 27, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Natasha Thorpe, Trailmark Violet Meguinis A/Director Tsuut'ina Consultation Office, Declan Starlight, Database Technician	Email	N/A	N/A	Natasha Thorpe indicated that a high resolution PDF map was fine.

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March 28, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Natasha Thorpe, Trailmark Violet Meguinis A/Director Tsuut'ina Consultation Office, Declan Starlight, Database Technician	Email	N/A	N/A	Dallas Maynard provided the requested map of the SR1 project area.
March 31, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Consultation Contact, Data Base Technician	Email	N/A	N/A	Tsuut'ina indicated they had received the Trailmark report and would contact DEMA in the next week.
March 31, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Consultation Contact, Data Base Technician	Email	N/A	N/A	Dallas Maynard acknowledged Declan Starlight's email.
April 24, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Database Technician, David Onespot, Justin Onespot, Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Inquired when Alberta Transportation would receive the SR1 TUS Report and any concerns Tsuut'ina Nation may have related to their current practice of Treaty rights and traditional uses. Also asked for meeting dates if Tsuut'ina would like to deliver the report at a meeting,

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: May-June 2017

TSUUT'INA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Tanis Onespot
Contact Phone Number: Office: 403-281-4455 Cell: 403-971-6613
Email: tonespot@tsuutina.com
Mailing Address: 9911 Chiila Blvd., Tsuut'ina AB. T2W 6H6

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
May 9, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, A/Director Tsuut'ina Consultation Office	Email	N/A	N/A	Violet Meguinis inquired why TTN had only received part of the invoiced cost of the SR1 TUS Study.
May 10, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, A/Director Tsuut'ina Consultation Office	Email	N/A	N/A	Dallas Maynard responded that Transportation had instructed that the payment of TUS costs were to be pro-rated. Once the TUS report is received the final payment will be made.

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May 10, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, A/Director Tsuut'ina Consultation Office	Email	N/A	N/A	Violet Meguinis responded that she appreciated the background and explanation.
May 10, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, A/Director Tsuut'ina Consultation Office	Email	N/A	N/A	Dallas Maynard requested an update on when Alberta Transportation would receive the Tsuut'ina TUS report.

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Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
May 18, 2017	Honorable Minister Brian Mason, Minister of Infrastructure and Transportation	Violet Meguinis, A/Director Tsuut'ina Consultation Office	Email	<p>PROJECT IMPACTS TO OUR RIGHTS AND INTERESTS</p> <ul style="list-style-type: none"> - Concerns regarding the selection of the SR1 site within 395 metres of the Tsuut'ina Reserve; - Concerns regarding the entire project lying within Tsuut'ina's traditional territory; - Referenced the Concerns set out in the May 30, 2016 letter from the Tsuut'ina Chief to CEAA; - Concerned that the SR1 Project would not prevent flooding on Tsuut'ina Reserve lands or traditional territory; - Concerned the SR1 could increase the risk of Tsuut'ina lands being flooded; - Concerned any failure of the SR1 dam or spillway during a flood could have catastrophic consequences for Tsuut'ina; - Concerned SR1 would permanently change the flow of the Elbow River; - Concerned about the destruction of critical fish and wildlife habitat 	N/A	Letter sent via email to Honorable Minister Brian Mason outlining concerns with the SR1 project.

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<p>May 18, 2017</p> <p>“Continued”</p>	<p>Honorable Minister Brian Mason, Minister of Infrastructure and Transportation</p>	<p>Violet Meguinis, A/Director Tsuut’ina Consultation Office</p>	<p>Letter sent via Email</p>	<ul style="list-style-type: none"> - Concerned about the impact that the SR1 would have on the migratory herds of Elk that pass through Tsuut’ina territory; - Concerned about (Tsuut’ina) burial sites that would be destroyed should the reservoir be filled; - Concerns related to SR1 on Tsuut’ina’s ground and surface water; - Concerns regarding debris and contamination following a flood event; - Concerns related to the impact that SR1 may have on Tsuut’ina’s economic investments such as the Redwood Meadows Golf and Country Club; <p>INSUFFICIENT INFORMATION TO UNDERSTAND IMPACTS;</p> <ul style="list-style-type: none"> - Concerned that Alberta Transportation have not engaged Tsuut’ina on the additional work set forth in the Appendix A of the May 30, 2016 letter and is now moving forward with the EIS submission. 		

<p>May 18, 2017 "Continued"</p>	<p>Honorable Minister Brian Mason, Minister of Infrastructure and Transportation</p>	<p>Violet Meguinis, A/Director Tsuut'ina Consultation Office</p>	<p>Letter sent via Email</p>	<ul style="list-style-type: none"> - Concerned that while Alberta Environment are preparing a hydrology study on SR1, there has not been sufficient engagement with Tsuut'ina to know if this study covers the areas or issues of most concerns to us; - Concerns about hearing little about the Province's environmental review of the Project, including how consultation will occur, and a concern about lack of meaningful consultation <p>NEXT STEPS</p> <ul style="list-style-type: none"> - Engagement with Tsuut'ina on the collection of the information identified in Appendix A (of the May 30, 2016 letter) and other information needed to understand the SR1 impacts; - An opportunity for Tsuut'ina to review the draft EIS before it is submitted to the Agency; - An opportunity for Tsuut'ina to review the draft hydrology report before it is submitted to the agency; - Engagement with Tsuut'ina to prepare a consultation work plan to guide the remainder of the review process for the Project. 		
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				- Funding Required for The Review of the SR1 Project Submissions		
May 19, 2017	Honorable Minister Brian Mason, Minister of Infrastructure and Transportation, Landon Reppert, Peter Dalla-Vicenza, Aileen Matchell, Alberta Transportation Cathy Maniego, Alberta Environment and Parks	Chief Lee Crowchild, Violet Meguinis, A/Director Tsuut'ina Consultation Office	Meeting	- Chief Lee Crowchild provided a (May 18, 2017) letter to the Honorable Brian Mason, Minister of Transportation and Infrastructure outlining Tsuut'ina's concerns - Tsuut'ina recommended an additional Traditional Land Use Study within the blooming season and the need for a ceremony to insure the well being of all.	N/A	During a meeting and tour of Redwood Meadows, Chief Lee Crowchild brought up the SR1 project. No meeting notes available.
May 25, 2017	Honorable Minister Brian Mason, Minister of Infrastructure and Transportation	Violet Meguinis, A/Director Tsuut'ina Consultation Office Chief Lee Crowchild, Tsuut'ina Nation Terry Braun, legal counsel	Email	N/A	N/A	Violet Meguinis provided a letter via email summarizing the May 19, 2017 meeting. Budgets for additional field work and a ceremony were attached to the letter. Alberta Transportation took the Tsuut'ina TLU and Budget Request under advisement.

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June 6, 2017	Honorable Minister Brian Mason, Minister of Infrastructure and Transportation (GoA)	Chief Lee Crowchild, Tsuut'ina Nation (TTN)	Letter	See May 19, 2017 entry.	<ul style="list-style-type: none"> - Minister Mason thanked Chief Crowchild for the May 19th meeting to discuss SR1 and the tour of Redwood Meadows damaged in the 2013 flood; - Proposed a technical working group be formed to review and identify additional flood protection for Redwood Meadows with representatives from the GoA and TTN; 	Response from Honorable Minister Brian Mason was sent to Chief Lee Crowchild.

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June 6, 2017 "Continued"	Honorable Minister Brian Mason, Minister of Infrastructure and Transportation (GoA)	Chief Lee Crowchild, Tsuut'ina Nation (TTN)	Letter		<ul style="list-style-type: none"> - Support in principle was provided for Tsuut'ina Consultation technical teams returning to the SR1 (in the blooming season), and the Minister thanked Tsuut'ina for submitting the budget for the site visits. - The Minister indicated that his department were reviewing the budgets for the site visits and ceremony and feast and would respond in a timely manner; - The Minister indicated he has asked his project team to respond to the May 18th Letter from Ms. Meguinis and to discuss concerns raised in her letter and responses to the TTN's May 30, 2016 and June 25, 2016 letters to CEAA.. 	

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June 19, 2017	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Violet Meguinis, A/Director Tsuut'ina Consultation Office	Phone Call	N/A	N/A	Dallas Maynard and Violet Meguinis discussed the delivery of the original Tsuut'ina TUS Study and the current budget request for a second TLU study "in the blooming season". Dallas indicated he was not involved in the budget approval process, however if Violet could provide a listing of the SR1 properties DEMA and the Tsuut'ina Consultation Team could be ready to go if the funding was approved.
June 19, 2017	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Violet Meguinis, A/Director Tsuut'ina Consultation Office	Email	N/A	N/A	Dallas Maynard provided a copy of the phone log from the call with Violet Meguinis, asking for any additional points or changes, and also requested the dates and SR1 locations that they wanted to visit should the funding request be approved.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: July-August 2017

TSUUT'INA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Tanis Onespot
Contact Phone Number: Office: 403-281-4455 Cell: 403-971-6613
Email: tonespot@tsuutina.com
Mailing Address: 9911 Chiila Blvd., Tsuut'ina AB. T2W 6H6

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July 5, 2016	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Violet Meguinis, A/Director, Declan Starlight, David Onespot, Justin Onespot, Tsuut'ina Consultation Office	Email	N/A	N/A	Dallas Maynard informed Tsuut'ina that Alberta Transportation had approved the budget for the additional Traditional Land Use Study and the Ceremony and Feast budget. He requested the dates and properties Tsuut'ina Nation wished to go on. He also indicated that Alberta Transportation's access to the lands expires July 26, 2017.

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July 8, 2017	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Violet Meguinis, A/Director, Declan Starlight, David Onespot, Justin Onespot, Tsuut'ina Consultation Office	Email	N/A	N/A	Dallas Maynard requested a time to meet to plan a date for the Ceremony and Feast and the Site Visits.
July 10, 2017	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	David Onespot, Senior Technician, Violet Meguinis, A/Director, Declan Starlight, Justin Onespot, Tsuut'ina Nation	Email	N/A	N/A	David Onespot indicated Tsuut'ina wanted to begin the SR1 Site Visits as soon as possible and that the Ceremony and Feast was planned for the next day July 11, 2017.
July 10, 2017	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Chief Lee Crowchild, Tsuut'ina Nation	Phone Call	N/A	N/A	Chief Crowchild called Dallas Maynard in the afternoon of July 10 th and informed him that he wanted to defer the Ceremony and Feast to a later date. Dallas Maynard agreed to forward a notification to the Tsuut'ina office deferring the Ceremony and Feast.
July 10, 2017	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Violet Meguinis, A/Director Tsuut'ina Consultation Office	Email	N/A	N/A	Shared the email that was sent to the SR1 private landowners deferring Ceremony/feast.

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July 11, 2017	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Violet Meguinis, A/Director, Declan Starlight, David Onespot, Justin Onespot, Tsuut'ina Consultation Office	Email	N/A	N/A	Violet Meguinis indicated that Tsuut'ina will undertake the site visits starting July 12 through July 18, 2017. Tsuut'ina Nation asked that Alberta Transportation's representatives remain a distance from the Tsuut'ina Nation teams when they are doing their work.
July 13, 2017	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Violet Meguinis, A/Director Tsuut'ina Consultation Office, David Onespot, Justin Onespot, Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard, in advance of the Tsuut'ina Site Visits forwarded the latest communications from SR1 landowners, John Robinson in particular as this was one property that Tsuut'ina wanted to visit.
July 13, 2017	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Chief Lee Crowchild, Tsuut'ina Nation	Phone Call	N/A	N/A	Chief Crowchild asked that Alberta Transportation let John Robinson (one of the SR1 Landowner Group leaders) know that Tsuut'ina is asking for access. He indicated that John could call him on his cell if that was required. Dallas committed to pass that information on to John Robinson.

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July 13, 2017	Seamas Skelly, Alberta Transportation Dallas Maynard, Paul Phillips, Michael Cearns, Eric Laxdal, DEMA Land Services on behalf of Alberta Transportation	Declan Starlight, Database Technician, David Onespot, Senior TUS Technician, Justin Onespot Consultation Technician, Troy Onespot, Ginger Onespot, Orlando Crowchild, Sheridan Big Plume, Mildred Rowan, Peter John Many Wounds, Dallas Whitney Many Wounds, Billie Cutknife, Kristen Meguinis, Frank Devine Onespot, Karla Devine Onespot, Tsuut'ina Consultation Team	Site Visit	N/A	N/A	Inspected Properties #34, #35, and #39. At the request of Tsuut'ina Alberta Transportation waited at the property boundary and did not accompany the TTN team into the SR1 properties. Alberta Transportation/DEMA managed the Site Safety and access requests with the Private Landowners
July 14, 2017	Seamas Skelly, Alberta Transportation Dallas Maynard, Paul Phillips, Michael Cearns, Eric Laxdal, DEMA Land Services on behalf of Alberta Transportation	Declan Starlight, Database Technician, David Onespot, Senior TUS Technician, Justin Onespot Consultation Technician, Jamie Onespot, Troy Onespot, Ginger Onespot, Orlando Crowchild, Sheridan Big Plume, Mildred Rowan, Peter John Many Wounds, Dallas Whitney Many Wounds, Billie Cutknife, Frank Devine Onespot, Karla Devine Onespot, Tsuut'ina Consultation Team	Site Visit	N/A	N/A	Inspected Properties #49, #48, #50, #51 and #19. At the request of Tsuut'ina Alberta Transportation waited at the property boundary and did not accompany the TTN team into the SR1 properties. Alberta Transportation/DEMA managed the Site Safety and access requests with the Private Landowners

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July 15, 2017	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Violet Meguinis, A/Director, Declan Starlight, David Onespot, Justin Onespot, Tsuut'ina Consultation Office	Email	N/A	N/A	The phone logs for Chief Crowchild's calls to Dallas Maynard were forwarded for review and comment.
July 15, 2017	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Violet Meguinis, A/Director, Declan Starlight, David Onespot, Justin Onespot, Tsuut'ina Consultation Office	Email	N/A	N/A	Alberta Transportation responded to Tsuut'ina Nation's July 11, 2017 request. Dallas Maynard confirmed that in accordance with Chief Crowchild's instructions, Alberta Transportation would not be accompanying (following) the Tsuut'ina teams on their SR1 Site Visits. Alberta Transportation will continue to manage the access with the private landowners.

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July 16, 2017	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	David Onespot, Senior Technician, Tsuut'ina Consultation	Phone Call	N/A	N/A	Dallas Maynard confirmed site visit times for Monday July 17, 2017. Dallas Maynard recommended that Tsuut'ina let the Private landowners know that it is the Chief and Council who want the access to the SR1 lands, not just Alberta Transportation, as some of the landowners had been questioning the access and wanted confirmation that Tsuut'ina Nation needed access for their Traditional Use Study.
July 16, 2017	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Violet Meguinis, A/Director Tsuut'ina Consultation, David Onespot, Declan Starlight, Justin Onespot	Email	N/A	N/A	Dallas Maynard provided the phone log from the Sunday July 16 th phone call with David Onespot.
July 17, 2017	Seamas Skelly, Alberta Transportation Dallas Maynard, Paul Phillips, Michael Cearns, Eric Laxdal, DEMA Land Services on behalf of Alberta Transportation	Declan Starlight, Database Technician, David Onespot, Senior TUS Technician, Troy Onespot, Ginger Onespot, Sheridan Big Plume, Mildred Rowan, Billie Cutknife, Frank Devine Onespot, Karla Devine Onespot, Jamie Onespot, Tsuut'ina Consultation Team	Site Visit	N/A	N/A	Due to heavy smoke in the SR1 area from forest fires David Onespot cancelled the days activities for safety reasons.

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July 17, 2017	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Violet Meguinis, A/Director Tsuut'ina Consultation, David Onespot, Declan Starlight, Justin Onespot	Email	N/A	N/A	David Onespot cc Dallas Maynard on his email to Violet Meguinis informing Violet that the Site Visit had been cancelled due to smoke.
July 17, 2017	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Violet Meguinis, A/Director Tsuut'ina Consultation, David Onespot, Declan Starlight, Justin Onespot	Email	N/A	N/A	Dallas Maynard responded to all indicating he fully supported David Onespot's decision.
July 17, 2017	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	David Onespot, Tsuut'ina Nation	Email	N/A	N/A	David Onespot let Dallas Maynard know that Dallas Maynard had been incorrectly referring to Chief Crowchild as "Crowfoot."
July 17, 2017	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	David Onespot, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard apologised for having Chief Crowchild's name incorrect.
July 17, 2017	Dallas Maynard, DEMA Land Services on behalf of Alberta Transportation	Violet Meguinis, A/Director Tsuut'ina Consultation, David Onespot, Declan Starlight, Justin Onespot	Email	N/A	N/A	The corrected phone logs were forwarded to Tsuut'ina Nation. Dallas Maynard apologised for the misunderstanding.

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July 18, 2018	Seamas Skelly, Alberta Transportation Dallas Maynard, Paul Phillips, Michael Cearns, DEMA Land Services on behalf of Alberta Transportation	Declan Starlight, Database Technician, David Onespot, Senior TUS Technician, Troy Onespot, Ginger Onespot, Orlando Crowchild, Sheridan Big Plume, Mildred Rowan, Peter Many Wounds, Billie Cutknife, Kristen Meguinis, Frank Devine Onespot, Karla Devine Onespot, Dallas Whitney Many Wounds, Tsuut'ina Consultation Team	Site Visit	N/A	N/A	<p>Inspected Properties #20, #36, #37, and #38.</p> <p>At the request of Tsuut'ina Alberta Transportation waited at the property boundary and did not accompany the TTN team into the SR1 properties.</p> <p>Alberta Transportation/DEMA managed the Site Safety and access requests with the Private Landowners</p>

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July 19, 2017	Margot Trembath, Environmental Coordinator, Alberta Environment and Parks, Minister Brian Mason, Alberta Infrastructure and Transportation, Seamas Skelly, Alberta Transportation	Chief Lee Crowchild, Tsuut'ina Nation	Email	<ul style="list-style-type: none"> - Chief Crowchild concerned by the lack of engagement on the Springbank Off-stream Storage SR1 Project; - Concerns regarding the selection of the SR1 site within 395 metres of the Tsuut'ina Reserve; - Concerns regarding the entire project lying within Tsuut'ina's traditional territory; - Referenced the Concerns set out in the May 30, 2016 letter from the Tsuut'ina Chief to CEAA; - Concerned that the SR1 Project would not prevent flooding on Tsuut'ina Reserve lands or traditional territory 	N/A	A letter with concerns regarding the SR1 project was sent via email to AEP with Alberta Transportation copied on the letter. Email not available.

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July 19, 2017 "Continued"	Margot Trembath, Environmental Coordinator, Alberta Environment and Parks	Chief Lee Crowchild, Tsuut'ina Nation	Letter sent by Email	<ul style="list-style-type: none"> - Concerned the SR1 could increase the risk of Tsuut'ina lands being flooded; - Concerned any failure of the SR1 dam or spillway during a flood could have catastrophic consequences for Tsuut'ina; - Concerned SR1 would permanently change the flow of the Elbow River; - Concerned about the destruction of critical fish and fish and wildlife habitat - Concerned about the impact that the SR1 would have on the migratory herds of Elk that pass through Tsuut'ina territory; - Concerned about (Tsuut'ina) burial sites that would be destroyed should the reservoir be filled; - Concerns related to SR1 on Tsuut'ina's ground and surface water; 		

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July 19, 2017 "Continued"	Margot Trembath, Environmental Coordinator, Alberta Environment and Parks	Chief Lee Crowchild, Tsuut'ina Nation	Letter sent by Email	<ul style="list-style-type: none"> - Concerns regarding debris and contamination following a flood event; - Concerns related to the impact that SR1 may have on Tsuut'ina's economic investments such as the Redwood Meadows Golf and Country Club; - Concerns when Tsuut'ina will be able to review the Environmental assessments being completed for SR1. - Concerned that while Alberta Environment are preparing a hydrology study on SR1, there has not been sufficient engagement with Tsuut'ina to know if this study covers the areas or issues of most concerns to us. - Concerns that Tsuut'ina's ability to review the environment assessment is extremely limited without capacity funding. 		

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July 19, 2017	Seamas Skelly, Alberta Transportation Dallas Maynard, Paul Phillips, Michael Cearns, DEMA Land Services on behalf of Alberta Transportation	Declan Starlight, Database Technician, David Onespot, Senior TUS Technician, Troy Onespot, Ginger Onespot, Orlando Crowchild, Mildred Rowan, Billie Cutknife, Kristen Meguinis, Frank Devine Onespot, Karla Devine Onespot, Tsuut'ina Consultation Team	Site Visit	N/A	N/A	Inspected Properties #46, #45, #42, #47, #44 and #4.1. At the request of Tsuut'ina Alberta Transportation waited at the property boundary and did not accompany the TTN team into the SR1 properties. Alberta Transportation/DEMA managed the Site Safety and access requests with the Private Landowners
July 20, 2017	Seamas Skelly, Alberta Transportation Dallas Maynard, Paul Phillips, Michael Cearns, DEMA Land Services on behalf of Alberta Transportation	Declan Starlight, Database Technician, David Onespot, Senior TUS Technician Troy Onespot, Justin Onespot, Ginger Onespot, Orlando Crowchild, Sheridan Big Plume, Mildred Rowan, Pearl Big Plume, Jamie Onespot, Kristen Meguinis, Frank Devine Onespot, Karla Devine Onespot, Tsuut'ina Consultation Team	Site Visit	N/A	N/A	Inspected Properties #4.1, and #9. At the request of Tsuut'ina Alberta Transportation waited at the property boundary and did not accompany the TTN team into the SR1 properties. Alberta Transportation/DEMA managed the Site Safety and access requests with the Private Landowners

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July 21, 2017	Seamas Skelly, Alberta Transportation Dallas Maynard, Paul Phillips, Michael Cearns, DEMA Land Services on behalf of Alberta Transportation	Declan Starlight, Database Technician, David Onespot, Senior TUS Technician Troy Onespot, Ginger Onespot, Justin Onespot, Sheridan Big Plume, Mildred Rowan, Pearl Big Plume, Jamie Onespot, Kristen Meguinis, Frank Devine Onespot, Tsuut'ina Consultation Team	Site Visit	N/A	N/A	Inspected Properties #4, and #86. At the request of Tsuut'ina Alberta Transportation waited at the property boundary and did not accompany the TTN team into the SR1 properties. Alberta Transportation/DEMA managed the Site Safety and access requests with the Private Landowners
July 24, 2017	Seamas Skelly, Alberta Transportation Paul Phillips, Michael Cearns, DEMA Land Services on behalf of Alberta Transportation	Declan Starlight, Database Technician, David Onespot, Senior TUS Technician Troy Onespot, Ginger Onespot, Orlando Crowchild Sheridan Big Plume, Mildred Rowan, Pearl Big Plume, Frank Devine Onespot, Karla Devine Onespot, Tsuut'ina Consultation Team	Site Visit	N/A	N/A	Inspected Properties #15, #16 and #21. At the request of Tsuut'ina Alberta Transportation waited at the property boundary and did not accompany the TTN team into the SR1 properties. Alberta Transportation/DEMA managed the Site Safety and access requests with the Private Landowners

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July 25, 2017	Seamas Skelly, Alberta Transportation Paul Phillips, Michael Cearns, DEMA Land Services on behalf of Alberta Transportation	Declan Starlight, Database Technician, David Onespot, Senior TUS Technician Jamie Onespot, Troy Onespot, Ginger Onespot, Mildred Rowan, Pearl Big Plume, Frank Devine Onespot, Karla Devine Onespot, Tsuut'ina Consultation Team	Site Visit	N/A	N/A	<p>Inspected Properties #21, #22 and #25.</p> <p>At the request of Tsuut'ina Alberta Transportation waited at the property boundary and did not accompany the TTN team into the SR1 properties.</p> <p>Alberta Transportation/DEMA managed the Site Safety and access requests with the Private Landowners</p> <p>Tsuut'ina Nation indicated they will contact Alberta Transportation to confirm the location and time for the July 31, 2017 site visit.</p>

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July 25, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	William Briscoe, from Canderel, on behalf of Chief Crowchild	Voice mail	N/A	N/A	William Briscoe left Dallas Maynard a voicemail identifying himself as a developer working with Tsuut'ina Chief and Council. He indicated he had been asked to contact DEMA to organize a presentation by Alberta Transportation with Chief Crowchild and Councillor Lyle Dodginghorse. He indicated he would follow up with an email.
July 25, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	William Briscoe, from Canderel, on behalf of Chief Crowchild	Email	N/A	N/A	William Briscoe indicated he was directed to set up a meeting between Tsuut'ina Nation and Alberta Transportation leadership. William Briscoe requested a meeting week of August 21, 2017 or the following week between Tsuut'ina Nation and Alberta Transportation.
July 26, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	William Briscoe, from Canderel, on behalf of Chief Crowchild	Phone Call	N/A	N/A	William Briscoe and Dallas Maynard discussed Tsuut'ina Nation leadership's request to meet with Alberta Transportation leadership. No phone log available.

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July 26, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	William Briscoe, from Canderel, on behalf of Chief Crowchild	Email	N/A	N/A	William Briscoe emailed to follow up on the July 26, 2017 phone call. He indicated he would book a room at the Grey Eagle Hotel on August 23, 2017 from 9:00-5:00. He noted who would be in attendance, and asked Dallas Maynard to let him know anyone else to include on the meeting invited. William Briscoe also provided an agenda.
July 26, 2016	Dallas Maynard, DEMA Land Services for Alberta Transportation	William Briscoe, from Canderel, on behalf of Chief Crowchild	Email	N/A	N/A	Dallas Maynard responded and committed to provide an attendee list from Alberta Transportation.
July 31, 2017	Paul Phillips, DEMA Land Services for Alberta Transportation	David Onespot, Senior Technician Tsuut'ina Consultation	Phone Call	N/A	N/A	Paul Phillips received a phone call from David Onespot. David wants to continue the SR1 site visits on Wednesday, August 8, 2017 and Thursday August 9, 2017. See the July 13-August 14, 2017 site visit tracking form for log of phone call.
July 31, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, A/Director Tsuut'ina Consultation	Email	N/A	N/A	Inquiry on the next date for the continuation of the SR1 Site Visits.

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July 31, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	William Briscoe, from Canderel, on behalf of Chief Crowchild	Email	N/A	N/A	William Briscoe notified DEMA that Chief Crowchild had another commitment and needed to change the meeting times on August 23, 2017.
July 31, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	William Briscoe, from Canderel, on behalf of Chief Crowchild	Email	N/A	N/A	Dallas acknowledged the change in times and requested confirmation as soon as possible.
July 31, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	William Briscoe, from Canderel, on behalf of Chief Crowchild	Email	N/A	N/A	William Briscoe confirmed a new time of 8:00 AM to 1:00 PM on August 23, 2017.
August 2, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Terri Bakhtiar, for William Briscoe, Canderel on behalf of Chief Crowchild, Tsuut'ina Nation	Email	N/A	N/A	Canderel requested a list of who would be attending on behalf of Alberta Transportation (Government of Alberta).
August 3, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Terri Bakhtiar, for William Briscoe, Canderel on behalf of Chief Crowchild, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard indicated he is waiting for Alberta Transportation to provide names and contact information for meeting attendees.
August 4, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, A/Director, Declan Starlight, Tsuut'ina Consultation	Email	N/A	N/A	Invoice for Tsuut'ina Nation's TUS was provided.
August 4, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Terri Bakhtiar, William Briscoe, Canderel on behalf of Chief Crowchild, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard provided names and emails for attendees of the August 23, 2017 meeting.

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August 4, 2017	Paul Philips, DEMA Land Services for Alberta Transportation	David Onespot, Senior Technician	Phone call	N/A	N/A	David Onespot called to indicate he would like to meet at 9:00 am, August 8, at the junction of HWY 22 and Springbank Road. See the July 13-August 14, 2017 site visit tracking form for log of phone call.
August 7, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, A/Director Tsuut'ina Consultation	Email	N/A	N/A	Dallas Maynard requested a meeting to discuss Chief Crowchild's letter of July 19, 2017 to AEP's Margot Trembath, and to also update Tsuut'ina Nation on the stakeholder and public open houses that are being planned.
August 8, 2017	Seamas Skelly, Alberta Transportation Paul Phillips, Michael Cearns, DEMA Land Services on behalf of Alberta Transportation	David Onespot, Senior Technician, Ginger Onespot, Sheridan Big Plume, Mildred Rowan, Tsuut'ina Consultation	Site Visit	N/A	N/A	Cancelled by David Onespot due to wet conditions on SR1.

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August 9, 2017	Seamas Skelly, Alberta Transportation Paul Phillips, Michael Cearns, DEMA Land Services on behalf of Alberta Transportation	David Onespot, Senior TUS Technician Jamie Onespot, Troy Onespot, Ginger Onespot, Pearl Big Plume, Orlando Crowchild, Frank Devine Onespot, Karla Devine Onespot, Tsuut'ina Consultation Team	Site Visit	N/A	N/A	Inspected Properties #22, #25 and #13. At the request of Tsuut'ina Alberta Transportation waited at the property boundary and did not accompany the TTN team into the SR1 properties. Alberta Transportation/DEMA managed the Site Safety and access requests with the Private Landowners
August 10, 2017	Paul Phillips, Michael Cearns, DEMA Land Services on behalf of Alberta Transportation	David Onespot, Senior TUS Technician Jamie Onespot, Troy Onespot, Ginger Onespot, Orlando Crowchild, Frank Devine Onespot, Karla Devine Onespot, Tsuut'ina Consultation Team	Site Visit	N/A	N/A	Inspected Properties #66, #63, #67 and #75. At the request of Tsuut'ina Alberta Transportation waited at the property boundary and did not accompany the TTN team into the SR1 properties. Alberta Transportation/DEMA managed the Site Safety and access requests with the Private Landowners

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August 11, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, A/Director, Declan Starlight, David Onespot, Justin Onespot, Tsuut'ina Consultation	Email	N/A	N/A	Dallas Maynard provided information on upcoming SR1 Information sessions (Open Houses) planned in the Calgary and Springbank Area. He noted these are not part of Alberta Transportation's consultation, but Alberta Transportation wanted Tsuut'ina Nation to be aware of the public open houses.
August 14, 2017	Dallas Maynard and Paul Phillips, DEMA Land Services for Alberta Transportation	Violet Meguinis, A/Director, Tsuut'ina (TTN) Consultation	Meeting	N/A	N/A	DEMA met briefly with Violet Meguinis at the Tsuut'ina Nation office. Violet confirmed that the TTN had completed their SR1 site visits. Dallas Maynard informed Violet of the meeting between Transportation and TTN leadership scheduled for August 23, 2017. Dallas also explained that the SR1 Public Information Sessions were not part of the Consultation with the Tsuut'ina Nation and the sharing of the location of the information sessions was provided to the Tsuut'ina Nation, as a courtesy.

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August 14, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, A/Director, Tsuut'ina Consultation	Email	N/A	N/A	Violet Meguinis thanked Dallas Maynard for meeting and clarifying that the public open houses were not part of the consultation process. She also indicated she would get back to him on their TUS.
August 16, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, A/Director, Declan Starlight, David Onespot, Tsuut'ina Consultation	Email	N/A	N/A	Request for a meeting between the Tsuut'ina Nation and Alberta Transportation in advance of a formal response to letters sent to the Government of Alberta by Tsuut'ina. The most recent being on July 19, 2017 from Chief Crowchild to AEP.
August 17, 2017	Dallas Maynard DEMA Land Services for Alberta Transportation	Violet Meguinis, A/Director, Tsuut'ina Consultation	Email	N/A	N/A	Dallas Maynard as a further to the August 14 th meeting at Violet Meguinis's office forwarded an email showing the planning for the August 23 rd Transportation meeting with Tsuut'ina leadership that Canderel was facilitating.

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August 23, 2017	Dallas Maynard DEMA Land Services for Alberta Transportation Eric Monteith, Stantec	Chief Lee Crowchild. Councillor Lyle Dodginghorse, William Briscoe, Canderel, and Bryce Starlight, Canderel/Feral Fawn	Meeting	- Councillor Lyle Dodginghorse expressed concerns regarding the flood issues that Tsuut'ina have had in the past at locations such as Redwood Meadows and he also spoke of actions that Tsuut'ina have taken on their own initiative to mitigate that flooding. Lyle also asked some "what ifs" such as what if in a flood event the gates were left up and water was allowed to continue to enter the SR1 Reservoir.	- Eric explained the purpose of the emergency spillway on the design, that if such an event occurred, which was unlikely, the spillway would return water to the Elbow River and Eric stated the SR1 was designed so that the water level behind the dam, in a flood event, would pass out the same spillway and would never exceed 3 metres from the top of the SR1 dam.	Eric Montieth from Stantec provided a PowerPoint presentation on the EIA/EIS for SR1. For the first portion of the meeting, Chief Crowchild asked the Alberta Transportation employees to leave the room. After Stantec's presentation, Chief Crowchild and Councillor Lyle Dodginghorse left and Alberta Transportation returned and had a discussion with the remaining Tsuut'ina Nation members.

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<p>August 23, 2017</p> <p>“Continued”</p>	<p>Dallas Maynard DEMA Land Services for Alberta Transportation Eric Monteith, Stantec</p>	<p>Chief Lee Crowchild. Councillor Lyle Dodginghorse, William Briscoe, Canderel, and Bryce Starlight, Canderel/Feral Fawn</p>	<p>Meeting at Grey Eagle Hotel, Tsuut’ina</p>	<ul style="list-style-type: none"> - Lyle Dodginghorse was also critical that the McLean Creek (MC1) location was not identified on the Stantec maps of the SR1 project area. - Chief Lee Crowchild asked Eric if he had a topographic map of the SR1 project, Eric indicated he did not have a topo map of the SR1 as part of his presentation. It was agreed that would be shared with the Tsuut’ina Nation. 	<ul style="list-style-type: none"> - Eric pointed to approximately where the McLean Creek alternative was located (on a map in PowerPoint) and acknowledged the comment. Eric described that as part of the SR1 technical work that Stantec were doing for the SR1, Alberta Transportation had hired other engineering firms to undertake technical work at McLean Creek in order to provide details on alternatives that were under consideration as part of the submission of the SR1 to project regulators. Eric emphasized that the Government of Alberta had made their decision and that was the SR1 Off-stream storage Reservoir. 	

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<p>August 23, 2017</p> <p>“Continued”</p>	<p>Dallas Maynard DEMA Land Services for Alberta Transportation Eric Monteith, Stantec</p>	<p>Chief Lee Crowchild. Councillor Lyle Dodginghorse, William Briscoe, Canderel, and Bryce Starlight, Canderel/Feral Fawn</p>	<p>Meeting at Grey Eagle Hotel, Tsuut’ina</p>	<ul style="list-style-type: none"> - Lyle Dodginghorse inquired about pipelines that cross the SR1 and what would happen to them. - Chief Crowchild was critical that Tsuut’ina should have been part of the project selection process and should have been part of the technical EIA work completed by Stantec on behalf of Alberta Transportation. - Chief Crowchild also indicated they should be a decision maker and want the SR1 project to require Tsuut’ina’s “Consent” as part of the current process. - In a reference to McLean Creek, Chief Crowchild indicated that they live in an arid climate and water is very important, they saw McLean Creek as an opportunity to benefit from water that could be stored behind the (McLean Creek) dam. 	<ul style="list-style-type: none"> - Eric responded that the impacted pipelines would be relocated, and pointed to an area adjacent to Highway 22, where the pipelines that cross SR1 could be relocated. - No response was provided by either Eric or Dallas to this concern. Related to technical EIA work. - No response was provided by either Eric or Dallas to this concern. Related to technical EIA work. 	

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August 23, 2017 "Continued"	Dallas Maynard DEMA Land Services for Alberta Transportation Eric Monteith, Stantec	Chief Lee Crowchild. Councillor Lyle Dodginghorse, William Briscoe, Canderel, and Bryce Starlight, Canderel/Feral Fawn	Meeting at Grey Eagle Hotel, Tsuut'ina	<ul style="list-style-type: none"> - Chief Crowchild was critical of the Tunnel Option that had been one of the options considered, as it completely ignored the impact that option would have had on the Siksika Nation downstream of Calgary. - Chief Crowchild indicated he wants the timelines for the final decision on SR1 to be extended to allow for direct involvement by the Tsuut'ina Nation. He also indicated that he sees a Nation to Nation approach where he would engage directly with Premier Notley, to discuss flood mitigation on the Elbow River. 	- No response was provided by either Eric or Dallas to this concern. Related to technical EIA work.	
August 30, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, A/Director, Tsuut'ina Consultation	Email	N/A	N/A	Dallas Maynard sent a PDF of the topographic map of the project area, as requested by Chief Crowchild on August 23, 2017. Dallas Maynard asked Violet Meguinis to forward it on to Chief Crowchild and Councillor Lyle Dodginghorse.

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August 31, 2017	Mark Svenson, Alberta Transportation JoAnn Jamieson, McLennan Ross Dallas Maynard, DEMA Land Services	Violet Meguinis, A/Director, Tsuut'ina Nation	Meeting	<ul style="list-style-type: none"> - Tsuut'ina requested a copy of the Breach Analysis Report and Hydrology Study. After TTN have reviewed the reports a Technical discussion could be arranged with Transportation. - Tsuut'ina voiced concern that their hydrology study budget had not been approved. - Tsuut'ina requested involvement in the development of the hydrology study. - Tsuut'ina presented the option of having an SR1 Community Information Session to be organized and held on the Tsuut'ina Reserve. - Tsuut'ina requested the Historical Resources Section of the EIA/EIS for their review. - Tsuut'ina voiced concerns about burial sites and cairns in the project area being disturbed. A ceremony may be needed to properly respect the people who were part of the tree burials. 	<ul style="list-style-type: none"> -Alberta Transportation committed to formally respond to the Tsuut'ina May 30, 2016 and July 19, 2017 letters (CEAA and AEP). -Alberta Transportation indicated that hydrology information gathered during the technical studies could be shared with Tsuut'ina Nation and a meeting to further discuss it could be held. 	Meeting held to discuss correspondence from Chief Crowchild's letter dated July 19, 2017 to AEP in advance of a formal response from Alberta Transportation.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: September – October 2017

TSUUT'INA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Tanis Onespot
Contact Phone Number: Office: 403-281-4455 Cell: 403-971-6613
Email: tonespot@tsuutina.com
Mailing Address: 9911 Chiila Blvd., Tsuut'ina AB. T2W 6H6

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
September 3, 2017	Dallas Maynard DEMA Land Services for Alberta Transportation	Violet Meguinis, A/Director, Declan Starlight, Database Technician, David Onespot, Justin Onespot, Tsuut'ina Consultation	Email	N/A	N/A	Alberta Transportation provided the information boards and handouts from the Public Open House/Information Sessions recently completed for the SR1 Project.

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September 15, 2017	Dallas Maynard DEMA Land Services for Alberta Transportation	Violet Meguinis, A/Director, Tsuut'ina Consultation	Text Message	N/A	N/A	Dallas Maynard texted to inquire about a request made to Stantec directly from Tsuut'ina Nation (Sarah Big Plume) and whether this request was coming from the consultation office or through Jim Big Plume or Administration.
September 15, 2017	Dallas Maynard DEMA Land Services for Alberta Transportation	Violet Meguinis, A/Director, Tsuut'ina Consultation	Text Message	N/A	N/A	Violet Meguinis replied that she believed the request was from an internal working group.
September 15, 2017	Dallas Maynard DEMA Land Services for Alberta Transportation	Violet Meguinis, A/Director, Tsuut'ina Consultation	Text Message	N/A	N/A	Dallas Maynard replied he knew they had discussed a community session with the consultation office, and did not want to get the different presentations mixed up. He stated that he was hoping to coordinate sessions through Violet Meguinis.
September 15, 2017	Dallas Maynard DEMA Land Services for Alberta Transportation	Violet Meguinis, A/Director, Tsuut'ina Consultation	Text Message	N/A	N/A	Violet Meguinis replied that she is meeting with the internal working group that day, and will tell them what Dallas Maynard had said.

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September 15, 2017	Dallas Maynard DEMA Land Services for Alberta Transportation	Violet Meguinis, A/Director, Tsuut'ina Consultation	Text Message	N/A	N/A	Violet Meguinis texted that it was clarified that the Tsuut'ina Nation internal working group only want Stantec to attend a session and no one from Alberta Transportation.
September 15, 2017	Dallas Maynard DEMA Land Services for Alberta Transportation	Violet Meguinis, A/Director, Tsuut'ina Consultation	Text Message	N/A	N/A	Dallas Maynard asked if it was alright if he attended, and he knew of no one from Alberta Transportation that was attending.
September 15, 2017	Dallas Maynard DEMA Land Services for Alberta Transportation	Violet Meguinis, A/Director, Tsuut'ina Consultation	Text Message	N/A	N/A	Violet Meguinis said she would ask if it was okay for Dallas Maynard to attend the session.
September 15, 2017	Dallas Maynard DEMA Land Services for Alberta Transportation	Violet Meguinis, A/Director, Tsuut'ina Consultation	Text Message	N/A	N/A	Dallas Maynard replied that he could make arrangements at the Grey Eagle Hotel if needed.
September 15, 2017	Dallas Maynard DEMA Land Services for Alberta Transportation	Violet Meguinis, A/Director, Tsuut'ina Consultation	Text Message	N/A	N/A	Violet Meguinis said that the directive from the Chief was to bring in Stantec to present on SR1. Sarah Big Plume had been in contact with Stantec. There has been an internal working group struck by the Chief and this is part of their activities.

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September 15, 2017	Dallas Maynard DEMA Land Services for Alberta Transportation	Violet Meguinis, A/Director, Tsuut'ina Consultation	Text Message	N/A	N/A	Dallas Maynard replied that he looks forward to hearing from Violet Meguinis.
September 17, 2017	Dallas Maynard DEMA Land Services for Alberta Transportation	Violet Meguinis, A/Director, Tsuut'ina Consultation	Email	N/A	N/A	The draft August 31, 2017 meeting notes were emailed to Tsuut'ina for their review. Dallas Maynard also asked for Violet Meguinis to let him know how Tsuut'ina would be proceed with the pipe ceremony and feast.
September 18, 2017	Dallas Maynard DEMA Land Services for Alberta Transportation	Violet Meguinis, A/Director, Declan Starlight, David Onespot, Justin Onespot, Tsuut'ina Consultation	Email	N/A	N/A	Alberta Transportation informed Tsuut'ina that any presentation to Tsuut'ina will require the planning organization and presence of Government of Alberta Ministries. Inquired whether they still wanted a meeting/presentation on September 21. Alberta Transportation relayed that they are prepared to arrange and attend any SR1 information presentation that Tsuut'ina may request.

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September 18, 2017	Dallas Maynard DEMA Land Services for Alberta Transportation	Violet Meguinis, A/Director, Tsuut'ina Consultation	Email	N/A	N/A	Violet Meguinis emailed to say that the September 21, 2017 band meeting has been cancelled.
September 18, 2017	Dallas Maynard DEMA Land Services for Alberta Transportation	Violet Meguinis, A/Director, Tsuut'ina Consultation	Email	N/A	N/A	Dallas Maynard replied to Violet Meguinis saying that they will await her advice for rescheduling a meeting.
October 16, 2017	Dallas Maynard DEMA Land Services for Alberta Transportation	Violet Meguinis, A/Director, Tsuut'ina Consultation	Email	N/A	N/A	After receiving an update on a different consultation project, Violet Meguinis indicated that she had met with Tsuut'ina Elders and they are requesting a tour of the SR1 project, and asked if it is possible to arrange that.
October 16, 2017	Dallas Maynard DEMA Land Services for Alberta Transportation	Violet Meguinis, A/Director, Tsuut'ina Consultation	Email	N/A	N/A	Dallas Maynard replied to Violet Meguinis and said he would make arrangements for a tour the next week. He asked for clarification on what they would like to see.
October 30, 2017	Dallas Maynard DEMA Land Services for Alberta Transportation	Violet Meguinis, A/Director, Declan Starlight, David Onespot, Justin Onespot, Tsuut'ina Consultation	Email	N/A	N/A	Dallas Maynard emailed inviting the Tsuut'ina Nation to a technical overview of the Environmental Impact Assessment (EIA) for the SR1 project.

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October 30, 2017	Dallas Maynard DEMA Land Services for Alberta Transportation	Violet Meguinis, A/Director, Declan Starlight, David Onespot, Justin Onespot, Tsuut'ina Consultation	Email	N/A	N/A	Dallas Maynard emailed correcting the time of the briefing noted in the previous email.

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ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: November – December 2017

TSUUT’INA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Tanis Onespot
Contact Phone Number: Office: 403-281-4455 Cell: 403-971-6613
Email: tonespot@tsuutina.com
Mailing Address: 9911 Chiila Blvd., Tsuut’ina AB. T2W 6H6

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 1, 2017	Landon Reppert, Adam Johnson, Seamas Skelly, Mark Svenson, Alberta Transportation Norm Fallu, Matt Wood, Stantec	Declan Starlight, Tsuut’ina Nation	Meeting	Concerned about groundwater effects to Tsuut’ina land.	Stantec explained that the groundwater sampling and modeling show that the Elbow River is a hydrologic divide and the effects of operating the Springbank Off-stream Reservoir are contained to the Project Development Area (PDA) and do not extend south of the Elbow River.	A technical overview for the Environmental Impact Statement (EIA) was held for Tsuut’ina Nation at the McDougall Centre in Calgary, Alberta. Provided at the meeting was the link to the EIA on Alberta Environment and Parks’ (AEP) website, print outs of Volume 3D Section 03 of the EIA, and a handout from the City of Calgary.

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				Concerned about potential flooding of Tsuut'ina land caused by the floodplain berm.	Stantec's river engineer discussed the concern with Tsuut'ina Nation. The height of the diversion structure and floodplain berm, and the gradient of the Elbow River in that area combine to ensure that flood water could not back up onto the Tsuut'ina reserve as a result of operating the diversion.	No meeting notes available.
November 3, 2017	Dallas Maynard DEMA Land Services for Alberta Transportation	Violet Meguinis, A/Director, Tsuut'ina Consultation, Declan Starlight, David Onespot, Justin Onespot	Email	N/A	N/A	Dallas Maynard emailed the link to the completed EIA and associated documents.
November 10, 2017	Dallas Maynard DEMA Land Services for Alberta Transportation	Violet Meguinis, A/Director, Tsuut'ina Consultation, Declan Starlight, David Onespot, Justin Onespot	Email	N/A	N/A	Dallas Maynard sent an email regarding: <ul style="list-style-type: none"> -The need to revise the Traditional Land Use (TLU) Report invoice to be sent to DEMA; -Asking for an update as to when Alberta Transportation might receive the TLU Report; -If the Tsuut'ina Elders would still like to tour the SR1 lands, it can be arranged on fairly short notice if the weather warms up; -Following up to ensure that the Tsuut'ina Nation had received the November 3, 2017 email link to the EIA.

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November 13, 2017	Dallas Maynard DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	The revised ceremony and feast budget was sent to Dallas Maynard.
December 5, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Declan Starlight, David Onespot, Justin Onespot, Tsuut'ina 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 record of consultation (summary log, specific concerns and response table, and supporting documents) from March 1, 2017-October 31, 2017; - A cover letter from Deputy Minister Barry Day requesting comment on the draft TLRU sections and comment on the consultation logs by January 5, 2018.
December 5, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Declan Starlight, David Onespot, Justin Onespot, Tsuut'ina Nation	Email	N/A	N/A	Email delivery verification received.
December 11, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Norine Saddleback, David Onespot, Justin Onespot, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard sent a Dropbox link with the presentation given in Calgary on November 8, 2017 to the CEA Technical Advisory Group.

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December 18, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Consultation Researcher, Tsuut'ina Nation	Email	N/A	N/A	Violet Meguinis emailed to ask where they were with the invoices Tsuut'ina had sent November 13, 2017.
December 18, 2017	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Consultation Researcher, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed to say he had requested a response from Alberta Transportation about the invoices.

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ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: January – February 2018

TSUUT'INA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Tanis Onespot
Contact Phone Number: Office: 403-281-4455 Cell: 403-971-6613
Email: tonespot@tsuutina.com
Mailing Address: 9911 Chiila Blvd., Tsuut'ina AB. T2W 6H

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January 5, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Consultation Researcher, Norine Saddleback, Tsuut'ina Nation	Email	N/A	N/A	Violet Meguinis emailed the Draft Springbank Traditional Land Use (TLU) Report, completed by Trailmark Systems Inc. Tsuut'ina Nation requested this report remain confidential and not be circulated. Concerns expressed in the report are not included here due to the request for confidentiality.

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January 8, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Consultation Researcher, Norine Saddleback, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed to confirm he had received the TLU Report and had forwarded it to Alberta Transportation for their response.
January 8, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tanis Onespot, Tsuut'ina Nation	Email	N/A	N/A	Norine Saddleback replied to Dallas Maynard's January 8, 2018 email to remind him to keep the TLU Report internal.
January 12, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Declan Starlight, Justin Onespot, David Onespot, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed to thank Tsuut'ina for the draft TLU Report, and confirmed it would not be shared outside of Alberta Transportation. Once the final version is received, Alberta Transportation requests approval to use locational information and data for the SR1 project. Also advised that Alberta Transportation is working on responses to Tsuut'ina Nation's letters dated May 30, 2016, May 18, 2017, and July 19, 2017, and responses will be provided following Alberta Transportation's re-submission of the Environmental Impact Assessment (EIA).

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January 15, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Declan Starlight, David Onespot, Justin Onespot, Tsuut'ina Nation	Email	N/A	N/A	Norine Saddleback emailed to thank Dallas Maynard for confirming the confidentiality of the TLU report, and to ask about payment.
January 16, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Declan Starlight, David Onespot, Justin Onespot, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard let Norine Saddleback know that all invoices had been submitted to Alberta Transportation. He asked if there was a timeline for when Transportation would receive the final version of the TLU.
January 17, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Consultation Researcher, Tsuut'ina Nation	Email	N/A	N/A	Violet Meguinis emailed to ask about when they could expect payment.
January 17, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Consultation Researcher, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed that Alberta Transportation is processing the payment. He mentioned he may be in southern Alberta next week and could hand deliver the cheque.

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January 17, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tanis Onespot, Twylla Starlight, Maryann Big Plume, Declan Starlight, David Onespot, Justin Onespot, Tsuut'ina Nation	Email	N/A	N/A	Norine Saddleback emailed to state her displeasure at the length of time it was taking to receive payment, and how it is not fair for Alberta Transportation to ask for a final report, since Tsuut'ina Nation had provided a draft copy and payment had not yet been fulfilled, which was needed to do further field assessments and reviews with Elders and Knowledge Holders.
January 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	David Onespot, Tsuut'ina Nation Consultation Department	Phone call	N/A	N/A	Dallas Maynard called David Onespot to follow up on payment of Tsuut'ina Nation's invoices. David Onespot indicated he was on his way to Edmonton for another meeting, and they agreed to meet at West Edmonton Mall where the meetings were being held the next day.
January 24, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	David Onespot, Tsuut'ina Nation Consultation Department	In person delivery	N/A	N/A	Three cheques for the remainder of the Tsuut'ina invoices were given to David Onespot for Tsuut'ina Nation. Dallas Maynard and David Onespot also discussed potential dates for SR1 workshops.

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January 26, 2018	Landon Reppert, Alberta Transportation	Declan Starlight, Database Technician, Norine Saddleback, Tsuut'ina Nation	Letter	N/A	N/A	A letter about the submission of the updated EIA was sent via registered mail. It was regarding a proposal for holding workshops to obtain input on the draft Traditional Land and Resource Use (TLRU) sections from the EIA (Volumes 3A and 3B) and to discuss project specific concerns and the proposed mitigation measures. If Tsuut'ina 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	Declan Starlight, Database Technician, Norine Saddleback, Tsuut'ina Nation	Email	N/A	N/A	The above workshop invitation letter was sent via email.
January 29, 2018	Landon Reppert, Alberta Transportation	Declan Starlight, Database Technician, Norine Saddleback, Tsuut'ina Nation	Postal delivery	N/A	N/A	The January 26, 2018 letter was delivered.

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January 29, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Database Technician, Tsuut'ina Nation	Phone call	N/A	N/A	Dallas Maynard called Declan Starlight to follow up on the January 26, 2018 workshop invitation letter, and asked for potential dates and a budget. Declan Starlight indicated Norine Saddleback would be making a decision about the workshops.
January 30, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Norine Saddleback, Justin Onespot, David Onespot, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed to follow up on the phone call and to request potential dates for the TLRU workshop. The January 26, 2018 letter was attached.
February 1, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Database Technician, Tsuut'ina Nation	Phone call	N/A	N/A	Declan Starlight called to inform Dallas Maynard that the Tsuut'ina Nation would be taking a break from the consultation on SR1. Declan Starlight said a formal response would be coming later that day.

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February 1, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Norine Saddleback, Justin Onespot, David Onespot, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed to follow up on Declan Starlight's phone call asking for details about the break from consultation, and asked if the planned workshop days would be affected. Dallas Maynard also encouraged Tsuut'ina Nation to submit written comments should the workshops be cancelled.

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Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
February 6, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Norine Saddleback, Justin Onespot, David Onespot, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed 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 Canadian Environmental Assessment Agency (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 Tsuut'ina Nation was not interested in workshops, Alberta Transportation requested feedback by March 1, 2018.
February 8, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Letter	N/A	N/A	The above letter and draft TLRU sections of the EIA were sent via registered mail.
February 9, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Chief Lee Crowchild, Declan Starlight, Norine Saddleback, Justin Onespot, David Onespot, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed a letter from Landon Reppert, Alberta Transportation, and a Dropbox link containing the Hydrology Report and Dam Breach Analysis Report.

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February 9, 2018	Landon Reppert, Alberta Transportation	Chief Lee Crowchild, Tsuut'ina Nation	Letter	N/A	N/A	Hard copies of the February 9, 2018 letter and hydrology reports were sent via registered mail.
February 10, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Chief Lee Crowchild, Declan Starlight, Norine Saddleback, Justin Onespot, David Onespot, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed that one of the appendices (Appendix B Hydrology Report) had not been included in the previous link, but was there now.
February 12, 2018	Landon Reppert, Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Postal Delivery	N/A	N/A	The February 6, 2018 letter was delivered.
February 12, 2018	Landon Reppert, Alberta Transportation	Chief Lee Crowchild, Tsuut'ina Nation	Postal Delivery	N/A	N/A	The February 9, 2018 letter package was delivered.
February 15, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tsuut'ina Nation	Phone call	N/A	N/A	Dallas Maynard called Norine Saddleback to discuss the dates and budget for the TLRU workshops.
February 15, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Norine Saddleback, Justin Onespot, David Onespot, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed to explain that the planned TLRU workshops were not funded through CEAA, and Alberta Transportation is looking for budgets from Tsuut'ina. He also attached a draft agenda.

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February 15, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	David Onespot, Norine Saddleback, Tanis Onespot, Twylla Starlight, Jerry Simon, Lyle Dodginghorse, Vincent Crowchild, Tsuut'ina Nation	Email	N/A	N/A	David Onespot emailed to thank Dallas for clearing up the funding questions, and said they still wanted workshops and tours for SR1 on March 1, 2, 4, 5, 2018.
February 15, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	David Onespot, Norine Saddleback, Tanis Onespot, Twylla Starlight, Jerry Simon, Lyle Dodginghorse, Vincent Crowchild, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed to confirm the dates of March 1, 2, 5, 6, 2018 were being held and indicated they looked forward to receiving Tsuut'ina Nation's budget. Dallas Maynard also indicated that Alberta Transportation would be happy to participate in the bus tours, but if Tsuut'ina Nation preferred they did not, Alberta Transportation would respect that choice.
February 20, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, David Onespot, Tanis Onespot, Twylla Starlight, Jerry Simon, Lyle Dodginghorse, Vincent Crowchild, Tsuut'ina Nation	Email	N/A	N/A	Norine Saddleback emailed to say they will be requesting a "top up" for their technical staff, PGL Group.
February 20, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, David Onespot, Tanis Onespot, Twylla Starlight, Jerry Simon, Lyle Dodginghorse, Vincent Crowchild, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed to say he saw no issue with including PGL in their budget.

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February 20, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, David Onespot, Tanis Onespot, Justin Onespot, Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Norine Saddleback emailed to say once she had received a budget she would forward it.
February 20, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, David Onespot, Tanis Onespot, Justin Onespot, Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed to acknowledge Norine's email.
February 22, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tsuut'ina Nation	Email	N/A	N/A	Norine Saddleback emailed a cost estimate for the TLRU workshops.
February 22, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed to let Norine Saddleback know he had forwarded the budget on to Alberta Transportation, and asked for the budget for the other workshops.
February 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed to ask that once Tsuut'ina has a budget, to send an invoice to him so they can get a quick turnaround on the payment.
February 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tsuut'ina Nation	Email	N/A	N/A	Norine Saddleback emailed to let Dallas Maynard know she will send the budget by the end of the day.
February 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed to say he appreciated the update.

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February 26, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tsuut'ina Nation	Email	N/A	N/A	Norine Saddleback emailed a budget for the TLRU workshops.
February 26, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Declan Starlight, Maryann Big Plume, David Onespot, Tanis Onespot, Tsuut'ina Nation	Email	N/A	N/A	Norine Saddleback emailed an updated budget and detailed schedule for March 1 and 2, 2018.
February 27, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Norine Saddleback, Justin Onespot, David Onespot, Maryann Big Plume, Tanis Onespot, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard sent out a meeting invite that included the schedule for the four workshop days, with the agenda and the January 26, 2018 letter attached.
February 27, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Declan Starlight, Maryann Big Plume, Tanis Onespot, David Onespot, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed to clarify the workshop schedules and to ask if there were specific places the elders wanted to go to on the tours.
February 27, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed questions that Alberta Transportation had about Tsuut'ina Nation's budget for the workshops.
February 27, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tsuut'ina Nation	Email	N/A	N/A	Norine Saddleback replied providing answers to Dallas Maynard's questions regarding the schedule and logistics for the workshops.

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February 27, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tsuut'ina Nation	Email	N/A	N/A	Norine Saddleback emailed provide answers to Dallas Maynard's questions regarding the budget for the workshops.
February 28, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Norine Saddleback, Justin Onespot, David Onespot, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed to inform Tsuut'ina that legal fees cannot be a part of the workshop budgets.
February 28, 2018	Seamas Skelly, Alberta Transportation	Norine Saddleback, Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	Seamas Skelly emailed the SR1 landowners (with Norine Saddleback and Declan Starlight cc'd) letting them know about the March 5 and 6, 2018 tours.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: March-April 2018

TSUUT'INA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Tanis Onespot
Contact Phone Number: Office: 403-281-4455 Cell: 403-971-6613
Email: tonespot@tsuutina.com
Mailing Address: 9911 Chiila Blvd., Tsuut'ina AB. T2W 6H

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
March 1, 2018	Syed Abbas, Seamas Skelly, Alberta Transportation Dallas Maynard, Jennifer Hallson, DEMA Land Services Colin Buchanan, Clare Edwards, Matt Wood, Talina Cyr-Steenkamp, Sarah Kemp de Gereda, Dan Yoshisaka, Stantec JoAnn Jamieson, McLennan Ross LLP	Declan Starlight, Norine Saddleback, Justin Onespot, David Onespot, Violet Meguinis, Tsuut'ina Nation Consultation Chief Crowchild, Jimmy Big Plume, Peter Crane, Tanis Onespot Around 20 Tsuut'ina Nations Elders and members Virginia Mathers, Mandell Pinder LLP	Workshop	N/A	N/A	A workshop was held between Alberta Transportation, Stantec, and Tsuut'ina Nation, facilitated by the Canadian Environmental Assessment Agency (CEAA), to obtain input on the draft Traditional Land and Resource Use (TLRU) sections of the Environmental Impact Assessment (EIA) and discuss and address concerns about the project.

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						<p>Issues and concerns raised at the workshop were treated as confidential subject to the First Nation's validation of the information.</p> <p>The draft workshop notes from the March 1, 5, 6, and 7, 2018 workshops and drive throughs have not been validated by Tsuut'ina Nation.</p>
March 5, 2018	Seamas Skelly, Alberta Transportation Dallas Maynard, Jennifer Hallson, DEMA Land Services Colin Buchanan, Talina Cyr-Steenkamp, Stantec	Declan Starlight, David Onespot, Violet Meguinis, Tsuut'ina Nation Around 10 Tsuut'ina Nation Elders	Drive through of SR1 area	N/A	N/A	<p>A drive through of the SR1 lands was undertaken with Tsuut'ina Nation elders.</p> <p>The draft workshop notes from the March 1, 5, 6, and 7, 2018 workshops and drive throughs have not been validated by Tsuut'ina Nation.</p>
March 6, 2018	Seamas Skelly, Alberta Transportation Dallas Maynard, Jennifer Hallson, DEMA Land Services Colin Buchanan, Talina Cyr-Steenkamp, Stantec	Declan Starlight, David Onespot, Violet Meguinis, Tsuut'ina Nation Around 10 Tsuut'ina Nation Elders	Drive through of SR1 area	N/A	N/A	<p>A drive through of the SR1 lands was undertaken with Tsuut'ina Nation elders.</p> <p>The draft workshop notes from the March 1, 5, 6, and 7, 2018 workshops and drive throughs have not been validated by Tsuut'ina Nation.</p>

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
March 7, 2018	Landon Reppert, Syed Abbas, Seamas Skelly, Alberta Transportation Dallas Maynard, Jennifer Hallson, DEMA Land Services Clare Edwards, Matt Wood, Talina Cyr-Steenkamp, Sarah Kemp de Gereda, Stantec Sandra Folkins, Alberta Justice	Declan Starlight, Norine Saddleback, Justin Onespot, David Onespot, Violet Meguinis, Tsuut'ina Nation Consultation Around 20 Tsuut'ina Nations Elders Virginia Mathers, Mandell Pinder LLP	Workshop	N/A	N/A	A workshop was held between Alberta Transportation, Stantec, and Tsuut'ina Nation Elders, facilitated by CEAA, to obtain input on the draft TLRU sections of the EIA and discuss and address concerns about the project. Issues and concerns raised at the workshop were treated as confidential subject to the First Nation's validation of the information. The draft workshop notes from the March 1, 5, 6, and 7, 2018 workshops and drive throughs have not been validated by Tsuut'ina Nation.
March 9, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Justin Onespot, Twylla Starlight, Norine Saddleback, Violet Meguinis, Maryann Big Plume, Declan Starlight, David Onespot, Tsuut'ina Nation	Email	N/A	N/A	Justin Onespot sent an invoice for the TLRU workshops.
March 12, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Declan Starlight, Norine Saddleback, Justin Onespot, David Onespot, Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson sent the draft notes from the workshops to Tsuut'ina Nation consultation staff for approval and validation. She requested any comments or additions.

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March 14, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Jim Big Plume, Violet Meguinis, Norine Saddleback, Declan Starlight, Justin Onespot, David Onespot, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard sent a map of the backwater extent on the Elbow River that Jim Big Plume had requested at the TLRU workshops.
March 14, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Declan Starlight, Norine Saddleback, Justin Onespot, David Onespot, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed to let Tsuut'ina know that an Elder had requested a one-on-one meeting with Alberta Transportation, and they look to Tsuut'ina for advice on how to proceed.
March 14, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Violet Meguinis, Declan Starlight, Justin Onespot, David Onespot, Tsuut'ina Nation	Email	N/A	N/A	Norine Saddleback asked for the context of the Elder's request and said she would follow up with a process. She also asked if a report was being prepared based on the workshop.

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March 15, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Violet Meguinis, Declan Starlight, Justin Onespot, David Onespot, Terry Braun, Tanis Onespot, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed to explain the Elder had requested a one-on-one meeting during the workshops at Tsuut'ina, and Alberta Transportation would like to coordinate the meeting through Tsuut'ina Nation's consultation office. Dallas Maynard also indicated they had sent draft workshop notes from the workshop March 12, 2018.
March 15, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	David Onespot, Declan Starlight, Norine Saddleback, Violet Meguinis, Justin Onespot, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed to inquire about an invoice Tsuut'ina Nation had provided.
March 15, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	David Onespot, Declan Starlight, Norine Saddleback, Violet Meguinis, Justin Onespot, Tsuut'ina Nation	Email	N/A	N/A	David Onespot provided an explanation of the invoice.
March 15, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	David Onespot, Declan Starlight, Norine Saddleback, Violet Meguinis, Justin Onespot, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard thanked David Onespot for the explanation of the invoice and said he had forwarded it to Alberta Transportation.
March 15, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	David Onespot, Declan Starlight, Norine Saddleback, Violet Meguinis, Justin Onespot, Tsuut'ina Nation	Email	N/A	N/A	David Onespot emailed to ask why he wasn't listed on the workshop notes as an attendee.

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March 15, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	David Onespot, Declan Starlight, Norine Saddleback, Violet Meguinis, Justin Onespot, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed to say that the workshop notes would be corrected.
March 16, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	David Onespot, Declan Starlight, Norine Saddleback, Violet Meguinis, Justin Onespot, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson emailed the corrected draft workshop notes.
March 16, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tanis Onespot, Lyle Dodginghorse, Nadine Crowchild, Vincent Crowchild, Declan Starlight, Justin Onespot, Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Norine Saddleback emailed to thank DEMA for the notes and that she would review them on the weekend.

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March 23, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Declan Starlight, Norine Saddleback, Justin Onespot, David Onespot, Tsuut'ina Nation	Email	N/A	See the Specific Concerns and Response Table for specific responses and proposed mitigation measures attached to March 23, 2018 email. The responses and mitigation measures are in response to concerns raised by Tsuut'ina Nation throughout the SR1 project.	Jennifer Hallson emailed "Table 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation" (Table 7-3) from the EIA along with a cover letter from Alberta Transportation. The letter indicated that Alberta Transportation will be submitting the updated EIA to the regulators on March 29, 2018. This table also addresses the concerns and recommendations raised in letters from Tsuut'ina Nation dated May 30, 2016, May 18, 2017, and July 19, 2017, which were attached for reference.
March 26, 2018	Landon Reppert, Executive Director, Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Letter	N/A	See the Specific Concerns and Response Table for specific responses and proposed mitigation measures attached to March 23, 2018 email. The responses and mitigation measures are in response to concerns raised by Tsuut'ina Nation throughout the SR1 project.	The March 23, 2018 letter from Alberta Transportation, Table 7-3, and Tsuut'ina Nation's three letters were sent via registered mail.
March 27, 2018	Landon Reppert, Executive Director, Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Postal delivery	N/A	N/A	The March 26, 2018 letter was delivered.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
March 28, 2018	Judy Maynard, DEMA Land Services for Alberta Transportation	David Onespot, Tsuut'ina Nation	In person delivery	N/A	N/A	Judy Maynard met David Onespot in Canmore to drop off the cheque for the workshops.
March 29, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Norine Saddleback, Justin Onespot, David Onespot, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed to let Tsuut'ina Nation know that the EIA had been resubmitted and provided an File Transfer Protocol (FTP) site where they could access it. Also indicated that Alberta Transportation will be in contact to offer a workshop to go over the EIA as well as the responses and proposed mitigation measures Alberta Transportation has provided.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
April 3, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tanis Onespot, Lyle Dodginghorse, Nadine Crowchild, Vincent Crowchild, Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Norine Saddleback emailed to provide the TLU report (was not attached) dated January 10, 2018 and requested that it only be used for this project. She noted it is an evolving document, as not all Nation members have been interviewed. Norine Saddleback also requested Alberta Environment and Parks (AEP) and Alberta Culture and Tourism (ACT) be in attendance for future meetings.
April 3, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tanis Onespot, Lyle Dodginghorse, Nadine Crowchild, Vincent Crowchild, Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed to let Norine Saddleback know that her previous email had no attachment. He also indicated that Alberta Transportation would like to request a meeting to discuss the concerns and responses now that the EIA has been resubmitted.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
April 3, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tsuut'ina Nation	Email	<p>Concerns over how disruptions to landscape may affect elk (calving grounds, migration routes, water crossings, and critical habitat). Tsuut'ina members regularly hunt these elk for food and ceremony purposes.</p> <p>Concerns for how changes to the landscape, including wetlands, will affect deer, grizzly bears, wolves, lynx, bobcat, cougar, bald eagles, beavers, and other species.</p> <p>Medicinal and ceremonial plants are found within the project area. Tsuut'ina Nation is concerned that plants, such as sweetgrass, are becoming harder to find.</p> <p>Concerns that changes to health and flow of Elbow River will affect their ability to harvest trout and whitefish.</p> <p>Concerned that the Project will disturb spawning areas in the Elbow River and tributaries.</p>	None at this time.	Norine Saddleback attached the TLU Report to the email.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
				<p>Concerns about the impacts to hunting and fishing, including barriers to access, habitat loss, changes in wildlife/fish behaviour, health, abundance/availability, locations, change in health and flow of water, etc.</p> <p>Concerns that compounding impacts from the Project and ongoing development will compromise harvesters' ability to fish in certain areas of the Elbow River and its tributaries, and will also force harvesters to travel further away to hunt.</p> <p>Concerns about impacts to medicinal and cultural plants that cannot be found elsewhere, including barriers to access, habitat loss, changes in abundance/availability, etc.</p> <p>Concerned that the Project will further reduce and otherwise impact water flow on reserve lands.</p>		

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
				<p>Concerns that impacts to reserve lands from contaminated flood waters will include changes to health and cleanliness of traditional resources of reserve lands.</p> <p>Concerns about impacts to spring and groundwater, including contamination and barriers to access at traditional gathering sites.</p> <p>Concerned about impacts to important cultural sites within the Project Area (tipi rings, fire pits, etc.).</p> <p>Concerns about impacts to grave sites on the dam outflow and intake/start of diversion channel as well as throughout undisturbed riparian areas. Feel strongly that grave sites need to be protected.</p> <p>Concerns that once infrastructure is in place it will be easier to expand into new uses, and concerns that it will not remain a "dry" dam.</p>		

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				<p>Concerns that the dam and diversion will not act as intended - what if intake is blocked and floods? What if the dam fails? What assurances are there the Project will function as intended?</p> <p>Concerns about Tsuut'ina's ability to pursue traditional land use practices and foreseeable impacts on Tsuut'ina Nation reserve lands and water.</p> <p>Concerned that the Project will compound cumulative effects from ongoing development, including impacts to water flow through the reserve, plant and animal loss, barriers to access, etc.</p> <p>Identified lack of access is the principle barrier to using their traditional lands, followed by environmental concerns regarding food.</p>		

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				<p>Believe that the selection of the Springbank Project shows a patterned, inherent bias against Tsuut'ina's community's interests in favour of more prosperous, non-Indigenous Calgarians and their subdivisions.</p> <p>Believe that Maclean Creek is a better location for a diversion project, and believe third-party expert opinion supports this.</p> <p>Concerns that the Project will change the relationship between Tsuut'ina and the water in their territory.</p> <p>Concerns for the spring water within the Project Area.</p> <p>Concerns about the quality of floodwaters that may be diverted through Tsuut'ina traditional territory and held by the project (e.g., chemicals from farms in the area).</p> <p>Concerns that stranding water in the reservoir could contaminate plants, animals, fish, and threaten Tsuut'ina food and cultural food security.</p>		

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				<p>The ability for Tsuut'ina Nation to continue to access healthy water and fish within their traditional territory is a significant concern.</p> <p>Concerns that the un-named tributary the Project proposes to use to drain the dam is in a low-lying and sheltered valley that is currently used by animals.</p> <p>Concerns that the few unaltered forested areas within the project area provide important habitat and shelter for wildlife.</p> <p>Concerns about potential impacts to cultural keystone species including beavers, bald eagles, and grizzly bears.</p> <p>Concerns that bull trout, which are classified as Threatened under Alberta's Wildlife Act, will be affected by the Project.</p> <p>If Project proceeds, need for a ceremony for the spirit of the water.</p>		

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				Extremely important that undisturbed areas remain untouched for future generations and to ensure Tsuut'ina culture is not erased.		

				<p>RECOMMENDATIONS:</p> <ul style="list-style-type: none"> -Reconsider Maclean Creek and other alternatives and consult. -Do not disturb few remaining forested areas. -Do not disturb cultural and burial sites, or archaeological sites. -Members of Tsuut'ina should be field crew for all archaeological and other field work. -Tsuut'ina requires more time during spring/summer to observe waterfowl and plants. -Require a special consultation session related to possibility of dam failure. -Tsuut'ina is strongly against project proceeding. If it does, Tsuut'ina requires, at minimum: Tsuut'ina monitors on-site during pre-construction and construction phases; for every tree removed, same type of tree should be replanted by First Nations close to where it was removed; support for Tsuut'ina to develop their own community-based water monitoring program. 		
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April 3, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Norine Saddleback, Tsuut'ina Nation	Letter	N/A	N/A	A USB stick with the EIA material on it was mailed by registered mail.
April 5, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Norine Saddleback, Tsuut'ina Nation	Postal delivery	N/A	N/A	The April 3, 2018 letter with the USB stick was delivered.
April 6, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	David Onespot, Tsuut'ina Nation	Text message	N/A	N/A	David Onespot texted to say they had found an old cheque from DEMA that had not been cashed, and asked for it to be reissued.
April 9, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	David Onespot, Declan Starlight, Norine Saddleback, Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed to explain that the cheque David Onespot inquired about had a stop payment, and had been reissued January 23, 2018. Dallas Maynard had hand delivered it to David Onespot January 23, 2018. The invoices were attached.
April 9, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Declan Starlight, David Onespot, Tanis Onespot, Twylla Starlight, Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Norine Saddleback emailed to thank Dallas Maynard for his reply regarding the cheque.

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April 12, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Terry Braun, Tanis Onespot, Vincent Crowchild, Declan Starlight, Lyle Dodginghorse, Tsuut'ina Nation Virginia Mathers, Mandell Pinder Law	Email	N/A	N/A	Norine Saddleback emailed the most up to date version of the TLU Report. Note: This version is the same January 10, 2018 version sent on April 3, 2018. See entry for that date.
April 13, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Terry Braun, Tanis Onespot, Vincent Crowchild, Declan Starlight, Lyle Dodginghorse, Tsuut'ina Nation Virginia Mathers, Mandell Pinder Law	Email	N/A	N/A	Dallas Maynard emailed to thank Norine Saddleback for the TLU Report and that Alberta Transportation will continue to rely on the report and the information contained in it as they proceed through the EIA regulatory process.
April 16, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Norine Saddleback, Justin Onespot, David Onespot, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed that Alberta Transportation would like to request a meeting to go over Tsuut'ina Nation's concerns and the proposed mitigation 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.
April 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Text message	N/A	N/A	Dallas Maynard texted Declan Starlight to ask when a good time would be to call about setting up a meeting.

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April 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Norine Saddleback, Justin Onespot, David Onespot, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed the text message log and asked about setting up the meeting.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: May-June 2018

TSUUT'INA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Tanis Onespot
Contact Phone Number: Office: 403-281-4455 Cell: 403-971-6613
Email: tonespot@tsuutina.com
Mailing Address: 9911 Chiila Blvd., Tsuut'ina AB. T2W 6H

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
May 2, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tsuut'ina Nation	Phone call	N/A	N/A	Dallas Maynard called Norine Saddleback to inquire about setting up a meeting to discuss Tsuut'ina Nation's concerns and Alberta Transportation's responses, as presented in <i>Table 7-3 SR1 Project Specific Concerns and Responses – Tsuut'ina Nation</i> (Table 7-3). The dates of May 14-15, 2018 at the Grey Eagle were decided on. Norine Saddleback also asked when

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						Alberta Culture and Tourism (ACT) would be at the table. Dallas Maynard indicated that might have to be a separate meeting without Alberta Transportation.
May 2, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed to confirm he had tentatively booked a room at the Grey Eagle for May 14-15, 2018 and asked Norine Saddleback to confirm once she had talked with the Elders. Dallas Maynard also requested a budget for the meeting.
May 2, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Terry Braun, Lyle Dodginghorse, Vincent Crowchild, Tanis Onespot, Twylla Starlight, Nadine Crowchild, Tsuut'ina Nation Virginia Mathers, Mandell Pinder	Email	N/A	N/A	Norine Saddleback sent an email to Virginia Mathers (Tsuut'ina Nation's legal counsel) and other Tsuut'ina Nation members, with a cc to Dallas Maynard, to update about the meeting and indicate she had asked about meeting with ACT and Alberta Environment and Parks (AEP).
May 3, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Declan Starlight, David Onespot, Justin Onespot, Tanis Onespot, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard sent a meeting invite for the May 14-15, 2018 meetings.

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May 8, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tanis Onespot, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed a draft agenda and Table 7-3. He asked if Tsuut'ina Nation had any suggestions on how to organize the days to let him know. He also asked if the Little Drum Boardroom would be big enough for the meeting, and requested they send a budget. Dallas Maynard also indicated that ACT would not be attending the meeting, and provided a contact that Tsuut'ina Nation could contact directly. Also asked if Tsuut'ina Nation's consultant PGL or their legal counsel would be attending.
May 10, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Charlene Jacobs, Tsuut'ina Nation	Email	N/A	N/A	Norine Saddleback emailed budgets for the May 14-15, 2018 meetings. She requested that Dallas Maynard bring tobacco for opening and closing the meetings.

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May 10, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tanis Onespot, Charlene Jacobs, Tsuut'ina Nation	Email	N/A	N/A	Norine Saddleback emailed additions to the budget. She asked Dallas Maynard to contact the Grey Eagle Hotel to organize a pipe ceremony for 7-8 am on Monday, May 14, 2018.
May 11, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tanis Onespot, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard indicated that Alberta Transportation/Stantec will prepare a written response to the information in Tsuut'ina Nation's Traditional Land Use (TLU) Report, and that this response would be filed with the Canadian Environmental Assessment Agency (CEAA) and in the consultation process, which is also on the record. Dallas Maynard also asked if Alberta Transportation is permitted to use specific location information from the TLU, or if not, if they are permitted to identify whether sites are within the local or regional assessment areas. He also asked if Alberta Transportation is permitted to disclose the nature of the traditional use sites.

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May 11, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Virginia Mathers, Mandell Pinder LLP on behalf of Tsuut'ina Nation Norine Saddleback, Tanis Onespot, Tsuut'ina Nation	Email	N/A	N/A	Virginia Mathers emailed to answer Dallas Maynard's May 11, 2018 questions. She indicated that Alberta Transportation is permitted to identify whether the specific locations of traditional use sites are either in the project development area (PDA), the local assessment areas (LAA) or the regional assessment area (RAA). Alberta Transportation is not permitted to identify the specific locations themselves. Alberta Transportation is permitted to identify use sites generally as "traditional use areas." Alberta Transportation is not permitted to disclose the specific nature of the traditional use sites. She also stated that the TLU Report is only to be used in relation to the SR1 project.

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May 11, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tanis Onespot, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed to let Tsuut'ina Nation know that their budget for the meetings was approved in principal, however there are some details they need to discuss. He indicated he had the Little Drum Room booked for the 7 am pipe ceremony on May 14, 2018 and that Alberta Transportation would bring tobacco. Also noted that Stantec's hydrologist would be in attendance on May 15, 2018.
May 11, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tsuut'ina Nation	Email	N/A	N/A	Norine Saddleback emailed that the previous email Dallas Maynard had sent sounded good to her.
May 14-15, 2018	Syed Abbas, Mark Svenson, Seamas Skelly, Alberta Transportation	Tanis Onespot, Norine Saddleback, Violet Meguinis, Charlene Jacobs, Twylla Starlight,	Meeting	Tsuut'ina Nation expressed concerns that following a flood there will be a smell in the dry reservoir and the soil will be dried and crack.	None at this time.	A meeting was held at the Grey Eagle Resort with Tsuut'ina Nation, Alberta Transportation, and Stantec to discuss Tsuut'ina Nation's

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	Clare Edwards, Eric Monteith, Colin Buchanan, Talina Cyr-Steenkamp, Dan Yoshisaka, Dave Morgan, Stantec Dallas Maynard, Jennifer Hallson, DEMA Land Services Kathleen Perchaluk, Aboriginal Consultation Office	Councillor Vincent Crowchild, Councillor Lyle Dodginghorse, Marlene Owl-Simon, Sammy Simon, Lena Big Plume, Ted Simon, Carlton Jacobs, Tsuut'ina Nation Christina Trotter, Leslie Beckmann, PGL Environmental Virginia Mathers, Mandell Pinder LLP		Tsuut'ina Nation expressed concerns that late June is the beginning of the ceremony season, but the Project review and Information Request (IR) process will be occurring at the same time. Tsuut'ina Nations wants the opportunity to continue to participate meaningfully in the Project. Tsuut'ina Nation noted that with the proposed Bragg Creek emergency exit access road, even though it's being managed through Rocky View Country, road changes need to be considered cumulatively and cohesively. Will open a corridor and have a regional impact and causes security concerns. Tsuut'ina Nation asked whether the riparian area adjacent to the proposed Project will be accessible and if the concrete infrastructure will block it.	None at this time. None at this time. None at this time.	concerns and Alberta Transportation's responses and proposed mitigation measures, as in Table 7-3.

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				<p>Tsuut'ina Nation inquired whether precipitation, specifically fog, has been considered in Project planning, noting that climate change has resulted in a lot of fog, ice, wind, heat, and other weather patterns.</p>	<p>None at this time.</p>	
				<p>Tsuut'ina Nation expressed concern that the current EIA dismisses any interaction with the upstream mitigation planning, i.e., Redwood Meadows and Bragg Creek. The project is not being looked at holistically or considering cumulative effects.</p>	<p>At the meeting, Alberta Transportation provided Tsuut'ina Nation with copies of the June 6, 2017 letter from Minister Brian Mason to Chief Lee Crowchild that suggested a working group be formed to discuss mitigation at Redwood Meadows.</p> <p>Alberta Transportation explained the province is looking at flood mitigation at Bragg Creek, and projects will not be designed to wipe each other out.</p> <p>Tsuut'ina Nation and Alberta Transportation will meet at a later date to discuss next steps regarding appropriate mitigation for Redwood Meadows.</p>	

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				Tsuut'ina Nation expressed concern that the potential impacts to Tsuut'ina Nation have not been adequately predicted and "sensitivity models" were not done.	At the meeting, Alberta Transportation indicated that they had done some sensitivity analyses, and these are explained in the hydrology report. Alberta Transportation also indicated that in some areas doing increased sensitivity analysis does not provide increased value. Alberta Transportation committed to looking into further sensitivity models.	
				Tsuut'ina Nation recommended that the southern project boundaries should be moved onto Tsuut'ina Nation land, so wells can be assessed, and the boundary would then be on a more reliable hydrogeologic boundary.	At the meeting, Alberta Transportation committed to revising the hydrogeological model to include the Tsuut'ina Nation reserve.	
				Tsuut'ina Nation expressed concerns about safety and requested a communication plan to ensure that Nations and reserves receive warning about potential floods.	At the meeting, Alberta Transportation explained that Rocky View County would have an emergency notification plan that would notify everyone; they would have a list of people to contact.	

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				Tsuut'ina Nation recommended that a work plan be established to consider resource revenue sharing, cumulative effects, climate change, construction monitoring, and long-term monitoring (for the life of the Project).	At the meeting, Alberta Transportation expressed its willingness to discuss monitoring, and to work together on a plan to move forward.	
May 14, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Norine Saddleback, Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson resent the March 1, 5, 6, and 7, 2018 workshop notes, as requested at the May 14, 2018 meeting.
May 14, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Virginia Mathers, Mandell Pinder LLP on behalf of Tsuut'ina Nation Norine Saddleback, Tsuut'ina Nation	Email	PGL identified a number of deficiencies in the March 2018 EIA including deficiencies in: availability of data, spatial scoping for hydrogeology, effects linkages, definition of significance, cumulative effects, and effects of the project on the environment/climate change.	N/A	Virginia Mathers sent a copy of <i>Springbank Off-Stream Reservoir Project EIS – Selected Section: Second Sufficiency Review</i> by PGL Environmental Group, dated April 16, 2018, that had been submitted to CEAA. More detail on the concerns raised by the technical review is captured in the Specific Concerns and Response Table.
May 15, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tanis Onespot, Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed photos of the meeting sign in sheets, as requested at the May 15, 2018 meeting.

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May 16, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tanis Onespot, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed information about upcoming CEAA public information sessions. A copy of the advertisement was attached. He also indicated that the EIA is now in its review period with the federal regulator and the public comment period is over May 31, 2018.
June 14, 2018	Landon Reppert, Executive Director, Alberta Transportation	Tanis Onespot, Tsuut'ina Nation	Letter	N/A	N/A	A USB flash drive with the August 2014-February 2017 revised Record of Consultation (ROC) logs and accompanying letter was sent via Purolator. The letter indicated that the ROC logs had been corrected and Tsuut'ina Nation had 30 working days to review the ROC logs for any errors and omissions.
June 14, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Tanis Onespot, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson emailed a copy of the above June 14, 2018 letter that was accompanying the USB flash drive.
June 18, 2018	Landon Reppert, Executive Director, Alberta Transportation	Tanis Onespot, Tsuut'ina Nation	Postal delivery	N/A	N/A	The June 14, 2018 ROC package was delivered.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: July-August 2018

TSUUT'INA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Tanis Onespot
 Contact Phone Number: Office: 403-281-4455 Cell: 403-971-6613
 Email: tonespot@tsuutina.com
 Mailing Address: 9911 Chiila Blvd., Tsuut'ina AB. T2W 6H

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
July 10, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tanis Onespot, Norine Saddleback, David Onespot, Justin Onespot, Declan Starlight, Violet Meguinis, Vincent Crowchild, Lyle Dodginghorse, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed to request a second set of meetings to complete the review of Tsuut'ina Nation's concerns and Alberta Transportation responses as presented in <i>Table 7-3 SR1 Project Specific Concerns and Responses – Tsuut'ina Nation</i> (Table 7-3), and respond to the hydrology and other concerns expressed. Alberta Transportation would also like

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						to include Alberta Culture and Tourism (ACT) and Alberta Environment and Parks (AEP) in the meetings.
July 11, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tsuut'ina Nation	Email	N/A	N/A	Norine Saddleback emailed to suggest meeting dates in early to mid August. She requested tentative dates.
July 12, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation Syed Abbas, Alberta Transportation	Norine Saddleback, Tsuut'ina Nation	Email	Concerns expressed regarding flood mitigation in and around the Tsuut'ina Reserve, including the Springbank Off-Stream Reservoir program, and how none will protect their reserve from flooding and could increase their vulnerability.	None at this time.	Norine Saddleback emailed a letter dated July 12, 2018 from Chief Lee Crowchild and Councillor Vincent Crowchild to Minister Brian Mason, outlining concerns regarding flood mitigation in and around Tsuut'ina Nation, and requesting a meeting on August 14, 2018.
				Tsuut'ina Nation expressed concerns with how SR1 will interact with other flood mitigation projects in the area.	None at this time.	
July 12, 2018	Syed Abbas, Alberta Transportation	Norine Saddleback, Tsuut'ina Nation	Email	N/A	N/A	Syed Abbas thanked Norine Saddleback.
July 12, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Eva Roberts, Mandell Pinder LLP, on behalf of Tsuut'ina Nation	Email	The letter from Mandell Pinder summarized the comments and concerns listed in PGL's technical review.	N/A	Eva Roberts forwarded an email with the July 12, 2018 letter from Tsuut'ina Nation. Attached to the letter was the following:

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				<p>PGL's technical review provided comments, concerns, and information requests regarding hydrogeology, hydrology, vegetation/wetlands, wildlife, federal lands, and cumulative effects.</p> <p>Tsuut'ina Nation agrees with the concerns set out by Robert J Huzjak on dam design and dam safety:</p> <ul style="list-style-type: none"> • Adequate information is not available for a regulatory authority or an independent engineer to evaluate the feasibility of the concepts and the safety of the dam and other project components. • Adequate information was not provided to evaluate the technical, safety, and performance differences and risks between the MC1 and SR1 alternatives. • Potential failure modes for the dam and other facilities do not appear to have been identified and therefore, have not been addressed in development of the design concept. 		<ol style="list-style-type: none"> 1. A letter dated June 20, 2018 from Mandell Pinder to Canadian Environmental Assessment Agency (CEAA) outlining Tsuut'ina Nation's concerns with the EIA. 2. <i>Springbank Offstream Reservoir Project EIS Technical Review and Information Requests</i> by PGL Environmental Consultants, dated June 15, 2018. 3. The Natural Resources Conservation Board's February 2018 questions on the EIA, as referenced in Mandell Pinder's June 20, 2018 letter. 4. Comments by civil engineer Robert J. Huzjak on dam feasibility and dam safety. <p>More detail on the concerns raised by the technical review is captured in the Specific Concerns and Response Table.</p>

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				<ul style="list-style-type: none"> The design includes a gated outlet that enables, or could result in, the dam storing waste water for prolonged periods of time. It does not appear that the design has adequately considered this condition, which could impact the safety of the dam. 		
July 12, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tanis Onespot, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed to suggest dates between August 7-10, 2018, or early the next week, to meet. He also indicated he would like to meet with Norine Saddleback and Tanis Onespot to develop the agenda, and asked for dates and times that he could drop by their office.
July 13, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tsuut'ina Nation Virginia Mathers, Mandell Pinder LLP	Email	N/A	N/A	Dallas Maynard emailed to confirm receipt of the July 12, 2018 letter to the Minister, and the attachment.
July 16, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tanis Onespot, Vincent Crowchild, Lyle Dodginghorse, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed to let Norine Saddleback know he was in the office and available to speak with her about setting up meetings. He also indicated he would be in Calgary later in the week to meet in person.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
July 19, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tsuut'ina Nation	Phone call	N/A	N/A	Norine Saddleback called Dallas Maynard. She indicated Tsuut'ina Nation was working on a budget for additional technical work related to hydrogeology and groundwater on the reserve. Dallas Maynard asked for this budget as soon as possible so he could forward it to Alberta Transportation. Dallas Maynard requested dates to meet to continue going through Table 7-3. Norine Saddleback said she was away the next week, but Tanis Onespot was available.
July 19, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tanis Onespot, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed the July 19, 2018 phone log. He asked for Tsuut'ina Nation's budget for the concerns and response meetings as soon as possible. He also requested a meeting with Tanis Onespot for the next week to discuss further meetings to go over Table 7-3 and develop an agenda.

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July 20, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Tanis Onespot, Norine Saddleback, Tsuut'ina Nation	Email	See May 14-15, 2018 entry.	Alberta Transportation is revising the hydrogeological modeling, in particular extending the southern boundary of the model to include the reserve.	Jennifer Hallson emailed a letter from Landon Reppert, Alberta Transportation. Alberta Transportation acknowledged receipt of two documents received from Tsuut'ina Nation. Advised that based on comments from PGL Environmental, Alberta Transportation is revising the hydrogeological modeling, in particular extending the southern boundary of the model to include the reserve. Alberta Transportation also indicated that Dallas Maynard would be in contact regarding a meeting continue to go over Tsuut'ina Nation's concerns.
July 20, 2018	Landon Reppert, Executive Director, Alberta Transportation	Tanis Onespot, Tsuut'ina Nation	Letter	N/A	N/A	The July 20, 2018 letter was sent via registered mail.
July 20, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Tanis Onespot, Norine Saddleback, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson emailed the May 14-15, 2018 draft meetings notes for review.

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July 20, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tsuut'ina Nation	Text message	N/A	N/A	Norine Saddleback texted that she was sending Dallas Maynard a proposal to conduct an assessment of flood mitigation options for Redwood Meadows. She asked for approval as soon as possible.
July 20, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tsuut'ina Nation	Text message	N/A	N/A	Dallas Maynard texted back to ask when he can expect the budget.
July 20, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tsuut'ina Nation	Text message	N/A	N/A	Norine Saddleback texted that Roy Crowther will be sending the proposal as soon as possible.
July 20, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tsuut'ina Nation	Text message	N/A	N/A	Dallas Maynard replied that he has the department standing by to review and approve the proposal.
July 20, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tsuut'ina Nation	Text message	N/A	N/A	Norine Saddleback provided Roy Crowther's contact information and asked Dallas Maynard to connect with him as she is unable to send the proposal.
July 20, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Roy Crowther, Aquatic Resource Management Ltd. for Tsuut'ina Nation	Phone call	N/A	N/A	Roy Crowther let Dallas Maynard know that he would have the proposal to him in about half an hour.

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July 20, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tsuut'ina Nation	Text message	N/A	N/A	Dallas Maynard texted that he had spoken to Roy Crowther and Roy Crowther will have the proposal sent soon. Dallas Maynard said he would send emails to Norine Saddleback and Roy Crowther once he gets approvals.
July 20, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Roy Crowther, Aquatic Resource Management Ltd. for Tsuut'ina Nation	Email	N/A	N/A	Roy Crowther provided scope and budgets to conduct an assessment of flood mitigation options for Redwood Meadows for Tsuut'ina Nation.
July 20, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Roy Crowther, Aquatic Resource Management Ltd. for Tsuut'ina Nation	Phone call	N/A	N/A	Dallas Maynard called Roy Crowther. No answer, no message left.
July 20, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Roy Crowther, Aquatic Resource Management Ltd. for Tsuut'ina Nation	Phone call	N/A	N/A	Roy Crowther called Dallas Maynard. Dallas Maynard confirmed he had received the scope of work and would confirm approval the next day hopefully.
July 21, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tanis Onespot, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed that Tsuut'ina Nation's scope of work and budget had been approved. Dallas Maynard also asked Tanis Onespot to let him know when he could stop by her office to plan upcoming meetings.

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July 21, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tanis Onespot, Tsuut'ina Nation	Phone call	N/A	N/A	Dallas Maynard called Tanis Onespot. He left a message that their budget had been approved.
July 21, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tanis Onespot, Tsuut'ina Nation	Phone call	N/A	N/A	Tanis Onespot called Dallas Maynard back. She indicated there might be a small amount of additional costs for the staff. Dallas Maynard asked that invoices for the additional costs be sent separately. They also agreed on August 8, 2018 to continue to review Table 7-3.
July 21, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Roy Crowther, Aquatic Resource Management Ltd. for Tsuut'ina Nation	Text message	N/A	N/A	Dallas Maynard texted Roy Crowther that the scope of work had been approved.
July 21, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Roy Crowther, Aquatic Resource Management Ltd. for Tsuut'ina Nation	Text message	N/A	N/A	Roy Crowther thanked Dallas Maynard and indicated they were starting the work that day.
July 21, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Roy Crowther, Aquatic Resource Management Ltd. for Tsuut'ina Nation	Text message	N/A	N/A	Dallas Maynard thanked Roy Crowther.
July 21, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tanis Onespot, Tsuut'ina Nation	Email	N/A	N/A	Tanis Onespot emailed dates she was available to meet in response to Dallas Maynard's request to meet to discuss future meetings in his earlier July 21, 2018 email.

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July 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tanis Onespot, Norine Saddleback, Violet Meguinis, Vincent Crowchild, Lyle Dodginghorse, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed out a meeting invite for August 8, 2018 to continue discussions on Tsuut'ina Nation's concerns and Alberta Transportation's responses in Table 7-3.
July 24, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tanis Onespot, Norine Saddleback, Vincent Crowchild, Lyle Dodginghorse, Tsuut'ina Nation Roy Crowther, Aquatic Resource Management Ltd. for Tsuut'ina Nation	Email	N/A	N/A	Dallas emailed Tanis Onespot to let her know that AEP will share LiDAR data with Tsuut'ina for the purposes of their assessment of flood mitigation options for Redwood Meadows. Dallas Maynard asked Tanis Onespot to reply to the email with acceptance of the proposed terms, and indicated he could drop off the data the next day.
July 24, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Jim Big Plume, Tsuut'ina Nation Roy Crowther, Aquatic Resource Management Ltd. for Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard forwarded the above July 24, 2018 email to Jim Big Plume, indicating he needed Tsuut'ina to confirm they agree with the terms for release of the LiDAR data.
July 24, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Vanessa Eagletail, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard forwarded the first July 24, 2018 email.
July 24, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Vanessa Eagletail, Tsuut'ina Nation	Email	N/A	N/A	Vanessa Eagletail emailed to confirm that Tsuut'ina Nation accepts the terms for release of the LiDAR data.

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July 24, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Vanessa Eagletail, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard thanked Vanessa Eagletail.
July 25, 2018	Landon Reppert, Executive Director, Alberta Transportation	Tanis Onespot, Tsuut'ina Nation	Postal Delivery	N/A	N/A	The July 20, 2018 letter regarding Alberta Transportation acknowledging receipt of the two documents received from Tsuut'ina Nation on May 14, 2018 and May 30, 2018 was delivered.
July 25, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Roy Crowther, Aquatic Resource Management Ltd. for Tsuut'ina Nation	Personal delivery	N/A	N/A	Dallas Maynard met Roy Crowther to drop off the LiDAR data.
July 25, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tanis Onespot, Norine Saddleback, Tsuut'ina Nation	Email	N/A	N/A	Tanis Onespot emailed a budget for an additional land use visit with Dr. David Johnson for the SR1 project.
July 25, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Jim Big Plume, Tanis Onespot, Violet Meguinis, Norine Saddleback, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed Jim Big Plume to let him know he had given the LiDAR data to Roy Crowther. Attached was the <i>DTM Creation Report</i> for the LiDAR data.
July 27, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tanis Onespot, Norine Saddleback, Tsuut'ina Nation	Text message	N/A	N/A	Dallas Maynard texted to confirm the August 8, 2018 meeting. He indicated he has representatives from AEP and ACT attending, as well as the Assistant Deputy Minister. He also asked for a budget for the meeting.

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July 27, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tsuut'ina Nation	Text message	N/A	N/A	Norine Saddleback texted that she had asked for August 13-14, 2018 but will check schedules.
July 27, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tanis Onespot, Norine Saddleback, Tsuut'ina Nation	Text message	N/A	N/A	Dallas Maynard texted to ask Norine Saddleback to check with her attendees and get back to him when she could with which dates work.
July 27, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tsuut'ina Nation	Text message	N/A	N/A	Norine Saddleback texted that they are already scheduled for those dates but will double book.
July 27, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tsuut'ina Nation	Text message	N/A	N/A	Dallas Maynard texted to ask Norine Saddleback to let him know which days Tsuut'ina would like to meet as soon as possible so he can book meeting rooms.
July 30, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard called Norine Saddleback. No answer.
July 30, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tsuut'ina Nation	Text message	N/A	N/A	Norine Saddleback texted that she couldn't talk.
July 30, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tsuut'ina Nation	Text message	N/A	N/A	Dallas Maynard texted that he wanted to chat about the August 8, 2018 meeting and asked Norine Saddleback to call him when she could.

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July 30, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tsuut'ina Nation	Text message	N/A	N/A	Norine Saddleback texted she was in a meeting but would call Dallas Maynard during the break.
July 30, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tsuut'ina Nation	Text message	N/A	N/A	Dallas Maynard thanked Norine Saddleback.
July 31, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tsuut'ina Nation	Text message	N/A	N/A	Dallas Maynard texted Norine that he had received her acceptance of the meeting invite for August 8, 2018 meeting. He said they would have AEP and ACT in attendance, and asked for a budget.
July 31, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tsuut'ina Nation	Text message	N/A	N/A	Norine Saddleback replied that she has no reception but will make sure they have staff present.
July 31, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tsuut'ina Nation	Text message	N/A	N/A	Dallas Maynard replied that Councillor Vincent Crowchild has accepted the meeting invite and Tanis Onespot said she was available.
August 3, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tsuut'ina Nation	Phone call	N/A	N/A	Dallas Maynard called to ask if Tsuut'ina Nation would have their legal counsel present at the August 8, 2018 meeting. Norine Saddleback responded she wasn't sure and would call back.

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August 3, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tsuut'ina Nation	Phone call	N/A	N/A	Norine Saddleback called and confirmed their legal counsel (Mandell Pinder) and consultant (PGL Environmental) would be calling in to the August 8, 2018 meeting.
August 3, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation.	Tanis Onespot, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson emailed the cover letter from Landon Reppert, Alberta Transportation that accompanied a USB flash drive with the March 2017-April 2018 Record of Consultation (ROC) logs and Specific Concerns and Response Table (SCRT). The cover letter indicated that Tsuut'ina Nation had 70 working days to review the ROC logs and SCRT for any errors and omissions. This 70 day review period was to begin on August 13, 2018. She indicated she would bring the package to the August 8, 2018 meeting.
August 8, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tsuut'ina Nation	Text message	N/A	N/A	Norine Saddleback texted asking if the meeting was 10 am-3 pm, as she had not seen an agenda.

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August 8, 2018	Crystal Damer, Mark Svenson, Seamas Skelly, Alberta Transportation Jim Howell, Talina Cyr-Steenkamp, Stantec JoAnn Jamieson, McClennan Ross Dallas Maynard, Jennifer Hallson, Alexandra Burchill, DEMA Land Services	Tanis Onespot, Norine Saddleback, Steve Runner, Violet Meguinis, Twylla Starlight., Declan Starlight, Tsuut'ina Nation Virginia Mathers, Mandell Pinder Leslie Beckman, Christina Trotter, PGL Environmental Roy Crowther, Aquatic Resource Management Ltd. Jon Fennel, Integrated Sustainability	Meeting	Capacity for monitoring for the life cycle of the Project.	N/A	A meeting was held at the Grey Eagle Hotel in Calgary, Alberta to continue going over Table 7-3. Jon Fennell provided initial results from Tsuut'ina Nation's assessment of flood mitigation options for Redwood Meadows. Kathleen Perchaluk and Kate McEwan of the Aboriginal Consultation Office were in attendance as observers.
				Would like the river to be looked at as navigable waterway.	N/A	
				Historic trails and pathways.	N/A	
				If it becomes a manmade lake, what will happen.	N/A	
				Fish and fish habitat: mitigation for salvaging; if there is fish rescue will the Nation be included; alteration and destruction of fish habitat; Treaty right to fish must be protected.	N/A	
				Downstream effects during drainage.	N/A	
				Alberta Environment and Parks (AEP) needs to be at the table.	N/A	
				Water quality during drawdown.	N/A	
				Impacts to water during construction.	N/A	
				What is the plan for riparian areas.	N/A	
				Long term viability of wildlife, species at risk, and biodiversity.	N/A	
Requested on reserve air quality assessment.	N/A					

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				Concerns that the emergency response plan would be developed after Project approvals, and Tsuut'ina Nation would not be able to assess the plan.	Alberta Transportation committed to trying to expediate the process of developing emergency response plans and bringing the information back to Tsuut'ina Nation.	
August 8, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Tanis Onespot, Tsuut'ina Nation	Personal delivery	N/A	N/A	Jennifer Hallson delivered the ROC package.
August 8, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Personal delivery	Tsuut'ina Nation undertook a site visit and identified tipi rings, a possible medicine wheel, possible campsites, and possible bison jumps (exact locations unclear).	N/A	After the August 8, 2018 meeting, Violet Meguinis provided a draft summary of their additional land use visit with Dr. David Johnson for the SR1 project from July 2018 (<i>Tsuut'ina Nation Traditional Land Use Study Springbank Off-Stream Reservoir Project, draft dated August 8, 2018</i>).
August 13, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Leslie Beckmann, PGL Environmental for Tsuut'ina Nation Norine Saddleback, Tsuut'ina Nation Virginia Mathers, Mandell Pinder	Email	N/A	N/A	Leslie Beckmann provided invoices for their work done for Tsuut'ina Nation.

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August 15, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tanis Onespot, Charlene Jacobs, Tsuut'ina Nation	Email	N/A	N/A	Norine Saddleback emailed regarding invoices for Mandell Pinder, indicating Charlene Jacobs would be sending the invoice the next day.
August 15, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tanis Onespot, Charlene Jacobs, Tsuut'ina Nation	Email	N/A	N/A	Norine Saddleback sent outstanding hours for Mandell Pinder.
August 16, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Tanis Onespot, Norine Saddleback, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson provided a map of the Historic Resource Values for the SR1 area, along with links where the data and information is available online, as was requested at the August 8, 2018 meeting.

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August 17, 2018	Minister Brian Mason, Alberta Transportation	Chief Lee Crowchild, Tsuut'ina Nation	Letter	N/A	N/A	Minister Brian Mason sent a letter to Chief Lee Crowchild. He thanked the Chief for his previous letter and for the comments provided to CEAA. He referenced the August 8, 2018 meeting and the additional work Tsuut'ina Nation is doing that the Government of Alberta approved, and agreed to the extra time required by the consultants to finish the work. Minister Brian Mason stated that the Government of Alberta is committed to working with Tsuut'ina Nation to address flood mitigation for Redwood Meadows, and requested a meeting the third week of September 2018 to discuss SR1.

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August 20, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tanis Onespot, Norine Saddleback, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed regarding the invoices provided by PGL Environmental. He explained that Alberta Transportation is prepared to consider and review reimbursement to Tsuut'ina Nation for costs related to SR1 consultation. He stated that Alberta Transportation does not reimburse legal fees. He also explained that some of these costs would be covered under CEAA funding. Dallas Maynard asked for a budget that included costs related only to the SR1 consultation.
August 22, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tanis Onespot, Norine Saddleback, Tsuut'ina Nation	Text message	N/A	N/A	Dallas Maynard texted to ask if September 6, 2018 would work for a meeting.
August 22, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tanis Onespot, Norine Saddleback, Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed the August 22, 2018 text log and asked if September 6, 2018 would work for a meeting. He also said he would be in Calgary Thursday and Friday if they could meet to discuss the recent invoices submitted.

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August 22, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tsuut'ina Nation	Text message	N/A	N/A	Norine Saddleback texted that she was in a meeting but would discuss the dates.
August 22, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tsuut'ina Nation	Text message	N/A	N/A	Dallas Maynard asked Norine to let him know if she would like him to come by Tsuut'ina Nation's office to discuss their consultation costs and invoices.
August 22, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tanis Onespot, Norine Saddleback, Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard sent a corrected text log as he had the wrong date on it.
August 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tsuut'ina Nation	Phone call	N/A	N/A	Dallas Maynard called Norine Saddleback. No answer, so he left a message asked Norine Saddleback to call him back to discuss meeting dates.
August 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tanis Onespot, Tsuut'ina Nation	Phone call	N/A	N/A	Dallas Maynard called Tanis Onespot. Dallas Maynard said he had left a message with Norine Saddleback about meeting dates and discussing the invoices. Tanis Onespot indicated Norine Saddleback was in and Dallas Maynard requested that Norine Saddleback call him.

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August 27, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tanis Onespot, Norine Saddleback, Violet Meguinis, Lyle Dodginghorse, Vincent Crowchild, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed that the Government of Alberta would like to keep meetings on SR1 and meetings on Redwood Meadows separate. He indicated he had booked September 6, 2018 at the Grey Eagle Hotel to discuss Tsuut'ina Nation's assessment of flood mitigation options for Redwood Meadows. He also asked if Tsuut'ina's consultants would be prepared to present on that date on their results.
August 28, 2018	Crystal Damer, Assistant Deputy Minister, Alberta Transportation	Tanis Onespot, Tsuut'ina Nation	Letter	N/A	N/A	A USB flash drive and cover letter was sent to Tsuut'ina Nation. The cover letter explained that the USB had photographs and video footage of the physical SR1 model, as shown at the May 14-15, 2018 meetings.
August 28, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Tanis Onespot, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson emailed the August 8, 2018 meeting notes for review. She also indicated a USB flash drive was being sent with photographs and video of the physical SR1 model.

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August 29, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Jim Big Plume, Tsuut'ina Nation	Email	N/A	N/A	Jim Big Plume emailed to request that he be provided time at the meeting to present on their findings of cultural sites in the SR1 and Redwood areas.
August 29, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tsuut'ina Nation	Phone call	N/A	N/A	Dallas Maynard called Norine Saddleback. There was no answer.
August 29, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tsuut'ina Nation	Text	N/A	N/A	Norine Saddleback texted Dallas Maynard to ask if she could call him later.
August 29, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tsuut'ina Nation	Text	N/A	N/A	Dallas Maynard replied "yes" to Norine Saddleback,
August 29, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tsuut'ina Nation	Text	N/A	N/A	Norine Saddleback texted that she is in a meeting. She said September 6, 2018 would not work, and was trying to confirm internally September 14, 17, or 21, 2018.

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August 29, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tsuut'ina Nation	Phone call	N/A	N/A	Norine Saddleback called Dallas Maynard. She confirmed September 6, 2018 would not work. They discussed that the SR1 meeting(s) and Redwood Meadows meeting(s) should be kept separate. Norine Saddleback said she was looking at September 14, 17, or 21, 2018 and she would send an email soon to hold those dates. Dallas Maynard also discussed meeting with Tsuut'ina Nation to discuss their invoices.
August 29, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tsuut'ina Nation	Email	N/A	N/A	Norine Saddleback declined the September 6, 2018 meeting and proposed dates of September 14, 17 or 21, 2018. She indicated there were two separate meetings, for SR1 and for Redwood Meadows.
August 29, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Roy Crowther, Aquatic Resource Management Ltd. for Tsuut'ina Nation	Personal delivery	N/A	N/A	Dallas Maynard met Roy Crowther to pick up the LiDAR data that had previously been provided to Tsuut'ina Nation.

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August 29, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tanis Onespot, Norine Saddleback, Violet Meguinis, Lyle Dodginghorse, Vincent Crowchild, Jim Big Plume, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard cancelled the September 6, 2018 meeting.
August 30, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tsuut'ina Nation	Email	N/A	N/A	Norine Saddleback thanked Dallas Maynard and said she was finalizing a date internally.
August 30, 2018	Crystal Damer, Assistant Deputy Minister, Alberta Transportation	Tanis Onespot, Tsuut'ina Nation	Postal delivery	N/A	N/A	The August 28, 2018 package was delivered.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: September-October 2018

TSUUT'INA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Tanis Onespot
Contact Phone Number: Office: 403-281-4455 Cell: 403-971-6613
Email: tonespot@tsuutina.com
Mailing Address: 9911 Chiila Blvd., Tsuut'ina AB. T2W 6H

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
September 3, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tanis Onespot, Melissa Onespot, Twylla Starlight, Violet Meguinis, Lyle Dodginghorse, Nadine Crowchild, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed that he would confirm meeting dates with the Alberta Transportation team and get back to Norine Saddleback.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
September 3, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tanis Onespot, Twylla Starlight, Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed to follow up on invoices sent to him by PGL Environmental on August 13, 2018 and his response on August 20, 2018. He offered to meet or have a conference call with Tsuut'ina Nation to discuss the invoices.
September 6, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tanis Onespot, Melissa Onespot, Eva Meguinis, Twylla Starlight, Terry Braun, Charlene Jacobs, Violet Meguinis, Lyle Dodginghorse, Vincent Crowchild, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed out a meeting invitation for September 21, 2018. He indicated the morning would be a meeting to discuss Redwood Meadows and the additional work being done by Roy Crowther for Tsuut'ina Nation. The afternoon meeting would focus on SR1 and concerns and responses.

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September 6, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tanis Onespot, Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed to request the GPS locations for the cultural sites identified in Tsuut'ina Nation's TUS report. He mentioned this was discussed at the last meeting (August 8, 2018) and was an action item for Tsuut'ina Nation. If the data was received in the next few days, Stantec could have a map ready for the September 21, 2018 meeting.
September 10, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tanis Onespot, Charlene Jacobs, Twylla Starlight, Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed to follow up on the PGL invoices and asked for Tsuut'ina Nation to provide an invoice so that DEMA can reimburse Tsuut'ina for the costs. He also asked for a budget for any future consultation costs for the SR1 project and a separate budget for the Redwood Meadows work.
September 11, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tsuut'ina Nation	Phone call	N/A	N/A	Dallas Maynard left a message on Norine Saddleback's cell phone asking if Tsuut'ina Nation was planning on having their legal counsel at the September 21, 2018 meeting. He asked her to call him back.

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September 11, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tanis Onespot, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard asked if Tsuut'ina Nation would have legal counsel at the September 21, 2018 meeting.
September 12, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tanis Onespot, Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard follow up on his September 6, 2018 email to ask again for GPS data so that Alberta Transportation can map those sites for the next meeting.
September 17, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tanis Onespot, Violet Meguinis, Vincent Crowchild, Lyle Dodginghorse, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed to ask permission to use the Traditional Land and Resource Use workshop notes from March 1, 5, 6, 7, 2018. The meeting notes were attached.
September 17, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tanis Onespot, Violet Meguinis, Vincent Crowchild, Lyle Dodginghorse, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard followed up on his September 12, 2018 email requesting GPS data.
September 17, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tanis Onespot, Melissa Onespot, Eva Meguinis, Twylla Starlight, Terry Braun, Charlene Jacobs, Violet Meguinis, Lyle Dodginghorse, Vincent Crowchild, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard sent an update on the location for the September 21, 2018 meetings along with agendas, and asked for any comments on the agendas.

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September 17, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tsuut'ina Nation	Phone call	N/A	N/A	Norine Saddleback called to request one agenda for the September 21, 2018 meetings instead of two. Dallas Maynard agreed and also said that Alberta Environment and Parks (AEP) will be attending the morning but not the afternoon.
September 18, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tanis Onespot, Violet Meguinis, Vincent Crowchild, Lyle Dodginghorse, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard sent a revised agenda for September 21, 2018 and also asked for the GPS data again.
September 20, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tanis Onespot, Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed regarding another PGL invoice. He explained that Alberta Transportation cannot pay third party invoices and can only pay Tsuut'ina Nation directly, and Alberta Transportation needs a budget before work is completed. He asked for an invoice from Tsuut'ina.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
September 21, 2018	<p>Crystal Damer, Mark Svenson, Seamas Skelly, Alberta Transportation</p> <p>Jim Howell, Colin Buchanan, Talina Cyr-Steenkamp, Liam Mackle, Stantec</p> <p>Susan Waywood, Alberta Justice</p> <p>Dallas Maynard, Alexandra Burchill, DEMA Land Services</p> <p>Even Friesenhan, Peter Onyshko, Alberta Environment and Parks</p>	<p>Chief Lee Crowchild, Tanis Onespot, Norine Saddleback, Vincent Crowchild, Lyle Dodginghorse, Charlene Jacobs, Nadine Crowchild, James Big Plumb, Terry Braun, Steve Runner, Twylla Starlight, Tsuut'ina Nation</p> <p>Roy Crowther, Aquatic Resource Management Ltd.</p> <p>Denis Westhoff, Juver Garcia, Westhoff Engineering Resources</p>	Meeting	Tsuut'ina Nation would like to see monitoring before, during, and after construction.	At the meeting, Alberta Transportation discussed that they would like to build a long term monitoring plan with Tsuut'ina Nation, and asked for them to think about how they would like to be involved.	<p>A meeting was held between Tsuut'ina Nation, Alberta Transportation, and Stantec.</p> <p>In the morning, Aquatic Resource Management Ltd. gave a presentation on their report "<i>To Develop a Risk and Data Gap Analysis and Template of Mitigation Requirements and Costs Associated with Providing Protection for the Tsuut'ina Lands adjacent to the Elbow River Upstream of the proposed Springbank Dry Dam (SR-1).</i>"</p> <p>In the afternoon, Alberta Transportation and Tsuut'ina Nation discussed future land use planning and monitoring.</p> <p>Kate McEwen of the Aboriginal Consultation Office (ACO) was in attendance to observe.</p>
				Concerned with impacts to wildlife, and wildlife habitat. Animal species are necessary for offerings, prayers, and ceremony. Species Tsuut'ina Nation is concerned about include grizzly bear, black bear, elk, and various other species.	None at this time.	
				Tsuut'ina Nation would like to see disaster planning.	None at this time.	
				Concerned about the impacts to fish habitat	None at this time.	
				Concerned about the use of concrete for the diversion structure.	None at this time.	
				Concerned about the ability to exercise spiritual rights, such as hunting, fishing, and harvesting plants.	None at this time.	
				Concerned with the impact climate change may have.	None at this time.	

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				Concerned with possible impacts to bird nests along the river.	At the meeting, Alberta Transportation indicated they will complete pre-construction nest sweeps and create buffers around bird nests based on recommendations from AEP.	
				Tsuut'ina Nation would like to see a land use plan and heritage resource plan.	At the meeting, Alberta Transportation discussed future land use planning and asked Tsuut'ina Nation to think about how they would like to see the lands used once the project is built.	
				Tsuut'ina Nation would like to be involved in managing and co-managing the post-flood clean-up.	None at this time.	
				Concerned with the protection of historic resource sites.	None at this time.	

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September 21, 2018	<p>Catherine McKenna, Minister of Environment and Climate Change</p> <p>Minister Brian Mason, Alberta Infrastructure and Transportation</p> <p>Minister Shannon Phillips, Environment and Parks</p> <p>Minister Richard Feehan, Indigenous Relations</p> <p>Honorable Rachel Notley</p> <p>Dallas Maynard, DEMA Land Services</p>	Chief Lee Crowchild, Councillor Vincent Crowchild, Councillor Lyle Dodginghorse, Tsuut'ina Nation	Letter	Tsuut'ina Nation expressed concerns that the Bragg Creek Project was not designated for environmental assessment under Canadian Environmental Assessment Agency (CEAA) 2012, and expressed concerns that the potential interaction between the Bragg Creek Project and SR1 would not be studied. Tsuut'ina Nation proposed multiple studies that they would like to be done.	N/A	Tsuut'ina Nation provided a copy of this letter at the September 21, 2018 meeting.
September 26, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tanis Onespot, Charlene Jacobs, Twylla Starlight, Vincent Crowchild, Lyle Dodginghorse, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard asked when Alberta Transportation can expect to receive a copy of Aquatic Resource Management Ltd.'s report on flood protection for Redwood Meadows that was discussed at the September 21, 2018 meeting. He also asked for the invoice for this work.

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September 26, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Melissa Onespot, Eva Meguinis, Tanis Onespot, Charlene Jacobs, Twylla Starlight, Vincent Crowchild, Lyle Dodginghorse, Terry Braun, Tsuut'ina Natino	Email	N/A	N/A	Dallas Maynard sent out a hold the date for October 11, 2018 to have a meeting to go over Tsuut'ina Nation's concerns and Alberta Transportation's responses.
September 27, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tsuut'ina Nation	Email	N/A	N/A	Norine Saddleback indicated their legal counsel Mandell Pinder and consultants PGL would be at the October 11, 2018 meeting.
September 27, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tanis Onespot, Charlene Jacobs, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed to follow up on invoices that had been sent to him from PGL. He indicated that Alberta Transportation is willing to reimburse these costs if an invoice from Tsuut'ina Nation is received. For future costs, Alberta Transportation requires a budget for anticipated costs up to the end of the fiscal year. He attached his September 20, 2018 email for reference.
October 3, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tanis Onespot, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard left a message for Tanis Onespot regarding the Aquatic Resource Management Ltd. report on flood protection for Redwood Meadows.

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October 3, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tanis Onespot, Charlene Jacobs, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed to ask when Tsuut'ina Nation would be submitting the Aquatic Resource Management Ltd. report on flood protection for Redwood Meadows, and when Tsuut'ina Nation would be submitting the invoice for this work.
October 3, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tanis Onespot, Twylla Starlight, Charlene Jacobs, Vincent Andrews, Lyle Dodginghorse, Vincent Crowchild, Tsuut'ina Nation	Email	N/A	N/A	Norine Saddleback emailed invoices for PGL, Mandell Pinder, and Aquatic Resource Management Ltd. She indicated their finance director was not in the office, and Norine Saddleback had been out of the office as well. She indicated she would need until the next day to have all the PGL invoices.
October 4, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tanis Onespot, Twylla Starlight, Charlene Jacobs, Vincent Andrews, Lyle Dodginghorse, Vincent Crowchild, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed to explain that Alberta Transportation need invoices from Tsuut'ina Nation, not from their consultants. He also explained that the Government of Alberta does not pay legal fees.

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October 4, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tanis Onespot, Twylla Starlight, Charlene Jacobs, Vincent Andrews, Lyle Dodginghorse, Vincent Crowchild, Adam Schneidmiller, Tsuut'ina Nation	Email	N/A	N/A	Norine Saddleback emailed that Tsuut'ina Nation was awaiting Dr. Johnson's input on an update to their traditional land use study for SR1. She discussed the March 2018 workshops and how that was a good example of engagement. She stated that the Aboriginal Consultation Office (ACO) does not provide meaningful capacity so support for Tsuut'ina Nation's project management is needed.
October 4, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Angela Heavenfire, Twylla Starlight, Vincent Andrew, Charlene Jacobs, Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed to let Norine Saddleback know that the remainder of the Traditional Use Study (TUS) invoice will be paid out now as the TUS report had been received.
October 4, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tsuut'ina Nation	Email	N/A	N/A	Norine Saddleback emailed to thank Dallas Maynard.
October 4, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Twylla Starlight, Tanis Onespot, Adam Schneidmiller, Vincent Andrew, Lyle Dodginghorse, Vincent Crowchild, Charlene Jacobs, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed to ask for invoices from Tsuut'ina Nation as payments cannot be made directly to third party consultants. He again asked for budget for anticipated costs.

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October 4, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Melissa Onespot, Eva Meguinis, Tanis Onespot, Charlene Jacobs, Twylla Starlight, Vincent Crowchild, Lyle Dodginghorse, Terry Braun, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed a draft agenda for the October 11, 2018 meeting.
October 4, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Charlene Jacobs, Norine Saddleback, Twylla Starlight, Tanis Onespot, Adam Schneidmiller, Vincent Andrew, Lyle Dodginghorse, Vincent Crowchild, Tsuut'ina Nation	Email	N/A	N/A	Charlene Jacobs emailed that she had completed an invoice on their template and asked Dallas Maynard to respond to Norine Saddleback with the next steps. Note: no invoices were attached to the email.
October 4, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tsuut'ina Nation	Email	N/A	N/A	Norine Saddleback accepted the meeting invite for the October 11, 2018 meeting.
October 4, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Virginia Mathers, Mandell Pinder Norine Saddleback, Charlene Jacobs, Tsuut'ina Nation	Email	N/A	N/A	Virginia Mathers emailed to let Norine Saddleback know she and PGL would be at the October 11, 2018 meeting.

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October 4, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tanis Onespot, Lyle Dodginghorse, Vincent Crowchild, Vincent Andrew, Nadine Crowchild, Charlene Jacobs, Twylla Starlight, Justin Jimmy, Tsuut'ina Nation Juver Garcia, Westhoff Engineering Resources Roy Crowther, Aquatic Resource Management Ltd.	Email	N/A	N/A	Norine Saddleback emailed to ask Juver Garcia to send the link to the Aquatic Resource Management report on flood protection for Redwood Meadows to Dallas Maynard.
October 4, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Juver Garcia, Westhoff Engineering Resources Norine Saddleback, Tanis Onespot, Lyle Dodginghorse, Vincent Crowchild, Vincent Andrew, Nadine Crowchild, Charlene Jacobs, Twylla Starlight, Justin Jimmy, Tsuut'ina Nation Roy Crowther, Aquatic Resource Management Ltd.	Email	N/A	N/A	Juver Garcia send a link where the Aquatic Resource Management Ltd. report on flood protection for Redwood Meadows can be downloaded.
October 4, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Leslie Beckmann, PGL Environmental Norine Saddleback, Tsuut'ina Nation	Email	N/A	N/A	Leslie Beckmann emailed Norine Saddleback with a cost estimate for PGL to attend the October 11, 2018 meeting, and a cost estimate for PGL's time until the end of the fiscal year.

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October 4, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tanis Onespot, Lyle Dodinghorse, Vincent Crowchild, Vincent Andrew, Nadine Crowchild, Charlene Jacobs, Twylla Starlight, Justin Jimmy, Tsuut'ina Nation Juver Garcia, Westhoff Engineering Resources Roy Crowther, Aquatic Resource Management Ltd.	Email	N/A	N/A	Norine Saddleback emailed to thank Juver Garcia for the link.
October 5, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Charlene Jacobs, Tsuut'ina Nation	Phone call	N/A	N/A	Dallas Maynard called Charlene Jacobs to let her know no invoices had been attached to her October 4, 2018 email. Charlene Jacobs said she would send them.
October 5, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Charlene Jacobs, Norine Saddleback, Twylla Starlight, Tanis Onespot, Adam Schneidmiller, Vincent Andrew, Lyle Dodginghorse, Vincent Crowchild, Tsuut'ina Nation	Email	N/A	N/A	Charlene Jacobs resent her October 4, 2018 email with invoices for PGL costs attached.
October 5, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Charlene Jacobs, Norine Saddleback, Twylla Starlight, Tanis Onespot, Adam Schneidmiller, Vincent Andrew, Lyle Dodginghorse, Vincent Crowchild, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed to thank Charlene Jacobs for the invoices and said he would send them to Alberta Transportation for review.

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October 5, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Charlene Jacobs, Norine Saddleback, Twylla Starlight, Tanis Onespot, Adam Schneidmiller, Vincent Andrew, Lyle Dodginghorse, Vincent Crowchild, Tsuut'ina Nation	Email	N/A	N/A	Charlene Jacobs sent invoices for the Aquatic Resource Management Ltd. work.
October 5, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Charlene Jacobs, Norine Saddleback, Twylla Starlight, Tanis Onespot, Adam Schneidmiller, Vincent Andrew, Lyle Dodginghorse, Vincent Crowchild, Tsuut'ina Nation	Email	N/A	N/A	Charlene Jacobs sent invoices for Mandell Pinder costs and Trailmark costs.
October 7, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Charlene Jacobs, Norine Saddleback, Twylla Starlight, Tanis Onespot, Adam Schneidmiller, Vincent Andrew, Lyle Dodginghorse, Vincent Crowchild, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed to comment on the invoices Charlene Jacobs had sent. First, in relation to the Mandell Pinder costs, he explained again that the Government of Alberta does not cover legal fees. Second, he explained that a portion of the Trailmark costs had been paid on January 24, 2018. The remainder is in the process of being paid. Third, there was an invoice included by error for another project.

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October 9, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Charlene Jacobs, Twylla Starlight, Tanis Onespot, Adam Schneidmiller, Vincent Andrew, Lyle Dodginghorse, Vincent Crowchild, Tsuut'ina Nation	Email	N/A	N/A	Norine Saddleback emailed to reply to Dallas Maynard's email regarding the invoices. She indicated any further traditional use work with Dr. Johnson will be determined when he is back in November.
October 9, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Tanis Onespot, Norine Saddleback, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson emailed the meeting notes from September 21, 2108 for review.
October 9, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tsuut'ina Nation Leslie Beckmann, PGL	Email	N/A	N/A	Norine Saddleback sent the text form the October 4, 2018 email from Leslie Beckmann.
October 9, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tsuut'ina Nation	Email	N/A	N/A	Norine Saddleback emailed to ask for the ACO representative that had been at the September 21, 2018 meeting.
October 10, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tanis Onespot, Lyle Dodginghorse, Vincent Crowchild, Charlene Jacobs, Twylla Starlight, Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed that the PGL costs for the October 11, 2018 meeting were approved by Alberta Transportation. Alberta Transportation is still reviewing PGL's overall budget up to March 31, 2019.
October 10, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Charlene Jacobs, Tanis Onespot, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard sent the contact information for Kate McEwen, the ACO representative that was at the September 21, 2018 meeting.

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October 11, 2018	Crystal Damer, Mark Svenson, Seamas Skelly, Alberta Transportation Clare Edwards, Colin Buchanan, Jordan Toth, Liam Mackle, Dan Yoshisaka, Stantec Dallas Maynard, Jennifer Hallson, Amandah van Merlina, DEMA Land Services	Tanis Onespot, Norine Saddleback, Vincent Crowchild, Twylla Starlight, Terry Braun, Tsuut'ina Nation Virginia Mathers, Mandell Pinder Leslie Beckmann, Christina Trotter, PGL	Meeting	Emergency response process. Tsuut'ina Nation would like there to be an emergency response planning exercise. When a flood hits, both Alberta Transportation and Tsuut'ina Nation need to understand the process so people are prepared. Sediment and dust after a flood. Involvement of Tsuut'ina Nation in the regulatory/Information Request (IR) process. Concerns regarding the hydrogeology model.	None at this time. At the meeting, Alberta Transportation responded that there will be sediment deposition in the reservoir after a flood. At the meeting, Alberta Transportation indicated they were willing to discuss CEAA IRs of concern to Tsuut'ina. At the meeting, Alberta Transportation provided an update on the work being done on the hydrogeologic model. An additional 1850 wells from the Tsuut'ina reserve have been added. The additional work has confirmed the Elbow River as a hydrogeologic divide.	A meeting was held between Tsuut'ina Nation, Alberta Transportation, and Stantec at the Grey Eagle Hotel in Calgary, Alberta to review Table 7-3. Stantec provided a presentation on concerns and responses from Table 7-3 that had not been reviewed at previous meetings. The mitigation measures from the EIA were included in this presentation. Stantec also provided an update on the hydrogeological work that has been done since the last discussion at the May 14-15, 2018 meetings. Alberta Transportation, following up on discussion during the September 21, 2018 meeting and emails on September 6, 12, and 17, 2018, requested the GPS data

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				Tsuut'ina Nation voiced concerns about pipelines that run through their lands and if work had to be done on those.	At the meeting, Alberta Transportation described that the pipelines within the Project area would be retrofitted or relocated as required. It will be the responsibility of the pipeline operators to clean up any spills. Alberta Transportation confirmed only pipelines within the Project area would be moved, not pipelines on Tsuut'ina lands.	from Tsuut'ina Nation's TUS report again.
October 12, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation,	Chief Lee Crowchild, Councillor Vincent Crowchild, Councillor Lyle Dodginghorse, Tsuut'ina Nation	Letter	N/A	N/A	A copy of the letter provided September 21, 2018 was sent via mail.
October 17, 2018	Crystal Damer, Alberta Transportation	Charlene Jacobs, Chief Lee Crowchild, Vincent Crowchild, Lyle Dodginghorse, Norine Saddleback, Tanis Onespot, Twylla Starlight, Terry Braun, Tsuut'ina Nation	Email	Tsuut'ina Nation was concerned that the ACO was not present at the October 11, 2018 meeting.	N/A	A letter from Norine Saddleback to Kate McEwen, ACO, was sent via email.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: November-December 2018

TSUUT'INA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Tanis Onespot
Contact Phone Number: Office: 403-281-4455 Cell: 403-971-6613
Email: tonespot@tsuutina.com
Mailing Address: 9911 Chiila Blvd., Tsuut'ina AB. T2W 6H

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 5, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Roy Crowther, Aquatic Resource Management Ltd. for Tsuut'ina Nation	Email	N/A	N/A	Roy Crowther provided a winter program scope and budget for work on flood protection for Redwood Meadows up to March 2019.
November 7, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Charlene Jacobs, Tsuut'ina Nation	Phone call	N/A	N/A	Dallas Maynard called to ask for additional detail on Tsuut'ina Nation Invoice 185-2018-022. There was no answer and he left a message requesting Charlene Jacobs call him back.

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November 7, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Charlene Jacobs, Tanis Onespot, Norine Saddleback, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed to ask for more detail regarding Tsuut'ina Nation's Invoice 185-2018-022 covering PGL Environmental Consultants' costs. He requested that future invoices include PGL Environmental Consultants' original detailed invoice.
November 7, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Tanis Onespot, Norine Saddleback, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson provided the draft meeting notes from the October 11, 2018 meeting, asking for any comments or additions.
November 14, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tanis Onespot, Violet Meguinis, Lyle Dodginghorse, Vincent Crowchild, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard followed up on his September 12, 2018 email to request GPS data from Tsuut'ina Nation's Traditional Use Study (TUS).
November 14, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tanis Onespot, Violet Meguinis, Lyle Dodginghorse, Vincent Crowchild, Tsuut'ina Nation	Email	N/A	N/A	Norine Saddleback replied to Dallas Maynard's email that she does not have the data. She said that Dr. Johnson will be back this month, and to work with Tanis Onespot and Jim Big Plume on the Dr. Johnson report.

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November 14, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tanis Onespot, Twylla Starlight, Yolanda Jacobs, Declan Starlight, Nadine Crowchild, Violet Meguinis, Terry Braun, Tsuut'ina Nation Virginia Mathers, Mandell Pinder LLP Leslie Beckmann, PGL Environmental Consultants	Email	N/A	N/A	Norine Saddleback emailed to state she was transitioning a new executive assistant and that the November 22, 2018 date was no longer available for her office. She also indicated she would have a proposal for field work and engineering team related work after Dr. Johnson is back this month.
November 14, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tanis Onespot, Norine Saddleback, Twylla Starlight, Yolanda Jacobs, Declan Starlight, Nadine Crowchild, Violet Meguinis, Terry Braun, Vincent Crowchild, Lyle Dodginghorse, Tsuut'ina Nation Virginia Mathers, Mandell Pinder LLP Leslie Beckmann, PGL Environmental Consultants	Email	N/A	N/A	Dallas Maynard emailed to state the importance of Tsuut'ina Nation meeting with Alberta Transportation to review their TUS report, discuss future budgets, as well as the Redwood Meadows work. He asked Tsuut'ina Nation to review their decision to cancel the November 22, 2018 meeting.

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November 15, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tanis Onespot, Norine Saddleback, Twylla Starlight, Yolanda Jacobs, Declan Starlight, Nadine Crowchild, Violet Meguinis, Terry Braun, Vincent Crowchild, Lyle Dodginghorse, Tsuut'ina Nation Virginia Mathers, Mandell Pinder LLP Leslie Beckmann, PGL Environmental Consultants	Email	N/A	N/A	Tanis Onespot emailed that Tsuut'ina Nation have to move the November 22, 2018 meeting.
November 15, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tanis Onespot, Tsuut'ina Nation	Phone call	N/A	N/A	Dallas Maynard called Tanis Onespot to discuss alternate dates to reschedule the November 22, 2018 meeting. December 6, 2018 was chosen.
November 15, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tanis Onespot, Tsuut'ina Nation	Text message	N/A	N/A	Dallas Maynard texted Tanis Onespot that he cancelled the meeting room for the November 22, 2018 meeting and would let Tsuut'ina Nation know when a room had been confirmed for December 6, 2018.
November 15, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tanis Onespot, Tsuut'ina Nation	Text message	N/A	N/A	Tanis Onespot texted to thank Dallas Maynard.

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November 15, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tanis Onespot, Vincent Crowchild, Lyle Dodginghorse, Twylla Starlight, Charlene Jacobs, Violet Meguinis, Jim Big Plume, Terry Braun, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard sent out an updated meeting invite rescheduling the November 22, 2018 meeting to December 6, 2018.
November 20, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Twylla Starlight, Tanis Onespot, Norine Saddleback, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed that payment for two of Tsuut'ina Nation's invoices (185-2018-022 and 185-2018-024, for PGL Environmental Consultants' costs and Aquatic Resource Management's costs, respectively) were ready and he would be hand delivering it the next day. He asked who he should deliver it to.
November 20, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Twylla Starlight, Tanis Onespot, Norine Saddleback, Tsuut'ina Nation	Email	N/A	N/A	Twylla Starlight replied to Dallas Maynard to advise him to ask for her at reception and she would come out to meet him.
November 21, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Twylla Starlight, Tsuut'ina Nation	Personal delivery	N/A	N/A	Dallas Maynard hand delivered payment for Tsuut'ina Nation Invoices 185-2018-022 and 185-2018-024.

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November 21, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Twylla Starlight, Tanis Onespot, Tsuut'ina Nation	Email	N/A	N/A	Norine Saddleback thanked Dallas Maynard for the payment. She also discussed a "TUS budget" (note: it was not attached to the email). She suggested setting tentative dates for a meeting in December 2018 and in January 2019.
November 22, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Twylla Starlight, Tanis Onespot, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed Norine Saddleback to advise her that there was no attachment on her last email. He said he did not have a response on Aquatic Resource Management Ltd.'s budget for flood protection at Redwood Meadows yet (sent November 5, 2018). He also suggested December 12, 2018 for a full day meeting to discuss SR1 hydrogeology. He asked for other dates if that did not work.

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November 22, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tsuut'ina Nation	Phone call	N/A	N/A	Norine Saddleback called as she had received direction to arrange future meetings on SR1. Dallas Maynard said they had rescheduled the November 22, 2018 meeting to December 6, 2018. Norine Saddleback indicated she was out of town that week, but they agreed to keep the December 6, 2018 date. Norine Saddleback also said she would have to check their schedule for the December 12, 2018 proposed meeting. She also said she would check on the budget that had not been attached to her November 21, 2018 email and resend it.

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November 22, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Tanis Onespot, Norine Saddleback, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson emailed the cover letter from Crystal Damer, Alberta Transportation that accompanied a USB flash drive with the May 2018-October 2018 Record of Consultation (ROC) logs and Specific Concerns and Response Table (SCRT). The cover letter indicated that Tsuut'ina Nation had 30 Government of Alberta working days to review the ROC logs and SCRT for any errors and omissions. She indicated the package should be hand delivered the that day.
November 23, 2018	James Bowker, DEMA Land Services for Alberta Transportation	Alison Big Crow, Tsuut'ina Nation	Personal delivery	N/A	N/A	James Bowker hand delivered the ROC package to Tsuut'ina Nation. The package, addressed to Tanis Onespot, was left with Alison Big Crow at the Tsuut'ina Administration Office.

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November 23, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tanis Onespot, Violet Meguinis, Lyle Dodginghorse, Vincent Crowchild, Jim Big Plume, Tsuut'ina Nation	Email	See April 3, 2018 entry for concerns raised in <i>Tsuut'ina Traditional Land Use Report for the Proposed Springbank Off-Stream Reservoir Project</i> .	See SCRT for detailed responses to concerns raised in <i>Tsuut'ina Traditional Land Use Report for the Proposed Springbank Off-Stream Reservoir Project</i> .	Dallas Maynard emailed Alberta Transportation's <i>Springbank Off-stream Reservoir Project Response to Tsuut'ina Nation Traditional Land and Resources Use Information including Mitigation Table (TUS Response)</i> along with a cover letter from Crystal Damer, Alberta Transportation. The cover letter indicated this TUS Response will be discussed at the scheduled December 6, 2018 meeting.
November 26, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tanis Onespot, Violet Meguinis, Lyle Dodginghorse, Terry Braun, Chief Lee Crowchild, Nadine Crowchild, Tsuut'ina Nation	Email	N/A	N/A	Norine Saddleback emailed the budget for "TUS Office Ground Truthing – Revisit." She also asked Dallas Maynard to confirm what matters would be discussed at each of the December 6, 2018 and December 12, 2018 meetings. She asked if PGL Environmental Consultants, Mandell Pinder LLP, and Dr. Crowther would be reimbursed for their attendance at the December 12, 2018 meeting about hydrogeology.

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November 26, 2018	Crystal Damer, Alberta Transportation	Tanis Onespot, Tsuut'ina Nation	Letter	N/A	N/A	The November 23, 2018 cover letter and TUS Response was sent via registered mail.
November 26, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Twylla Starlight, Tanis Onespot, Tsuut'ina Nation	Email	N/A	N/A	Norine Saddleback sent a budget for Virginia Mathers, Mandell Pinder LLP to attend the December 6, 2018 meeting.
November 26, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tanis Onespot, Tsuut'ina Nation	Letter	N/A	N/A	Final payment was sent for Tsuut'ina Nation's TUS report, as a portion had been held back pending delivery of a report. Note: cover letter is dated November 22, 2018 but was sent via registered mail November 26, 2018.
November 28, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Phone call	N/A	N/A	Dallas Maynard called clarify the date on the budget, for TUS ground truthing and another site visit, provided November 26, 2018. The due date on the budget was April 26, 2018. Declan Starlight confirmed it should be April 26, 2019.
November 28, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tanis Onespot, Vincent Crowchild, Lyle Dodginghorse, Twylla Starlight, Violet Meguinis, Jim Big Plume, Terry Braun, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard sent a meeting invite out for December 12, 2018. This meeting will be dedicated to hydrogeology. He noted a draft agenda would be sent in the next several days.

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November 28, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Declan Starlight, Tanis Onespot, Lyle Dodginghorse, Violet Meguinis Terry Braun, Nadine Crowchild, Chief Lee Crowchild, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard resent the December 6, 2018 agenda.
November 29, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Declan Starlight, Tanis Onespot, Lyle Dodginghorse, Violet Meguinis, Terry Braun, Nadine Crowchild, Chief Lee Crowchild, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed to outline the purpose of both the December 6, 2018 and December 12, 2018 meetings. He also requested budgets for these meetings, and reiterated that legal fees cannot be reimbursed.
November 29, 2018	Crystal Damer, Alberta Transportation	Tanis Onespot, Tsuut'ina 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 ROC will be submitted as part of this application.

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November 29, 2018	JoAnn Jamieson, McClennan Ross, LLP on behalf of Alberta Transportation	Virginia Mathers, Mandell Pinder LLP on behalf of Tsuut'ina Nation	Email	N/A	N/A	JoAnn Jamieson from McClennan Ross, LLP emailed to request if Virginia Mathers could be of assistance in obtaining the GPS data from Tsuut'ina Nation's TUS report, written by Trailmark. She indicated that Tsuut'ina Nation had agreed to provide this information at the last three meetings with Alberta Transportation. She listed the three figures from the TUS report that Alberta Transportation was requesting GPS data for.
November 30, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tanis Onespot, Tsuut'ina Nation	Postal delivery	N/A	N/A	The final payment for Tsuut'ina Nation's TUS report, sent November 26, 2018, was delivered by post.
November 30, 2018	Crystal Damer, Alberta Transportation	Tanis Onespot, Tsuut'ina Nation	Postal delivery	N/A	N/A	The November 23, 2018 cover letter and the TUS Response was delivered by post.
November 30, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Tanis Onespot, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson emailed a copy of the November 29, 2018 letter regarding the DMAF application.
December 3, 2018	Crystal Damer, Alberta Transportation	Tanis Onespot, Tsuut'ina Nation	Postal delivery	N/A	N/A	The November 29, 2018 letter regarding the DMAF application was delivered by post.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
December 6, 2018	Crystal Damer, Mark Svenson, Seamas Skelly, Alberta Transportation Clare Edwards, Colin Buchanan, Jordan Toth, Liam Mackle, Stantec JoAnn Jamieson, McLennan Ross, LLP Dallas Maynard, Jennifer Hallson, Amandah van Merlin, DEMA Land Services	Tanis Onespot, Norine Saddleback, Yolanda Jacobs, Tsuut'ina Nation Virginia Mathers, Mandell Pinder LLP Christina Trotter, Leslie Beckmann, PGL Environmental Consultants	Meeting	Safety and security of Tsuut'ina Nation in terms of flood protection.	Not discussed at this meeting.	A meeting was held between Alberta Transportation, Stantec, and Tsuut'ina Nation to discuss Alberta Transportation's response to Tsuut'ina Nation's TUS report. Funding to date and land use planning was also discussed.
				Concerns about the wildlife corridor.	Not discussed at this meeting.	
				Concerned about the spread of whirling disease.	At the meeting, Alberta Transportation responded that there is an Alberta Environment and Parks policy in effect to prevent basin to basin transfer of whirling disease. Alberta Transportation will comply with this policy for the SR1 project.	
				Concerns about the methodology used in the Environmental Impact Assessment (EIA) and TUS Response regarding Treaty rights.	Not discussed at this meeting.	
December 7, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tanis Onespot, Vincent Crowchild, Lyle Dodginghorse, Twylla Starlight, Violet Meguinis, Jim Big Plume, Terry Braun, Tsuut'ina Nation	Email	NA	N/A	Dallas Maynard cancelled the December 12, 2108 meeting, noting it will be rescheduled for January 2019.
December 8, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Tanis Onespot, Norine Saddleback, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson provided the presentations and maps shown at the December 6, 2018 meeting.

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December 18, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tanis Onespot, Norine Saddleback, Lyle Dodginghorse, Vincent Crowchild, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed to request meeting dates in January 2019 to discuss SR1 and flood protection for Redwood Meadows. He asked for dates the week of January 21-25, 2019.
December 18, 2018	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tanis Onespot, Norine Saddleback, Yolanda Jacobs, Twylla Starlight, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed to follow up on the May 14-15, 2018 meeting that had not been invoiced. He indicated that some of the expenses on the budget for this meeting have been paid within other invoices (Invoice 185-2018-022 for PGL Environmental Consultant's costs). He requested an invoice for the unbilled amounts. Attached was the budget for May 14-15, 2018 with comments regarding what had been paid already.
December 20, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Tanis Onespot, Norine Saddleback, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson emailed the December 6, 2018 meeting notes for review.

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December 20, 2018	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Tanis Onespot, Norine Saddleback, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson emailed a copy of a letter dated December 19, 2018 from Alberta Transportation to the Aboriginal Consultation Office (ACO) regarding submission of the ROC from August 2014 to April 2018 to the ACO. Alberta Transportation was submitting the ROC for ACO to review. Ira Provost was copied on the letter.

DRAFT

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: January-February 2019

TSUUT'INA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Declan Starlight
Contact Phone Number: 403-238-6239 / 587-999-0639
Email: declanstarlight@tsuutina.com
Mailing Address: 9911 Chiila Blvd., Tsuut'ina AB. T2W 6H

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
January 3, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Yolanda Jacobs, Twylla Starlight, Tsuut'ina Nation	Email	N/A	N/A	Norine Saddleback emailed to ask if invoices were received, and asked for January 18, 2019 to meet. She attached the modified budget from the May 14-15, 2018 meeting.
January 3, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Yolanda Jacobs, Tanis Onespot, Shyanne Big Plume, Nadine Crowchild, Eva Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Norine Saddleback emailed to ask for confirmation of the proposed January 18, 2019 meeting date. She also indicated that if that date is not available, they are booking into February 2019.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
January 3, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Shyanne Big Plume, Norine Saddleback, Yolanda Jacobs, Tanis Onespot, Nadine Crowchild, Eva Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Shyanne Big Plume replied to Norine Saddleback to state that Councillor Crowchild was available January 18, 2019.
January 3, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Yolanda Jacobs, Twylla Starlight, Tanis Onespot, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard confirmed that January 18, 2019 did not work for Alberta Transportation, and asked for alternate dates. He also stated that there still remained a small amount to be invoiced from the May 14-15, 2018 budget.
January 9, 201	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Yolanda Jacobs, Twylla Starlight, Tanis Onespot, Lyle Dodginghorse, Vincent Crowchild, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard followed up on his January 3, 2019 email, asking for alternate meeting dates.
January 9, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tsuut'ina Nation	Phone call	N/A	N/A	Dallas Maynard left a message for Norine Saddleback, asking if January 18, 2019 was still available, as Alberta Transportation had recently become available.
January 9, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tanis Onespot, Tsuut'ina Nation	Phone call	N/A	N/A	Dallas Maynard left a message for Tanis Onespot, asking if January 18, 2019 was still available.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
January 9, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Yolanda Jacobs, Twylla Starlight, Tanis Onespot, Lyle Dodginghorse, Vincent Crowchild, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed to state that January 18, 2019 had become available for Alberta Transportation, and asked if Tsuut'ina Nation was still able to meet that day.
January 10, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tsuut'ina Nation	Phone call	N/A	N/A	Dallas Maynard left a message for Norine Saddleback, asking if January 18, 2019 was still available.
January 15, 2019	Amandah van Merlin, DEMA Land Services for Alberta Transportation	Tanis Onespot, Tsuut'ina Nation	Phone call	N/A	N/A	Amandah van Merlin called Tanis Onespot. Tanis Onespot's assistant answered and Amandah van Merlin left a message requesting meeting dates for SR1.
January 15, 2019	Amandah van Merlin, DEMA Land Services for Alberta Transportation	Norine Saddleback, Yolanda Jacobs, Twylla Starlight, Tanis Onespot, Lyle Dodginghorse, Vincent Crowchild, Tsuut'ina Nation	Email	N/A	N/A	Amandah van Merlin followed up on her phone call to ask if January 18, 2019 still worked for Tsuut'ina Nation, and if not requested new dates.
January 15, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Yolanda Jacobs, Twylla Starlight, Tanis Onespot, Lyle Dodginghorse, Vincent Crowchild, Tsuut'ina Nation	Email	N/A	N/A	Norine Saddleback emailed that Tsuut'ina Nation is very busy and will not be able to meet until after their meeting with Chief and Council on February 8, 2019.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
January 24, 2019	Amandah van Merlin, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tanis Onespot, Tsuut'ina Nation	Email	N/A	N/A	Amandah van Merlin requested meeting dates in February to discuss hydrogeology and groundwater as well as flood protection for Redwood Meadows.

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Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
January 29, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Tanis Onespot, Norine Saddleback, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson emailed a letter dated January 28, 2019 from Crystal Damer, Alberta Transportation. The letter requested that Tsuut'ina Nation provide its views and perspectives on its Aboriginal and Treaty rights, cultural and experiential values, and country foods potentially affected by the project. The letter listed four specific topics that Alberta Transportation was requesting input on to respond to Canadian Environmental Assessment Agency (CEAA) IR2-01, IR2-02, and IR2-08. The specific information requests 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.
January 29, 2019	Crystal Damer, Alberta Transportation	Tanis Onespot, Tsuut'ina Nation	Letter	N/A	N/A	The January 28, 2019 letter requesting input for CEAA IRs was sent via registered mail.

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January 30, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tsuut'ina Nation	Phone call	N/A	N/A	Dallas Maynard called Norine Saddleback to ask for meeting dates in February, and indicated they would need multiple days to discuss hydrogeology for the SR1 project and flood protection for Redwood Meadows. Norine Saddleback asked about a response to Roy Crowther's proposal and budget for additional flood mitigation work at Redwood Meadows. Norine Saddleback indicated February 11, 12, and/or 21, 2019 may be available for meetings.
January 30, 2019	Crystal Damer, Alberta Transportation	Tanis Onespot, Tsuut'ina Nation	Postal delivery	N/A	N/A	The January 28, 2019 letter was delivered by post.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
February 4, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Tanis Onespot, Norine Saddleback, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson sent a cover letter from Crystal Damer, Alberta Transportation, the SR1 Record of Consultation (ROC) logs, Specific Concerns and Response Table (SCRT), and supporting documents for November-December 2018. The cover letter indicated there was a ten Government of Alberta (GoA) day period to review for errors or omissions. The cover letter also asked for any specific feedback on Alberta Transportation's responses and mitigation measures in column 4 of the SCRT.
February 4, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Tanis Onespot, Tsuut'ina Nation	Email	N/A	N/A	Email delivery failure received.
February 5, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Tanis Onespot, Norine Saddleback, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson emailed the cover letter dated February 1, 2019 from Crystal Damer, Alberta Transportation that was not delivered on February 4, 2019. She indicated that as the documents were too large to email, she was mailing them on a USB.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
February 5, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tanis Onespot, Tsuut'ina Nation	Email	N/A	N/A	Norine Saddleback emailed that the ROC must be approved by Chief and Council and recommended contacting leadership to request a date to review the documents. Kate McEwen of the Aboriginal Consultation Office (ACO) was copied.
February 5, 2019	Crystal Damer, Alberta Transportation	Tanis Onespot, Tsuut'ina Nation	Letter	N/A	N/A	The February 1, 2019 cover letter and package with a USB with the ROC logs, SCRT, and supporting documents, was sent via registered mail.
February 6, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Tanis Onespot, Norine Saddleback, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson followed up on the January 30, 2019 phone call between Dallas Maynard and Norine Saddleback, asking if February 21, 2019 was still available for a meeting.
February 6, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tanis Onespot, Shyanne Big Plume, Darrell Crowchild, Tsuut'ina Nation	Email	N/A	N/A	Norine Saddleback emailed that they cannot commit to a meeting until after meeting with Chief and Council. She indicated she would get back with meeting confirmation by February 11, 2019.
February 7, 2019	Crystal Damer	Tanis Onespot, Tsuut'ina Nation	Postal delivery	N/A	N/A	The ROC package was delivered by post.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
February 8, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tanis Onespot, Terry Brau, Twylla Starlight, Shyanne Big Plume, Yolanda Jacobs, Violet Meguinis, Tsuut'ina Nation Virginia Mathers, Rosanne Kyle, Mandell Pinder LLP	Email	N/A	N/A	Norine Saddleback confirmed February 21, 2019 for a meeting and listed items she wished to discuss. She also asked for confirmation about their consultants' costs being covered.
February 8, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Tanis Onespot, Norine Saddleback, Shyanne Big Plume, Darrell Crowchild, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson replied to Norine Saddleback's February 6, 2019 email, indicating that Alberta Transportation wished to discuss Tsuut'ina Nation's hydrogeology concerns specific to SR1, and looked forward to hearing from her on February 11, 2019. Note: Jennifer Hallson was unaware of the above February 8, 2019 email from Norine Saddleback to Dallas Maynard.
February 8, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Tanis Onespot, Norine Saddleback, Terry Braun, Twylla Starlight, Shyanne Big Plume, Yolanda Jacobs, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson followed up on Norine Saddleback's February 8, 2019 email to Dallas Maynard, confirming February 21, 2019 to discuss hydrogeology. She also requested a budget for the meeting.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
February 11, 2019	Amandah van Merlin, DEMA Land Services for Alberta Transportation	Norine Saddleback, Tsuut'ina Nation	Phone call	N/A	N/A	Amandah van Merlin called to confirm February 21, 2019 for a meeting. Norine Saddleback confirmed the date. Norine Saddleback mentioned she would be leaving Tsuut'ina Nation, and to contact Declan Starlight and Violet Meguinis.
February 11, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Tanis Onespot, Norine Saddleback, Declan Starlight, Violet Meguinis, Darrell Crowchild, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson sent out the meeting invite for February 21, 2019, indicating the main topics of discussion will be Tsuut'ina Nation's SR1 hydrogeology concerns and flood protection at Redwood Meadows.
February 12, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Twylla Starlight, Tsuut'ina Nation	Email	N/A	N/A	Twylla Starlight accepted the meeting invite.
February 12, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Councillor Vincent Crowchild, Tsuut'ina Nation	Email	N/A	N/A	Councillor Vincent Crowchild accepted the meeting invite.
February 12, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Chief Lee Crowchild, Tsuut'ina Nation	Email	N/A	N/A	Chief Lee Crowchild accepted the meeting invite.
February 13, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Tanis Onespot, Tsuut'ina Nation	Email	N/A	N/A	Tanis Onespot accepted the meeting invite.
February 13, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Nadine Crowchild, Tsuut'ina Nation	Email	N/A	N/A	Nadine Crowchild accepted the meeting invite.

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February 14, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Tanis Onespot, Declan Starlight, Violet Meguinis, Darrell Crowchild, Twylla Starlight, Vincent Crowchild, Chief Lee Crowchild, Nadine Crowchild, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson sent two draft agendas for February 21, 2019. The morning agenda covered hydrogeology and the afternoon meeting focused on flood protection for Redwood Meadows. Jennifer Hallson also noted the change in venue for the meeting.
February 14, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Tanis Onespot, Declan Starlight, Violet Meguinis, Darrell Crowchild, Twylla Starlight, Vincent Crowchild, Chief Lee Crowchild, Nadine Crowchild, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson updated the venue to the Carriage House Inn on the meeting invite.
February 14, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Violet Meguinis, Declan Starlight, Tanis Onespot, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson emailed to request a budget for the February 21, 2019 meeting. She also requested meeting dates for March.
February 15, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	Declan Starlight accepted the meeting invite.
February 19, 2019	Amandah van Merlin, DEMA Land Services for Alberta Transportation	Violet Meguinis, Declan Starlight, Tanis Onespot, Tsuut'ina Nation	Email	N/A	N/A	Amandah van Merlin requested a budget for the February 21, 2019 meeting.
February 19, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Text message	N/A	N/A	Dallas Maynard texted Declan Starlight to ask for a budget for the February 21, 2019 meeting.

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February 19, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Text message	N/A	N/A	Declan Starlight replied that he is in meetings all day and will try and send what he can before he leaves for the day.
February 20, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Text message	N/A	N/A	Dallas Maynard texted to ask if PGL Environmental and Roy Crowther will be at the February 21, 2019 meeting.
February 20, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Phone call	N/A	N/A	Declan Starlight called to confirm PGL Environmental and Roy Crowther and his team would be at the February 21, 2019 meetings. He also indicated their legal counsel would call in, and they would have an Elder in attendance. Dallas Maynard asked about a budget for the meetings, and Declan Starlight said he was working on it.
February 20, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Tanis Onespot, Declan Starlight, Violet Meguinis, Darrell Crowchild, Twylla Starlight, Vincent Crowchild, Chief Lee Crowchild, Nadine Crowchild, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson sent out an update as the meeting room for the February 21, 2018 meeting changed.
February 20, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tanis Onespot, Tsuut'ina Nation	Email	N/A	N/A	Tanis Onespot asked if a dial in number could be set up for the February 21, 2019 meeting.

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February 20, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tanis Onespot, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard confirmed he would get a conference number for the meeting.
February 21, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Tanis Onespot, Declan Starlight, Violet Meguinis, Darrell Crowchild, Twylla Starlight, Vincent Crowchild, Chief Lee Crowchild, Nadine Crowchild, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson sent a Skype link for the meeting.
February 21, 2019	Syed Abbas, Mark Svenson, Seamas Skelly, Alberta Transportation Dave Brescia, Dan Yoshisaka, Liam Mackle, Stantec Wim Veldman, Wim M. Veldman Consulting JoAnn Jamieson, McLennan Ross LLP Dallas Maynard, Alex Burchill, Amandah van Merlin, DEMA Land Services	Violet Meguinis, Destiny Whitney, Harley Crowchild (Elder), Declan Starlight, Councilor Vinnie Crowchild, Tanis Onespot, Twylla Starlight, Councilor Lyle Dodginghorse, Chief Lee Crowchild, Martin Matyas, Tsuut'ina Nation Leslie Beckmann, Christina Trotter, PGL Environmental Consultants Roy Crowther, Aquatic Resource Management Dennis Westoff, Juver Garcia, Westhoff Engineering Virginia Mathers, Mandell Pinder LLP	Meeting	Tsuut'ina Nation remains concerned with the use of the data from the wells on reserve in the numeric modelling. They feel the data lacks accuracy and integrity to be used the hydrogeological model. Tsuut'ina Nation would like new wells to be drilled on reserve so the hydrogeologic model is more accurate, and for pre- and post-flood monitoring. Tsuut'ina Nation voiced concerns regarding the cumulative effects of multiple flood mitigation projects around their lands.	At the meeting, Alberta Transportation explained their reasoning for choosing the wells they did, and committed to providing information on the wells and information used to Tsuut'ina Nation. During the afternoon meeting on February 21, 2109 Alberta Transportation's independent consultant presented on Redwood Meadows and the flood protection required there.	Alberta Transportation, Stantec, and Tsuut'ina Nation and their consultants met in the morning to discuss hydrogeology concerns. Stantec presented on the addition hydrogeological work being undertaken.

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February 21, 2019	<p>Syed Abbas, Mark Svenson, Seamas Skelly, Alberta Transportation</p> <p>Dave Brescia, Dan Yoshisaka, Liam Mackle, Stantec</p> <p>Wim Veldman, Wim M. Veldman Consulting Inc.</p> <p>Peter Onyshko, Bryce Haimila, Alberta Environment and Parks</p> <p>JoAnn Jamieson, McLennan Ross LLP</p> <p>Dallas Maynard, Alex Burchill, Amandah van Merlin, DEMA Land Services</p>	<p>Violet Meguinis, Destiny Whitney, Harley Crowchild (Elder), Declan Starlight, Councilor Vinnie Crowchild, Tanis Onespot, Twylla Starlight, Councilor Lyle Dodginghorse, Chief Lee Crowchild, Martin Matyas, Tsuut'ina Nation</p> <p>Leslie Beckmann, Christina Trotter, PGL Environmental Consultants</p> <p>Roy Crowther, Aquatic Resource Management</p> <p>Dennis Westoff, Juver Garcia, Westhoff Engineering</p> <p>Virginia Mathers, Mandell Pinder LLP</p>	Meeting	Tsuut'ina Nation is concerned about the cumulative effects of the projects surrounding their lands, including SR1, Redwood Meadows, and Bragg Creek.	At the meeting, Wim Veldman presented on flood protection at Redwood Meadows.	Alberta Transportation, Stantec, and Tsuut'ina Nation and their consultations met in the afternoon to discuss flood protection for Redwood Meadows and the independent report completed by Wim M. Veldman Consulting Inc. that reviewed Aquatic Resource Management Ltd.'s report and flood protection at Redwood Meadows.
February 25, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Destiny Whitney, Consultation Assistant, Tsuut'ina Nation	Email	N/A	N/A	Destiny Whitney sent an invoice for the February 21, 2019 meeting, as well as a budget for future meeting dates for reference.
February 25, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Destiny Whitney, Consultation Assistant, Tsuut'ina Nation	Email	N/A	N/A	Destiny Whitney sent a corrected invoice for the February 21, 2019 meeting as she had not included GST on the first one.

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February 28, 2019	Crystal Damer, Alberta Transportation	Tanis Onespot, Vincent Crowchild, Lyle Dodginghorse, Chief Lee Crowchild, Terry Braun, Declan Starlight, Violet Meguinis, Tsuut'ina Nation Virginia Mathers, Mandell Pinder LLP	Email	<p>The project will permanently change the course of the Elbow River.</p> <p>The Elbow River is an important source of drinking water as it is connected to the groundwater on their reserve.</p> <p>The project, when combined with the project proposed for the Bragg Creek area, may increase the risk of flooding on their reserve.</p> <p>Alberta Transportation received the CEEA IRs over five months prior to the date of the January 28, 2019 letter, but only provided Tsuut'ina Nation with four weeks to respond. Please explain the timing behind Alberta Transportation's request.</p>	N/A	Tanis Onespot sent a letter to Crystal Damer via email in response to Crystal Damer's January 28, 2019 letter requesting input on CEEA IR2-01, IR2-02, and IR2-08.

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				<p>The timing of Alberta Transportation's request is problematic given that the environmental assessment for the Project is not yet complete. Tsuut'ina has identified a number of information gaps in the environmental assessment, including with respect to issues relating to groundwater, surface water, vegetation and wetlands, wildlife, archaeological sites, and cumulative effects. This information is needed to understand how the Project will impact Tsuut'ina's Aboriginal and treaty rights and what mitigation or accommodation measures will be required to mitigate potential impacts.</p> <p>Alberta Transportation's proposed approach of using existing borehole data (for the hydrogeological model) is not sufficient as these records are not complete, reliable, or up to date. This work needs to be completed before impacts can be understood and addressed.</p>		

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				<p>In Tsuut'ina Nation's view, it is not a robust or respectful approach to the assessment of potential impacts to Tsuut'ina's Aboriginal and Treaty rights from the Project to expect that impacts can be identified and mitigated in the absence of the information that Tsuut'ina has identified as necessary and is still being collected.</p> <p>Should Alberta Transportation intend to submit its responses to the IRs without waiting for the outstanding information to be collected and assessed, Tsuut'ina requests the opportunity to review the draft IR responses before they are submitted to CEAA so that they can provide their input.</p>		

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: March-April 2019

TSUUT'INA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Declan Starlight
Contact Phone Number: 403-238-6239 / 587-999-0639
Email: declanstarlight@tsuutina.com
Mailing Address: 9911 Chiila Blvd., Tsuut'ina AB. T2W 6H

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March 7, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Text message	N/A	N/A	Dallas Maynard texted Declan Starlight to set up a meeting to discuss further work Tsuut'ina Nation wanted to do for their Traditional Use Study (TUS). Dallas Maynard indicated he was free for lunch the next day (Friday).
March 7, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Text message	N/A	N/A	Dallas Maynard texted that he was no longer available to meet on Friday.
March 7, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Text message	N/A	N/A	Declan Starlight replied that they can find a date to meet in the next week or so.

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March 9, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Text message	N/A	N/A	Dallas Maynard asked if Declan Starlight had time to meet on Monday (March 11, 2019).
March 11, 2019	Amandah van Merlin, DEMA Land Services for Alberta Transportation	Declan Starlight, Violet Meguinis Tanis Onespot, Tsuut'ina Nation	Email	N/A	N/A	Amandah van Merlin provided the meeting notes and the presentation from the morning meeting held on February 21, 2019 about hydrogeology. She asked for any comments, and specifically asked for clarification on one of the action items regarding a historic cabin.
March 14, 2019	Crystal Damer, Alberta Transportation	Tanis Onespot, Tsuut'ina Nation	Email	N/A	N/A	Crystal Damer emailed a letter to Tanis Onespot regarding a grant to fund Tsuut'ina Nation to complete further studies on flood protection for Redwood Meadows. Attached to this letter was a letter sent from Minister Mason to Chief Lee Crowchild, dated March 13, 2019, offering the grant. Also attached were relevant documentation and proposals from Aquatic Resource Management and the grant agreement.

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March 15, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson requested a revised invoice for the February 21, 2019 meeting. She indicated Dallas Maynard would be in touch later that day to discuss the further TUS funding mentioned at the February 21, 2019 meeting. She mentioned that Alberta Transportation would require a detailed budget that includes the specific work, who would be competing it, and what the deliverables would be.
March 15, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Text message	N/A	N/A	Dallas Maynard asked if Declan Starlight was available to discuss SR1 that morning.
March 15, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Text message	N/A	N/A	Declan Starlight replied he was in a meeting and would call Dallas Maynard when he was free.
March 15, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Text message	N/A	N/A	Dallas Maynard asked Declan Starlight to call his cell and indicated he wanted to discuss the further TUS work Tsuut'ina Nation wanted to do.

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March 15, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Violet Meguinis, Tanis Onespot, Twylla Starlight, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard requested a detailed budget for additional costs Tsuut'ina Nation anticipates to complete the delivery of their final TUS. He also indicated that once the provincial election is called, consultation will be paused.
March 15, 2019	JoAnn Jamieson, McLennan Ross LLP on behalf of Alberta Transportation	Virginia Mathers, Mandell Pinder LLP on behalf of Tsuut'ina Nation	Email	N/A	N/A	JoAnn Jamieson forwarded Dallas Maynard's March 15, 2019 email to ensure Virginia Mathers was aware of the consultation pause. JoAnn Jamieson requested Tsuut'ina Nation send its formal request for additional funding for their TUS as soon as possible so it could be reviewed prior to the pause. JoAnn Jamieson also mentioned the grant funding offered to Tsuut'ina Nation via letters from Minister Mason and Crystal Damer.
March 15, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Phone call	N/A	N/A	Declan Starlight called Dallas Maynard. He indicated that they would revise the February 21, 2019 meeting invoice, and would prepare a budget for the TUS work. Declan Starlight said it would be no more than a week in the field to collect the remaining data.

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March 18, 2019	Amandah van Merlin, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	Amandah van Merlin provided the meeting notes from the afternoon meeting held on February 21, 2019 regarding flood protection for Redwood Meadows and asked for any comments. She also included a copy of Wim Veldman's presentation on his independent review of flood protection at Redwood Meadows which was discussed at the February 21, 2019 meeting.
March 20, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson emailed to let Tsuut'ina Nation know that due to the provincial election, consultation on the SR1 project would be paused until after the election.
March 21, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Destiny Whitney, Tsuut'ina Nation	Email	N/A	N/A	Destiny Whitney sent a budget and an invoice for additional TUS work.
March 27, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Phone call	N/A	N/A	After speaking about another project, Declan Starlight asked if Dallas Maynard had received the budget for the additional TUS work. Dallas Maynard confirmed he had, but Alberta Transportation would not be able to respond to it until after the election pause.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
March 27, 2019	JoAnn Jamieson, McLennan Ross LLP on behalf of Alberta Transportation	Virginia Mathers, Mandell Pinder LLP on behalf of Tsuut'ina Nation	Email	N/A	N/A	Virginia Mathers emailed JoAnn Jamieson provided new contacts at Mandell Pinder. She also asked for clarification, that since the provincial election was called, that no consultation meetings would be taking place.
March 28, 2019	JoAnn Jamieson, McLennan Ross LLP on behalf of Alberta Transportation	Virginia Mathers, Mandell Pinder LLP on behalf of Tsuut'ina Nation	Email	N/A	N/A	JoAnn Jamieson confirmed that there would not be any meetings until after the election. She indicated a letter would be sent shortly acknowledging Tsuut'ina Nation's last piece of correspondence, with a more detailed response to be sent after the pause.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
April 1, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Tanis Onespot, Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson emailed a letter dated April 1, 2019 from Matthew Hebert, Alberta Transportation. The letter acknowledged Tanis Onespot's February 28, 2019 letter and indicated a detailed response would be provided after the election pause. The letter stated that Tsuut'ina Nation was welcome to provide comments and/or concerns regarding the regulators' information requests at any time. The letter also mentioned the funding offered for further work on flood protection for Redwood Meadows, and confirmed receipt of the budget sent March 21, 2019 for additional TUS work.
April 1, 2019	Matthew Hebert, Alberta Transportation	Tanis Onespot, Declan Starlight, Tsuut'ina Nation	Letter	N/A	N/A	The April 1, 2019 letter was sent via registered mail.
April 2, 2019	Minister Brian Mason, Alberta Transportation	Chief Lee Crowchild, Tsuut'ina Nation	Letter	The grant offered in the package provided March 14, 2019 is insufficient and it is unclear whether Alberta Transportation disagrees that the rest of the Phase 2 work is required.	N/A	Tsuut'ina Nation sent a letter to Minister Brian Mason in response to the package sent March 14, 2019. Attached was a letter from Roy Crowther, Aquatic Resource Management Ltd.

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April 2, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Nadine Crowchild, Tanis Onespot, Declan Starlight, Violet Meguinis, Vincent Crowchild, Tsuut'ina Nation	Email	<p>Tsuut'ina Nation continues to have concerns about impacts from the project, including to groundwater and well productivity, as well as increased flood risk.</p> <p>Tsuut'ina Nation is concerned that funding for the project has been approved from Canada when there are still outstanding concerns from Tsuut'ina Nation and others.</p> <p>The funding grant offered by Alberta Transportation is not sufficient to complete the required work.</p>	None at this time.	Nadine Crowchild sent a letter from Chief Lee Crowchild to Catherine McKenna, Minister of Environment and Climate Change. Attached to this letter was a letter from Roy Crowther, Aquatic Resource Management Ltd.
April 3, 2019	Matthew Hebert, Alberta Transportation	Tanis Onespot, Declan Starlight, Tsuut'ina Nation	Postal delivery	N/A	N/A	The April 1, 2019 letter was delivered by post.
April 5, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Destiny Whitney, Tsuut'ina Nation	Phone call	N/A	N/A	Dallas Maynard and Destiny Whitney spoke about the invoice for the February 21, 2019 meeting and Destiny Whitney indicated she would send the revised invoice right away.
April 5, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Destiny Whitney, Twylla Starlight, Declan Starlight, Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Destiny Whitney provided a revised invoice for the February 21, 2019 meeting.

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April 17, 2019	Alexandra Burchill, DEMA Land Services for Alberta Transportation	Destiny Whitney, Tsuut'ina Nation	Phone call	N/A	N/A	After discussing another project, Destiny Whitney inquired about the status of SR1 invoices. Alexandra Burchill said she would have someone call her back who knew more about SR1.
April 17, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Destiny Whitney, Tsuut'ina Nation	Phone call	N/A	N/A	Jennifer Hallson called Destiny Whitney back. Jennifer Hallson indicated the budget for the additional TUS work had not been approved yet, and would not be until after the election pause. Destiny Whitney asked about the invoice for the February 21, 2019 meeting, and Jennifer Hallson indicated she would confirm if DEMA had received the revised invoice.
April 17, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Destiny Whitney, Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson followed up on the invoice for the February 21, 2019 meeting. She asked Destiny Whitney to detail the amounts for each of Tsuut'ina Nation's consultants, and remove the legal fees from the invoice.
April 17, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Destiny Whitney, Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	Destiny Whitney sent a revised invoice for the February 21, 2019 meeting.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
April 17, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Destiny Whitney, Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson thanked Destiny Whitney for the revised invoice. She asked if payments to Tsuut'ina Nation should be addressed to Destiny Whitney, rather than the contact on the Aboriginal Consultation Office's website.
April 23, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Destiny Whitney, Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson emailed to request back up documentation for the Aquatic Resource Management Ltd. and PGL Environmental costs on the February 21, 2019 invoice.
April 24, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Destiny Whitney, Tsuut'ina Nation	Email	N/A	N/A	Destiny Whitney provided the invoices from Aquatic Resource Management Ltd. and PGL Environmental.
April 30, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Destiny Whitney, Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson advised Destiny Whitney that Alberta Transportation asked for the interest charge from PGL Environmental's invoice be removed from Tsuut'ina Nation's invoice.
April 30, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Destiny Whitney, Tsuut'ina Nation	Email	N/A	N/A	Destiny Whitney provided a revised invoice for the February 21, 2019 meeting.

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April 30, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Destiny Whitney, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson thanked Destiny Whitney and indicated the invoice would be submitted to Alberta Transportation that day.

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ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: May-June 2019

TSUUT'INA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Declan Starlight
 Contact Phone Number: 403-238-6239 / 587-999-0639
 Email: declanstarlight@tsuutina.com
 Mailing Address: 9911 Chiila Blvd., Tsuut'ina AB. T2W 6H

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May 6, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson emailed to update Tsuut'ina Nation that Alberta Transportation was in the process of briefing the new Minister and would be in contact after the pause on consultation due to the provincial election was lifted.
May 21, 2019	Accounts Receivable/Carrie Maynard, DEMA Land Services for Alberta Transportation	Destiny Whitney, Declan Starlight, Twylla Starlight, Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Destiny Whitney sent an invoice for the 2018-2019 year (Invoice 185-2018-025). This invoice listed five PGL Environmental invoices.

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May 21, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Destiny Whitney, Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson emailed regarding the invoice Destiny Whitney had sent earlier that day (Invoice 185-2018-025). As Alberta Transportation had not approved any budgets for this work, they required documentation for each of the PGL invoices to review what work had been done. Jennifer Hallson reiterated that an approved budget was required for any work Tsuut'ina Nation wanted to do, and then an invoice can be submitted to Alberta Transportation. She also indicated that one of the PGL invoices was included in the invoice for the February 21, 2019 meeting, and that had been submitted to Alberta Transportation for payment.
May 22, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina 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 consultation due to the provincial election.

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May 22, 2019	Matthew Hebert, Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Letter	N/A	N/A	The May 21, 2019 letter ending the pause on consultation due to the provincial election was sent via registered mail.
May 23, 2019	Matthew Hebert, Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Postal delivery	N/A	N/A	The May 21, 2019 letter was delivered by post.
May 30, 2019	Dallas Maynard and Jennifer Hallson, DEMA Land Services for Alberta Transportation	Destiny Whitney, Tsuut'ina Nation	Phone call	N/A	N/A	Destiny Whitney called Dallas Maynard regarding outstanding invoices. Dallas Maynard and Jennifer Hallson explained that the only outstanding invoice was for the February 21, 2019 meeting, which DEMA had just received payment for that day so would be mailing it out. Destiny Whitney explained she was trying to organize the invoices on her end for all the projects Tsuut'ina Nation is involved in. She asked about the PGL invoices, and Jennifer Hallson said she would resend her May 21, 2019 email. Jennifer Hallson also explained the process of getting an approved budget prior to any work being done.
May 30, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Destiny Whitney, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson forwarded her May 21, 2019 email to Destiny Whitney again.

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May 30, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Marilee Whitney, Tsuut'ina Nation	Letter	N/A	N/A	Payment for the February 21, 2019 meeting invoice was sent via registered mail.
May 30, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Destiny Whitney, Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson emailed regarding the budget submitted by Tsuut'ina Nation on March 21, 2019 for additional site visits. Jennifer Hallson listed additional information Alberta Transportation required prior to approving the budget.
May 30, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Destiny Whitney, Tsuut'ina Nation	Email	N/A	N/A	Destiny Whitney sent the individual PGL invoices listed in Tsuut'ina Nation's Invoice 185-2018-025. She indicated they were all paid by Tsuut'ina Nation.
May 31, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Marilee Whitney, Tsuut'ina Nation	Postal Delivery	N/A	N/A	The May 30, 2019 payment was delivered by post.
June 5, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson sent a cover letter, the Record of Consultation (ROC) log, and Specific Concerns and Response Table (SCRT) for January-February 2019. She indicated the supporting documents were too large so she would send them on a USB.

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June 5, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	Email delivery verification received.
June 5, 2019	Matthew Hebert, Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Letter	N/A	N/A	A USB with the ROC log, SCRT, and supporting documents was sent via registered mail.
June 6, 2019	Matthew Hebert, Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Postal delivery	N/A	N/A	The June 5, 2019 ROC USB package was delivered by post.
June 6, 2019	Honourable Jason Kenney, Premier of Alberta	Chief Lee Crowchild, Tsuut'ina Nation	Letter	<p>Many risks have not been sufficiently addressed, including risks to air and water quality and risk of structural failures, from pipelines to gates and berms.</p> <p>The cost and speed at which the SR1 project could be built over the McLean Creek option.</p> <p>The letter requested a complete and updated costing of SR1 and the McLean Creek option, including benefits of water storage in the McLean Creek option.</p> <p>The letter requested an acknowledgement that SR1 causes permanent negative outcomes in Rocky View County and for Tsuut'ina Nation, including health concerns.</p>	N/A	Chief Lee Crowchild sent a letter, also signed by the President of the Springbank Community Association, to Premier Jason Kenney.

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				<p>The letter requested a meaningful dialogue between government and the communities and stakeholders.</p> <p>The letter requested an impartial review of the project by water management experts.</p>		
June 10, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Destiny Whitney, Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson emailed regarding Invoice 185-2018-025 and the associated PGL invoices. Two of the invoices were not for the SR1 project. One of the invoices was included in the payment for the February 21, 2019 meeting. For the December 2018 invoice, Alberta Transportation requires an invoice from Tsuut'ina Nation with the PGL invoice attached as supporting information. For the August 2018 invoice, Alberta Transportation requested information on the delay in submission, and more detail on what services PGL provided.
June 12, 2019	Matthew Hebert, Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	Matthew Hebert emailed Declan Starlight to ask if he was available to talk that day about the SR1 project.

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June 12, 2019	Matthew Hebert, Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Phone call	N/A	N/A	Matthew Hebert called Declan Starlight to invite Tsuut'ina Nation to a pre-briefing on Alberta Transportation's filing of responses to the provincial and federal regulators' supplemental information requests. Matthew Hebert offered to conduct this briefing at a time or location of Tsuut'ina Nation's choosing, or have Tsuut'ina Nation join the stakeholder briefings scheduled for June 13, 2019.
June 12, 2019	Matthew Hebert, Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	Matthew Hebert emailed to follow up on his phone call to offer a briefing for Tsuut'ina Nation. The briefing would describe the overall themes of the questions Alberta Transportation was asked, provide real examples of some of the responses, and explain what would happen next. He mentioned they would also like to discuss future meetings with Tsuut'ina Nation.

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June 14, 2019	Matthew Hebert, Alberta Transportation	Declan Starlight, Tanis Onespot, Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Declan Starlight replied to Matthew Hebert that Tsuut'ina Nation has a few things to do internally before having another meeting with Alberta Transportation and will be in contact when they are ready to meet again.
June 14, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina 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 Alberta Environment and Parks, the Natural Resources Conservation Board, and the Canadian Environmental Assessment Agency. A link was provided where the documents could be downloaded. A project update newsletter was also attached.
June 18, 2019	Minister Ric Mclver, Alberta Transportation	Chief Lee Crowchild, Tsuut'ina Nation	Letter	N/A	N/A	Tsuut'ina Nation sent a letter as a follow-up to their April 2, 2019 letter, as a new government had been elected. Tsuut'ina Nation requested a meeting to discuss SR1 and flood protection for Redwood Meadows.

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June 20, 2019	Matthew Hebert, Alberta Transportation	Declan Starlight, Tsuut'ina 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 consultation, the additional hydrogeological modelling, and information on the responses to the information requests. A USB with all the responses to the regulators was included in the package.
June 21, 2019	Matthew Hebert, Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Postal Delivery	N/A	N/A	The June 20, 2019 package was delivered by post.
June 25, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson sent a cover letter, the ROC log, SCRT, and supporting documents for March-April 2019.
June 25, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	Email delivery verification received.

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June 25, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Phone call	N/A	N/A	Declan Starlight called to ask about the approval for the budget for additional site visits. Dallas Maynard said he would check with Alberta Transportation. Declan Starlight also indicated he would check in with Tsuut'ina Nation leadership to see if there were other issues to be resolved and would call back once he had more information.
June 28, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Twylla Starlight, Tanis Onespot, Declan Starlight, Margaret Reid, Tsuut'ina Nation	Email	N/A	N/A	Twylla Starlight sent a budget for the SR1 project for the 2020 fiscal year.
June 28, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Twylla Starlight, Tanis Onespot, Declan Starlight, Margaret Reid, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard thanked Twylla Starlight and asked for any supporting document for the professional services; i.e., PGL's and Dr. Johnson's costs, to help Alberta Transportation's review of the budget.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: July-August 2019

TSUUT'INA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Declan Starlight
Contact Phone Number: 403-238-6239 / 587-999-0639
Email: declanstarlight@tsuutina.com
Mailing Address: 9911 Chiila Blvd., Tsuut'ina AB. T2W 6H

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
July 11, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Tanis Onespot, Twylla Starlight, Destiny Whitney, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard followed up on the budget for the 2020 fiscal year sent by Tsuut'ina Nation June 28, 2019, asking for clarification and additional details. Dallas Maynard offered to meet at Tsuut'ina Nation's offices to discuss if that would be helpful.

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July 18, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Text message	N/A	N/A	Declan Starlight texted to ask how long it would take to get approval on Tsuut'ina Nation's budget once they have the additional information requested.
July 18, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Text message	N/A	N/A	Dallas Maynard replied to ask if Declan Starlight had time to talk about the budget submitted by Tsuut'ina Nation.
July 18, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Text message	N/A	N/A	Declan Starlight said he was available to talk.
July 18, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Text message	N/A	N/A	Dallas Maynard texted that he would call Declan Starlight's cell.

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July 18, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Phone call	N/A	N/A	Dallas Maynard called Declan Starlight to discuss Tsuut'ina Nation's budget. Declan Starlight confirmed that the previous approximately \$22,000 "groundtruthing" budget, provided March 21, 2019, was now included in the larger budget submitted June 28, 2019. Declan Starlight indicated they were looking for approval for the SR1 fieldwork components (site visits, Elder's trip, and David Johnson's fees) out of the larger budget. Declan Starlight indicated the purpose of this work was to provide Alberta Transportation with the GPS information for sites within the project area. Dallas Maynard indicated he would discuss with Alberta Transportation.
July 18, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tanis Onespot, Tsuut'ina Nation	Phone call	N/A	N/A	Dallas Maynard called Tanis Onespot and indicated he would email to request more information for the site visit portion of Tsuut'ina Nation's budget.

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July 18, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tanis Onespot, Twylla Starlight, Destiny Whitney, Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed to follow up on his phone calls to Declan Starlight and Tanis Onespot, asking for more clarification on Tsuut'ina Nation's budget for SR1 fieldwork.
July 18, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tanis Onespot, Twylla Starlight, Declan Starlight, Vincent Crowchild, Lyle Dodginghorse, Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Tanis Onespot confirmed that Tsuut'ina Nation was looking for approval for the traditional land use and archaeological study line items in their budget. She indicated that David Johnson was available right away only until the end of August.
July 23, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tanis Onespot, Tsuut'ina Nation	Text message	N/A	N/A	Tanis Onespot texted to ask if the budget had been approved. She mentioned that David Johnson was on site as of the day before.
July 23, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tanis Onespot, Tsuut'ina Nation	Text message	N/A	N/A	Dallas Maynard replied that he had not heard final word, but would get back to Tanis Onespot later that day.
July 23, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tanis Onespot, Tsuut'ina Nation	Text message	N/A	N/A	Tanis Onespot thanked Dallas Maynard.
July 23, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tanis Onespot, Tsuut'ina Nation	Text message	N/A	N/A	Dallas Maynard texted that he had not received final approval but would get in touch as soon as he did.

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July 24, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tanis Onespot, Tsuut'ina Nation	Phone call	N/A	N/A	Dallas Maynard called Tanis Onespot to confirm that Alberta Transportation was reviewing the SR1 fieldwork component of the larger 2020 fiscal budget. Relating to David Johnson already working, Dallas Maynard indicated that Tsuut'ina Nation would be responsible for any costs incurred until the budget was approved.

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Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
July 29, 2019	Jennifer Hallson, DEMA Land Services on behalf of Matthew Hebert, Alberta Transportation	Declan Starlight, Tsuut'ina 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 the Canadian Environmental Assessment Agency (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, Alberta Environment and Parks, and Natural Resources Conservation Board information requests was made. The July 16, 2019 letter from CEAA was attached.
July 29, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Tanis Onespot, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed a letter that approved the fieldwork component of Tsuut'ina Nation's budget sent June 28, 2019, that included: professional services for David Johnson, a pipe ceremony, an Elders' Trip, and traditional land use field work.

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July 29, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Phone call	N/A	N/A	Dallas Maynard called Declan Starlight to inform him the SR1 fieldwork budget had been approved. There was no answer and no message left.
July 29, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Phone call	N/A	N/A	Declan Starlight returned Dallas Maynard's call. Declan Starlight thanked Alberta Transportation for the approval, and inquired about getting access to land that had been recently purchased by Alberta Transportation.
July 29, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Tanis Onespot, Tsuut'ina Nation	Phone call	N/A	N/A	Dallas Maynard called Tanis Onespot to let her know the SR1 fieldwork budget had been approved. Tanis Onespot thanked Dallas Maynard for letting her know. Dallas Maynard indicated that if Tsuut'ina Nation wanted Alberta Transportation or DEMA personnel to accompany them on any site visits to let him know.
July 30, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Text message	N/A	N/A	Declan Starlight texted Dallas Maynard to ask if they needed to check with anyone about accessing a property that had been bought by Alberta Transportation and leased back to the former landowner.

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July 30, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Text message	N/A	N/A	Dallas Maynard replied that as long as the leaseholder gave permission it was alright. Dallas Maynard asked if Tsuut'ina Nation had the contact information for the leaseholder.
July 30, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Text message	N/A	N/A	Declan Starlight said they did have the contact information and he had given his permission for Tsuut'ina Nation to access the land.
July 30, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Text message	N/A	N/A	Dallas Maynard thanked Declan Starlight.
July 31, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson provided a cover letter from Matthew Hebert, Alberta Transportation, the Record of Consultation (ROC) log, and Specific Concerns and Response Table (SCRT) for May-June 2019. She indicated the supporting documents were too large to email so she would try emailing them separately.
July 31, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	Email delivery verification of the ROC package received.

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July 31, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson emailed that the supporting documents for the ROC were still too large so she would send them on a USB stick.
July 31, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Phone call	N/A	N/A	Declan Starlight called Dallas Maynard, who was unable to answer.
July 31, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Text message	N/A	N/A	Dallas Maynard texted that he was not able to answer the phone.
July 31, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Phone call	N/A	N/A	Declan Starlight left a message asking about vehicles on Range Road 235 within the SR1 area.
July 31, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Phone call	N/A	N/A	Dallas Maynard tried to call Declan Starlight back but there was no answer and he was unable to leave a message.
August 1, 2019	Matthew Hebert, Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Letter	N/A	N/A	The cover letter and a USB stick with the ROC log, SCRT, and supporting documents were sent via registered mail.
August 1, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Phone call	N/A	N/A	Declan Starlight called Dallas Maynard's cell phone. Dallas Maynard was unable to answer and no message was left.

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August 1, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Text message	N/A	N/A	Dallas Maynard texted Declan that Alberta Transportation was not aware of any work going on within the SR1 area. They were still checking with Stantec.
August 1, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Text message	N/A	N/A	Declan Starlight responded that it was a TV shoot. He asked if it were possible to get maps of who owns land in the SR1 area.
August 1, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Text message	N/A	N/A	Dallas Maynard replied that he would request maps.
August 6, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed a landownership map that showed the land Alberta Transportation currently owns or is in the process of acquiring. He indicated that for the land mentioned in the phone call on July 29, 2019, as long as the landowner gave permission, then there was no issue with Tsuut'ina Nation accessing the land.

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August 7, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Phone call	N/A	N/A	Dallas Maynard called Declan Starlight to ask if Tsuut'ina Nation needed paper copies of the map send the previous day. Declan Starlight indicated no, and thanked Dallas Maynard for the map.
August 8, 2019	Matthew Hebert, Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Postal delivery	N/A	N/A	The cover letter and a USB stick with the ROC log, SCRT, and supporting documents were delivered by post.
August 15, 2019	Minister of Transportation Ric McIvor, Deputy Minister Andre Tremblay, Assistant Deputy Minister Crystal Damer	Chief Lee Crowchild, Councillor Lyle Dodginghorse, Jim Big Plume, Tanis Onespot, Violet Meguinis, Declan Starlight, Tsuut'ina Nation David Johnson, Researcher	Meeting	Concerns about traditional sites and features within the SR1 area. Concerns about cumulative impacts and the impacts to Tsuut'ina Nation's Reserve.	None at this time	A meeting was held between the Minister of Transportation and other government staff and Tsuut'ina Nation. Tsuut'ina Nation brought their researcher David Johnson to present on his research within the SR1 area pertaining to traditional stone features. At the meeting, Alberta Transportation was provided with: -a copy of the July 9, 2019 Band Council Resolution (BCR) that states Tsuut'ina Nation's opposition to the SR1 project; -a copy of the November 8, 1994 BCR regarding Tsuut'ina

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						<p>Nation desired involvement with historical resources within their territory;</p> <p>-a copy of the April 2, 2019 letter from Chief Lee Crowchild to Minister Brian Mason that responded to Minister Mason's March 13, 2019 letter regarding grant money available for flood protection at Redwood Meadows;</p> <p>-Two summary reports by David Johnson on the work he completed within the SR1 area. Note: these are not included within the supporting documents as Tsuut'ina Nation has requested they be kept confidential.</p>
August 23, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Tanis Onespot, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed to request meeting dates for a meeting between Alberta Transportation and Tsuut'ina Nation to discuss David Johnson's fieldwork. He also requested a budget for the meeting.

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August 26, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Phone call	N/A	N/A	Dallas Maynard called Declan Starlight to ask if Tsuut'ina Nation would be bringing legal counsel to the meeting with David Johnson. Declan Starlight did not know but would inquire about it. Declan Starlight also mentioned the option of having David Johnson call in rather than flying him back for a meeting.
August 27, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Tanis Onespot, Chief Lee Crowchild, Vincent Crowchild, Lyle Dodginghorse, Violet Meguinis, Maryann Big Plume, Tsuut'ina Nation	Email	N/A	N/A	Declan Starlight emailed to indicate that the Chief wanted David Johnson at the meeting in person. He asked if a meeting was possible for the upcoming Thursday or Friday.
August 27, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Tanis Onespot, Chief Lee Crowchild, Vincent Crowchild, Lyle Dodginghorse, Violet Meguinis, Maryann Big Plume, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard replied that he had a call in to Alberta Transportation to see if they were available and indicated he would book the Grey Eagle. He also asked for a budget for the meeting.
August 27, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Declan Starlight, Tanis Onespot, Chief Lee Crowchild, Vincent Crowchild, Lyle Dodginghorse, Maryann Big Plume, Vanessa Eagletail, Tsuut'ina Nation	Email	N/A	N/A	Violet Meguinis provided a budget for the upcoming meeting.

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August 27, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Tanis Onespot, Chief Lee Crowchild, Vincent Crowchild, Lyle Dodginghorse, Violet Meguinis, Maryann Big Plume, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard asked if Tsuut'ina Nation would have their legal counsel present at the meeting so he could let Alberta Transportation know that they would need Alberta Justice at the meeting.
August 27, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Phone call	N/A	N/A	Dallas Maynard called to confirm a meeting on August 29, 2019 and confirmed that Tsuut'ina Nation's budget was approved. Declan Starlight mentioned he was away on another project and Violet Meguinis would be managing his duties at the meeting. Dallas Maynard asked about legal counsel attending the meeting and Declan Starlight said Violet Meguinis would be sending an email regarding that.
August 27, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Declan Starlight, Tanis Onespot, Chief Lee Crowchild, Vincent Crowchild, Lyle Dodginghorse, Maryann Big Plume, Vanessa Eagletail, Tsuut'ina Nation	Email	N/A	N/A	Violet Meguinis indicated that Tsuut'ina Nation would not have their legal counsel present at the meeting. She asked about the budget approval.

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August 27, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Violet Meguinis asked if the meeting could be moved from 10:00 am to 11:00 am due to the Chief having an appointment.
August 27, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard agreed to the 11:00 am start time and said they would not start until the Chief arrived. He said he would send a meeting invite and agenda out soon and mentioned the budget was approved.
August 27, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Violet Meguinis suggested bringing tobacco from Alberta Transportation, and asked if the meeting was at the Grey Eagle.
August 27, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard confirmed the meeting was at the Grey Eagle and said he would have tobacco for the Elders.
August 27, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Chief Lee Crowchild, Vincent Crowchild, Lyle Dodginghorse, Tanis Onespot, Violet Meguinis, Maryann Big Plume, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard sent out a meeting invite for August 29, 2019. A draft agenda was attached.
August 28, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Text message	N/A	N/A	Dallas Maynard asked how many tobacco pouches to bring to the meeting.

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August 28, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Text message	N/A	N/A	Violet Meguinis replied seven.
August 28, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Text message	N/A	N/A	Dalla Maynard thanked Violet Meguinis.
August 28, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Declan Starlight, Maryann Big Plume, Vanessa Eagletail, Tsuut'ina Nation	Email	N/A	N/A	Violet Meguinis requested the final agenda without the "draft" watermark. She noted there would be 17 people from Tsuut'ina Nation for the meeting.
August 28, 2019	Amandah van Merlin, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Amandah van Merlin provided a copy of the agenda with the draft watermark removed.
August 28, 2019	Amandah van Merlin, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Amandah van Merlin sent an updated agenda with the time change reflected.
August 28, 2019	Amandah van Merlin, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Violet Meguinis added Tsuut'ina Nation attendees to the agenda and provided the updated agenda to Amandah van Merlin.
August 28, 2019	Amandah van Merlin, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Amandah van Merlin thanked Violet Meguinis and indicated she would bring copies of the agenda to the meeting.
August 28, 2019	Amandah van Merlin, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Violet Meguinis indicated she had made copies of the agenda for themselves but suggested bringing extras.

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August 29, 2019	Deputy Minister Andre Trembley, Crystal Damer, Matthew Hebert, Mark Svenson, Alberta Transportation Dave Brescia, Elise Savard, Colin Buchanan, Alison Landals, Stantec Dallas Maynard, Jennifer Hallson, Amandah van Merlin, DEMA Land Services	Chief Lee Crowchild, Councillor Lyle Dodginghorse, Councillor Vincent Crowchild, Violet Meguinis, Vanessa Eagletail, Jim Big Plume, Nadine Crowchild, Gilbert Crowchild, Alex Crowchild, Elizabeth Big Crow, Michael Meguinis, Gerald Meguinis, Harley Crowchild, Margaret Big Plume, Josephine Big Plume, Tsuut'ina Nation David Johnson, Researcher	Meeting	Tsuut'ina Nation voiced their continued opposition to the project as it is currently planned. Tsuut'ina Nation is concerned about the destruction of sites within the project area.	None at this time. Alberta Transportation offered to work with and fund Tsuut'ina Nation and David Johnson to learn more about the sites and features within the SR1 area that are important to Tsuut'ina Nation.	A meeting was held between Alberta Transportation and Tsuut'ina Nation to review David Johnson's fieldwork that he had completed within the SR1 area. David Johnson gave a presentation that provided a background on his methodology and his results from surveying portions of the SR1 area. The Aboriginal Consultation Office was in attendance. At this meeting Tsuut'ina Nation provided David Johnson's reports: <i>[Landowner 1] Ranch (TTN/SR1) Site Report 2019 Spring Bank Dam SR1 Site Survey Tsuut'ina First Nation Report for July 2019 and Kamp Kiwanis and [Landowner 2] Properties Site Report 2019 Spring Bank Dam SR1 Project Site Survey Tsuut'ina First Nation Report for July 2019</i> . Tsuut'ina Nation requested these reports be kept confidential.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: September-October 2019

TSUUT'INA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Violet M. Meguinis

Contact Phone Number: 403-238-6304 / 403-796-9408

Email: vmeguinis@tsuutina.com

Mailing Address: 9911 Chiila Blvd., Tsuut'ina AB. T2W 6H

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September 3, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Phone call	N/A	N/A	Dallas Maynard called to inquire about submission of the invoices for the site visit work undertaken in summer 2019, as well as the invoice for the August 29, 2019 meeting. Declan Starlight responded he thought Violet Meguinis had sent those invoices already. Dallas Maynard indicated he would confirm once he was in the office.

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September 4, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Declan Starlight, Violet Meguinis, Tanis Onespot, Chief Lee Crowchild, Lyle Dodginghorse, Vincent Crowchild, Maryann Big Plume, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed to inquire if Tsuut'ina Nation was available to meet with the Deputy Minister on September 17, 2019 9:00 am-12:00 pm, to discuss hydrogeology.
September 4, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Declan Starlight, Tanis Onespot, Tsuut'ina Nation	Email	N/A	N/A	Violet Meguinis confirmed Tsuut'ina Nation was available September 17, 2019, with the exception of Chief Lee Crowchild. She indicated members of Roy Crowther's team would be in attendance. She requested an agenda.
September 4, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Declan Starlight, Tanis Onespot, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard responded that he was confirming agenda items and meeting location and would get back to Violet Meguinis.
September 4, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	Violet Meguinis asked who was attending the September 17, 2019 meeting from the Government of Alberta.

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September 4, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard confirmed that Deputy Minister Andre Tremblay, Executive Director Matthew Hebert, and Mark Svenson from Alberta Transportation would be attending, and Assistant Deputy Minister Crystal Damer would likely be in attendance as well. He indicated he would be inviting the Aboriginal Consultation Office (ACO). He asked if they should order lunch for after the meeting, and requested confirmation if a smudge would occur at the start of the meeting so he could let the hotel know.
September 5, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Declan Starlight, Tanis Onespot, Tsuut'ina Nation	Email	N/A	N/A	Violet Meguinis provided the attendees from Tsuut'ina Nation for the September 17, 2019 meeting. She asked if she could submit a budget to invite Elders.
September 5, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Declan Starlight, Tanis Onespot, Lyle Dodginghorse, Vincent Crowchild, Terry Braun, Nadine Crowchild, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard sent a meeting invite for September 17, 2019 along with an agenda.

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September 5, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Declan Starlight, Tanis Onespot, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard requested that Violet Meguinis forward a budget for the Elders to attend the September 17, 2019 meeting as soon as she could.
September 5, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	Violet Meguinis requested Dallas Maynard book the meeting room starting at 8:00 am so Tsuut'ina Nation could have a pre-meeting with their team.
September 5, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Declan Starlight, Tanis Onespot, Tsuut'ina Nation	Email	N/A	N/A	Violet Meguinis provided a budget for the September 17, 2019 meeting.
September 5, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard indicated he had left a message with the Grey Eagle Hotel to request the room for 8:00 am.
September 5, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Violet Meguinis thanked Dallas Maynard.

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September 8, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Declan Starlight, Tanis Onespot, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard confirmed Tsuut'ina Nation's budget for the September 17, 2019 meeting was approved, and the Manyhorses Room was available starting at 8:00 am for Tsuut'ina Nation's use. He inquired if a smudge would be performed so he could let hotel staff know. He also asked about invoices for the site visits that occurred in summer 2019.
September 10, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Violet Meguinis asked if the budget for the September 17, 2019 meeting was approved.
September 10, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard referred to his September 8, 2019 email that indicated the budget was approved. He asked about the number of Elders attending.
September 10, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Violet Meguinis confirmed 8 Elders would be at the September 17, 2019 meeting.
September 11, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard indicated he would bring tobacco for all the Elders. He asked if there would be a smudge prior to the meeting so he could let the hotel staff know.

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September 11, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	Violet Meguinis confirmed there would be a smudging ceremony at 9:00 am.
September 11, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard thanked Violet Meguinis for her confirmation.
September 12, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Violet Meguinis, Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson emailed a copy of the meeting minutes from August 29, 2019 for review and comment.
September 13, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Raquel Manywounds, Tsuut'ina Nation	Phone call	N/A	N/A	Raquel Manywounds called to inquire about outstanding invoices. Jennifer Hallson indicated she was out of the office at meetings but would check on Monday and email Raquel Manywounds about any outstanding invoices.
September 13, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Raquel Manywounds, Tsuut'ina Nation	Email	N/A	N/A	Raquel Manywounds followed up on the phone call with an email requesting information on outstanding invoices.
September 13, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Declan Starlight, Tanis Onespot, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard sent a revised agenda for the September 17, 2019 meeting and asked for any comments.
September 13, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Declan Starlight, Tanis Onespot, Tsuut'ina Nation	Email	N/A	N/A	Violet Meguinis responded with Tsuut'ina Nation's revisions to the agenda.

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September 13, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Declan Starlight, Tanis Onespot, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard asked Violet Meguinis to provide the revised agenda.
September 13, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Violet Meguinis provided the revised agenda again.
September 13, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Declan Starlight, Tanis Onespot, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard sent a new revised agenda, as the meeting was only half day and Alberta Transportation would like to focus on groundwater.
September 16, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Raquel Manywounds, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson emailed regarding outstanding invoices and budgets that Alberta Transportation was waiting for from Tsuut'ina Nation.
September 16, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Declan Starlight, Vincent Crowchild, Lyle Dodginghorse, Terry Braun, Nadine Crowchild, Jim Big Plume, Chief Lee Crowchild, Tsuut'ina Nation Christina Trotter, PGL Environmental Dennis Westhoff, Juver Garcia, Westhoff Engineering	Email	N/A	N/A	Dallas Maynard emailed a PowerPoint presentation relating to groundwater that would be shown at the September 17, 2019 meeting. The most up to date agenda was also attached.

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September 17, 2019	<p>Deputy Minister Andre Tremblay, Assistant Deputy Minister Crystal Damer, Matthew Hebert, Mark Svenson, Alberta Transportation</p> <p>Dave Brescia, Colin Buchanan, Dan Yoshisaka, Stantec</p> <p>Sandra Folkins, Alberta Justice</p> <p>Peter Onyshko, Alberta Environment and Parks</p> <p>Wim Veldman, Wim M. Veldman Consulting</p> <p>Dallas Maynard, Jennifer Hallson, Amandah van Merlin, DEMA Land Services</p>	<p>Violet Meguinis, Declan Starlight, Tanis Onespot, Vincent Crowchild, Lyle Dodginghorse, Nadine Crowchild, Josephine Big Plume, Tina Jacobs, Ted Simon, Dorothy Runner, Elizabeth Big Crow, Margaret Big Plume, Terry Big Belly, Michael Meguinis, Tsuut'ina Nation</p> <p>Terry Braun, Tsuut'ina Legal Counsel</p> <p>Christina Trotter, PGL Environmental</p> <p>Peter Miller, Mandell Pinder LLP</p> <p>Dennis Westhoff, Juver Garcia, Aquatic Resources Management/Westhoff Engineering</p>	Meeting	Tsuut'ina Nation has concerns about historical sites within the project area, including around the outflow channel and how water release will affect the sites there.	At the meeting, Alberta Transportation expressed their willingness to continue to work with Tsuut'ina Nation to learn about sites of concern to Tsuut'ina Nation.	A meeting was held between Alberta Transportation and Tsuut'ina Nation to discuss hydrogeology. Dennis Westhoff and Juver Garcia, Westhoff Engineering presented on flood protection for Tsuut'ina Nation lands, including Redwood Meadows. Peter Miller, Mandell Pinder LLP discussed gaps that Tsuut'ina Nation sees in the Environmental Impact Assessment. Dan Yoshisaka, Stantec presented on the updated hydrogeology model and a discussion on the model and hydrogeology followed. At the meeting, the Deputy Minister expressed interest in attending an Elders' tour that Tsuut'ina Nation wanted to undertake. Hard copies of the list of well records used in the hydrogeological model were provided to Tsuut'ina Nation. The ACO was in attendance.
				Tsuut'ina Nation remains concerned that the hydrogeology modelling does not accurately show potential conditions on Tsuut'ina Nation's reserve.	At the meeting, Stantec did a presentation on the updated hydrogeology modelling, including how the model was expanded to include Tsuut'ina Nation lands, and that effects to Tsuut'ina Nation's reserve are not expected.	
				Tsuut'ina Nation expressed concerns to how impacts to treaty rights were assessed in the March 2018 Environmental Impact Assessment.	None at this time.	
September 17, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Raquel Manywounds, Declan Starlight, Maryann Big Plume, Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Raquel Manywounds emailed outstanding invoices for site visits.

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September 17, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Declan Starlight, Tsuut'ina Nation	Text message	N/A	N/A	Dallas Maynard texted about an option for a bus rental company for an Elders' tour, as mentioned during the September 17, 2019 meeting. He requested a budget for this tour.
September 17, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Text message	N/A	N/A	Violet Meguinis suggested dates between October 1-4, 2019 for the Elders' tour.
September 17, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Text message	N/A	N/A	Dallas Maynard thanked Violet Meguinis.
September 17, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Raquel Manywounds, Violet Meguinis, Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	Raquel Manywounds emailed invoices for the August 29, 2019 and September 17, 2019 meetings.
September 18, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Violet Meguinis, Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson emailed a copy of the well records used in the hydrogeological model, same as the hard copies provided at the September 17, 2019 meeting.

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September 18, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Raquel Manywounds, Declan Starlight, Maryann Big Plume, Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed regarding an invoice received for the field work in summer 2019, indicating that this invoice was subsequently included in the budget approval of \$83 000. He requested Tsuut'ina Nation rescind the invoice and forward an invoice for the full \$83 000. He confirmed he received the invoices for the August 29, 2019 and September 17, 2019 meetings. He attached the two invoices provided by Raquel Manywounds on September 17, 2019, and the letter approving \$83 000.
September 19, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Declan Starlight, Tanis Onespot, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard confirmed that Deputy Minister Andre Tremblay was available October 3, 2019 for the Elders' tour. He provided a suggestion for how the tour would be organized, requesting input from Tsuut'ina Nation. He also requested a budget for the tour.

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September 19, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Phone call	N/A	N/A	Dallas Maynard called to follow up on his email about the Elders' tour. Violet Meguinis indicated October 3, 2019 would work, and said she was not in the office but would respond once she arrived at the office.
September 19, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Raquel Manywounds, Tsuut'ina Nation	Email	N/A	N/A	Raquel Manywounds provided PGL Environmental invoices as backup to Invoices #20190046 and #20181982. She requested more information on what as needed for the 2018 invoice.
September 19, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Text message	N/A	N/A	Violet Meguinis texted she was working on a budget for the Elders' tour and would send it the next day.
September 19, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Text message	N/A	N/A	Dallas Maynard thanked Violet Meguinis and said he had contacted the bus company but had not received a response.
September 19, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Text message	N/A	N/A	Dallas Maynard texted that he had spoken with the bus company, and that Violet Meguinis did not need to include that cost in her budget.
September 19, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Text message	N/A	N/A	Violet Meguinis confirmed she had not included the bus in her budget.

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September 19, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Text message	N/A	N/A	Dallas Maynard indicated he would make Violet Meguinis a contact person for the bus company.
September 19, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Text message	N/A	N/A	Violet Meguinis asked how many people the bus would hold.
September 19, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Text message	N/A	N/A	Dallas Maynard responded 24 people.
September 19, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Text message	N/A	N/A	Violet Meguinis indicated they had 30 Elders, but would have staff with their own vehicles to take extra people.
September 19, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Text message	N/A	N/A	Dallas Maynard said he would have a 7 passenger SUV as well. He asked if it were possible as part of lunch or after lunch to have a discussion regarding what was seen on the tour and focus on the Elders' thoughts on the project. He requested Violet Meguinis provide an agenda for then day along with her budget.
September 19, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Text message	N/A	N/A	Violet Meguinis responded that she would work on an agenda.
September 19, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Text message	N/A	N/A	Dallas Maynard said a rough agenda would be fine.

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September 19, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Text message	N/A	N/A	Violet Meguinis responded "OK."
September 20, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	Violet Meguinis provided a budget for the Elders' tour and a draft itinerary.
September 23, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Violet Meguinis, Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson emailed a copy of a letter that requested information on any land management plans within Tsuut'ina Nation's reserve and information regarding land use policies. This request was to aid in addressing an information request from the Canadian Environmental Assessment Agency (CEAA). The letter also offered a meeting to discuss.
September 23, 2019	Matthew Hebert, Alberta Transportation	Violet Meguinis, Declan Starlight, Tsuut'ina Nation	Letter	N/A	N/A	The September 23, 2019 letter was sent via registered mail.
September 23, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Text message	N/A	N/A	Violet Meguinis asked if Dallas Maynard had received the draft Elders' tour itinerary.

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September 23, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Text message	N/A	N/A	Dallas Maynard responded he had and had circulated it but not received a response. He noted he was drafting an email to request Dennis Westhoff's September 17, 2019 presentation. He asked if Tsuut'ina Nation was requesting additional budget for Elders' gifts.
September 23, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Text message	N/A	N/A	Violet Meguinis said she had not included Elders' gifts due to the July 29, 2019 letter outlining partial approval for the Elders' tour.
September 23, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Declan Starlight, Tanis Onespot, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed to request Dennis Westhoff's September 17, 2019 presentation. He also included a picture of the bus he had rented for the Elders' tour. He also requested if there were any other budget items to send them to his attention.
September 23, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Violet Meguinis responded that the bus would be perfect for the Elders.
September 23, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard thanked Violet Meguinis.

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September 23, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Phone call	N/A	N/A	Dallas Maynard called and left a message asking Violet Meguinis to call him back and said he would follow up with an email.
September 24, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Declan Starlight, Tanis Onespot, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed that the Elders' tour budget was approved. He also asked if there was anything specific for a presentation after lunch. He followed up on action items from the September 17, 2019 meeting (the Westhoff presentation and the request for the development plan for Redwood Meadows).
September 25, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Text message	N/A	N/A	Violet Meguinis asked if Dallas Maynard could call her.
September 25, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Phone call	N/A	N/A	Dallas Maynard called and there was no answer.
September 25, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Text message	N/A	N/A	Dallas Maynard texted requesting Violet Meguinis call him back.
September 25, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Text message	N/A	N/A	Violet Meguinis said she would call Dallas Maynard back in a while.

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September 25, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Text message	N/A	N/A	Dallas Maynard replied, "sounds good." He also said that October 10, 2019 was an alternative date for the Elder's tour.
September 25, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Text message	N/A	N/A	Violet Meguinis said she would check availability.
September 25, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Text message	N/A	N/A	Dallas Maynard thanked Violet Meguinis, and asked when Tsuut'ina Nation's elections were.
September 25, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Text message	N/A	N/A	Violet Meguinis responded that the nominations were October 11, 2019 and the election was November 28, 2019.
September 25, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Violet Meguinis replied to Dallas Maynard's September 24, 2019 email that the debriefing after lunch was for the Elders to discuss what they saw. She said the presentation was something Dallas Maynard had mentioned.
September 25, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Violet Meguinis forwarded Dennis Westhoff's presentation from September 17, 2019.

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September 25, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson emailed a cover letter, the Record of Consultation (ROC) logs, Specific Concerns and Response Table (SCRT) and supporting documents (ROC Documents) for July-August 2019.
September 25, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	Email verification for the ROC Documents received.
September 26, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard replied to Violet Meguinis' first September 25, 2019 email that that he had wanted to clarify what Violet Meguinis meant by "presentation" in the agenda for the Elders' tour.
September 26, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Declan Starlight, Tanis Onespot, Lyle Dodginghorse, Vincent Crowchild, Jim Big Plume, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard thanked Violet Meguinis for Dennis Westhoff's presentation. He asked about David Johnson doing more work before winter and requested a budget and possible dates.
September 26, 2019	Matthew Hebert, Alberta Transportation	Violet Meguinis, Declan Starlight, Tsuut'ina Nation	Postal delivery	N/A	N/A	The September 23, 2019 letter was delivered by post.
September 30, 2019	Shayne Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Phone call	N/A	N/A	Shayne Maynard called to discuss the October 3, 2019 Elders' tour and left a message with his phone number.

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September 30, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Phone call	N/A	N/A	Violet Meguinis left a voicemail that the weather did not look good for October 3, 2019 and suggested the date of the Elders' tour be changed.
September 30, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Text message	N/A	N/A	Violet Meguinis confirmed moving the Elders' tour to October 10, 2019 as the forecast looked good for that day.
September 30, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Text message	N/A	N/A	Dallas Maynard thanked Violet Meguinis.
October 1, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson emailed that there was a typo in the cover letter that accompanied the July-August 2019 ROC Documents. Due to this, the 10 day review period would restart the day following this email.
October 1, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	Delivery verification for the ROC Documents letter typo received.
October 1, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Declan Starlight, Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson provided the draft meeting minutes from the September 17, 2019 meeting and asked for any comments.

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October 8, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	Violet Meguinis indicated that they had received some snow but confirmed the October 10, 2019 Elders' tour was still a go as it was supposed to be nice that day.
October 9, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard thanked Violet Meguinis for the update and said they had prayer pouches for the Elders. He indicated Shayne Maynard from DEMA's office would be confirming everything with the bus for the tour.
October 9, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed that he had just been informed that the Deputy Minister had a change of schedule and would not be able to make the tour. Matthew Hebert would be attending for Alberta Transportation.
October 9, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Violet Meguinis acknowledged that the Deputy Minister would not be in attendance and requested maps for the Elders.
October 9, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard confirmed Stantec would bring maps for the Elders.

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October 9, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Raquel Manywounds, Violet Meguinis, Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard emailed to confirm he had submitted Invoices 432185.006 (for the September 17, 2019 meeting) and 432185.007 (for the August 29, 2019 meeting) for payment, and requested the consultant invoices that went with them. He also requested an invoice for the work done by David Johnson.
October 9, 2019	Dallas Maynard, DEMA Land Services for Alberta Transportation	Raquel Manywounds, Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Raquel Manywounds emailed two invoices, 432185.008 (for the summer 2019 fieldwork by Tsuut'ina Nation and David Johnson) and 432185.009 (for the Elders' tour).
October 10, 2019	Matthew Hebert, Alberta Transportation Elise Savard, Colin Buchanan, Stantec Shayne Maynard, DEMA Land Services	Violet Meguinis, Declan Starlight, Terry Oulette Big Belly, Ted Simon, Eva Many Horses, Frances Littlelight, Anthony Starlight, Dolly Runner, Elizabeth Big Crow, Alvin Big Crow, Carlton Jacobs, Lena Big Plume, Margaret Big Plume, Tina	Site visit	Tsuut'ina Nation is concerned about water; it is medicine and sacred.	None at this time.	An Elder's bus tour was undertaken within the SR1 area, with Tsuut'ina Nation leading the tour. Following the tour and lunch, discussions occurred about the project and Alberta Transportation answered Elders' questions.
				Tsuut'ina Nation is concerned about flooding on reserve.	At the meeting, Alberta Transportation explained what the project was and how it would work.	

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		Jacobs, Marlene Owl-Simon, Harley Crowchild, Mildred Crowchild, Thomas Meguinis, Donald Rowan, April Rowan, Heather Littlelight, Tsuut'ina Nation Roy Crowther, Aquatic Resource Management		Tsuut'ina Nation is concerned about erosion.	None at this time.	
October 16, 2019	Minister Ric McIver, Alberta Transportation	Chief Lee Crowchild, Tsuut'ina Nation	Email	N/A	N/A	Minister Ric McIver responded to Chief Lee Crowchild's June 6, 2019 letter. Minister Ric McIver addressed some of the concerns in the June 6, 2019 letter, and offered to meet to further discuss the Project.
October 18, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Declan Starlight, Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson followed up on the September 23, 2019 letter requesting information on land management plans, and asked for dates if Tsuut'ina wanted to meet to discuss it in person.
October 22, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Declan Starlight, Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson provided the October 10, 2019 notes from the Elders' tour for review. She asked if there were any other Elders that were not on the sign in sheet to add.

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October 22, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Violet Meguinis, Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	Violet Meguinis provided additional Elders who were in attendance to add to the site visit notes. She also corrected the election date from November 28 to November 20, 2019, and noted Declan Starlight would review the notes.
October 22, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Violet Meguinis, Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson provided corrected notes based on Violet Meguinis' comments.
October 22, 2019	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Declan Starlight, Violet Meguinis, Tsuut'ina 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 and requested a meeting to discuss.
October 22, 2019	Matthew Hebert, Alberta Transportation	Declan Starlight, Violet Meguinis, Tsuut'ina Nation	Letter	N/A	N/A	The October 21, 2019 letter on future land use and Indigenous participation was sent via registered mail.
October 29, 2019	Matthew Hebert, Alberta Transportation	Declan Starlight, Violet Meguinis, Tsuut'ina Nation	Postal delivery	N/A	N/A	The October 21, 2019 letter on future land use and Indigenous participation was delivered by post.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: November-December 2019

TSUUT’INA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Violet Meguinis
Contact Phone Number: 403-238-6304 / 403-796-9408
Email: violetmeguinis@tsuutina.com
Mailing Address: 9911 Chiila Blvd., Tsuut’ina AB. T2W 6H6

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 4, 2019	Matthew Hebert, Alberta Transportation	Declan Starlight, Violet Meguinis, Tsuut’ina Nation	Email	N/A	N/A	Matthew Hebert followed up on the September 23, 2019 letter that requested information on Tsuut’ina Nation’s land management plans to help answer a question from the federal regulator (the Canadian Environmental Assessment Agency [CEAA]).

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 5, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Declan Starlight, Violet Meguinis, Tsuut'ina 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.
November 7, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Declan Starlight, Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson forwarded an email from Megan Fisher, Stantec to Courtney Big Plume, Tsuut'ina Career and Employment Resource Centre outlining an employment opportunity for a Fish Field Program Technician. Jennifer Hallson's email indicated that Alberta Transportation/Stantec was looking for an individual from Tsuut'ina Nation to fill this position.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 8, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Declan Starlight, Violet Meguinis, Tsuut'ina 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	Declan Starlight, Violet Meguinis, Tsuut'ina Nation	Letter	N/A	N/A	The Project Update Letter was sent via registered mail.
November 8, 2019	Andre Tremblay, Crystal Damer, Matthew Hebert, Alberta Transportation	Vincent Crowchild, Lyle Dodginghorse, Violet Meguinis, Declan Starlight, Terry Braun, Tsuut'ina Nation	Email	<p>The SR1 project's impacts to Tsuut'ina Nation's rights are a serious concern to Tsuut'ina citizens. Tsuut'ina Nation requested Alberta Transportation use the Frontier Methodology to assess impacts to Tsuut'ina rights.</p> <p>Tsuut'ina Nation remains concerned about impacts to groundwater on their reserve. Tsuut'ina Nation requests that groundwater monitoring wells be installed on Tsuut'ina's reserve.</p>	N/A	Tsuut'ina Nation emailed a letter (dated October 17, 2019) that voiced concerns about impact to Aboriginal and treaty rights, groundwater, and the risk of flooding to Tsuut'ina lands.
November 13, 2019	Matthew Hebert, Alberta Transportation	Declan Starlight, Violet Meguinis, Tsuut'ina Nation	Postal delivery	N/A	N/A	The Project Update Letter was delivered via registered mail.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 15, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Declan Starlight, Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson emailed the draft future land use documents, including draft principles for future land use, and the draft Indigenous Participation Plan (IPP). She asked if Tsuut'ina Nation would be available to meet after their elections or early in the new year.
November 15, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Violet Meguinis, Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	Violet Meguinis emailed that due to their election on November 20, 2019 and the swearing in and orientation that occurs following that, Tsuut'ina Nation does not anticipate being able to commit to anything until January. She noted she would advise Alberta Transportation when they can meet to discuss future land use and the IPP.
November 15, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Violet Meguinis, Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson thanked Violet Meguinis and said she looked forward to hearing from Violet Meguinis in January.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
November 20, 2019	Matthew Hebert, Alberta Transportation	Violet Meguinis, Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	Matthew Hebert emailed to ask if Tsuut'ina Nation was available to meet the week of December 15, 2019, as Deputy Minister Andre Tremblay was interested in meeting.

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Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
December 4, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Violet Meguinis, Tanis Onespot, Tsuut'ina Nation	Email	See February 28, 2019 entry and Specific Concerns and Response Table (SCRT) for concerns raised in the February 28, 2019 letter.	See SCRT for response to concerns raised in the February 28, 2019 letter.	Jennifer Hallson emailed a copy of a letter that responded to Tanis Onespot's February 28, 2019 letter. The letter provided a summary of the consultation with Tsuut'ina Nation to date, further context on the information request for Tsuut'ina Nation's views on their rights and timing related to the January 28, 2019 letter, and provided information on additional work conducted for the groundwater assessment conducted for the Project based on Tsuut'ina Nation's input. The January 28, 2019 letter was attached as Attachment 1. Attachment 2 was the compilation of impacts to rights information collected prior to and following the March 2018 Environmental Impact Assessment (EIA). The well records used to generate the groundwater models were also attached as Attachment 3.
December 5, 2019	Matthew Hebert, Alberta Transportation	Violet Meguinis, Tanis Onespot, Tsuut'ina Nation	Letter	N/A	N/A	The December 4, 2019 letter was sent via registered mail.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
December 6, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson emailed a cover letter, the Record of Consultation (ROC) logs, and Specific Concerns and Response Table (SCRT) for September-October 2019. She indicated she would send the supporting documents on a USB as they were too large to email.
December 6, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Email delivery verification for the ROC logs and SCRT received.
December 9, 2019	Matthew Hebert, Alberta Transportation	Violet Meguinis, Tanis Onespot, Tsuut'ina Nation	Postal delivery	N/A	N/A	The December 4, 2019 letter was delivered via registered mail.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
December 10, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Violet Meguinis, Tsuut'ina 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 Tsuut'ina Nation's technical reviews were listed for reference.
December 10, 2019	Matthew Hebert, Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Letter	N/A	N/A	A USB with the cover letter, ROC logs, SCRT, and supporting documents was sent via registered mail.
December 13, 2019	Matthew Hebert, Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Postal delivery	N/A	N/A	The USB with the cover letter, ROC logs, SCRT, and supporting documents was delivered via registered mail.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
December 16, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Email	See May 14, 2018 and July 12, 2018 entries and SCRT for detailed concerns from Tsuut'ina Nation's technical reviews.	See SCRT for detailed responses to concerns from Tsuut'ina Nation's technical reviews.	Jennifer Hallson emailed a cover letter (dated December 13, 2019) and an FTP link to Alberta Transportation's response to Tsuut'ina Nation's technical review of the EIA. The cover letter highlighted commitments made by Alberta Transportation within the response. Jennifer Hallson indicated she would also send the response on a USB, as it was too large to email. She noted Alberta Transportation would like to meet in the new year to discuss the response.
December 17, 2019	Matthew Hebert, Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Letter	N/A	N/A	A USB with Alberta Transportation's response to Tsuut'ina Nation's technical reviews was sent via registered mail.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
December 17, 2019	Jennifer Hallson, DEMA Land Services on behalf of Alberta Transportation	Violet Meguinis, Tsuut'ina 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 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 Tsuut'ina Nation's technical reviews were listed for reference.
December 20, 2019	Andre Tremblay, Deputy Minister	Councillor Vincent Crowchild, Councillor Lyle Dodginghorse, Tsuut'ina Nation	Email	N/A	N/A	Deputy Minister Andre Tremblay thanked the Councillors for the letter dated October 17, 2019 and for the meetings they had had that year. He stated Alberta Transportation is committed to ongoing consultation with Tsuut'ina Nation to try and resolve concerns regarding the SR1 project.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
December 20, 2019	Matthew Hebert, Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Postal delivery	N/A	N/A	The USB with Alberta Transportation's response to Tsuut'ina Nation's technical reviews was delivered via registered mail.

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ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: January-February 2020

TSUUT'INA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Violet Meguinis

Contact Phone Number: 403-238-6304 / 403-796-9408

Email: violetmeguinis@tsuutina.com

Mailing Address: 9911 Chiila Blvd., Tsuut'ina AB. T2W 6H6

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
January 2, 2020	Dallas Maynard, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Dallas Maynard requested information to back up Invoice 432185-008 (attached to the email), including invoices from Tsuut'ina Nation's consultant David Johnson and more detail on the fieldwork undertaken in summer 2019.
January 8, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson followed up on Dallas Maynard's January 2, 2020 email to request any invoices from David Johnson and the dates of the fieldwork completed in summer 2019.

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January 8, 2020	Matthew Hebert, Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Violet Meguinis emailed Matthew Hebert to request Matthew Hebert follow up with the Impact Assessment Agency of Canada (IAAC; formerly Canadian Environmental Assessment Agency) as she had not heard from IAAC's funding officer.
January 9, 2020	Matthew Hebert, Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Matthew Hebert replied that he would check with IAAC.
January 12, 2020	Matthew Hebert, Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Matthew Hebert indicated that someone from IAAC had been in touch with Raquel Manywounds, Tsuut'ina Nation in November, and that someone from IAAC would get in touch with Violet Meguinis shortly.
January 27, 2020	Ric McIver, Minister of Transportation, and Alberta Transportation representatives	Chief Roy Whitney and Tsuut'ina Nation representatives	Meeting	N/A	N/A	Minister Ric McIver and Chief Whitney met to discuss the SR1 Project and Tsuut'ina Nation's concerns about the Project. Alberta Transportation committed to providing documents and reports requested by Tsuut'ina Nation. Discussions that occurred during the meeting are confidential.

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January 27, 2020	Matthew Hebert, Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Violet Meguinis let Matthew Hebert know that she had forwarded his request, made via email on November 20, 2019, for a meeting between Chief Whitney and Minister McIver.
January 28, 2020	Matthew Hebert, Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Matthew Hebert informed Violet Meguinis that Chief Whitney and Minister McIver met January 27, 2020.
January 30, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson emailed a cover letter, the Record of Consultation (ROC) logs, and Specific Concerns and Response Table (SCRT) for November-December 2019. She noted the supporting documents were too large so they would be mailed on a USB.
January 30, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Email delivery verification for the ROC documents received.
February 4, 2020	Matthew Hebert, Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Letter	N/A	N/A	A USB with the cover letter, ROC logs, SCRT, and supporting documents was sent via registered mail.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
February 5, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Marilee Whitney, Violet Meguinis, Tsuut'ina Nation	Letter	N/A	N/A	Payment was sent for Invoices 432185-006 and 432185-007 for the August 29, 2019 and September 17, 2019 consultation meetings.
February 6, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina 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 Tsuut'ina Nation's technical reviews of the EIA and Alberta Transportation's response to the technical reviews. Alberta Transportation informed Tsuut'ina Nation that they would be providing these documents to the NRCB, with the note that consultation is still ongoing. The message also noted that Tsuut'ina Nation's Traditional Use Study would not be provided as Tsuut'ina Nation has requested that it be kept confidential.

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February 6, 2020	Margot Trembath, Alberta Environment and Parks Bill Kennedy, Natural Resources Conservation Board	Peter Millerd, Mandell Pinder LLP Violet Meguinis, Terry Braun Tsuut'ina Nation	Letter	<p>The proponent did not respond to Tsuut'ina Nation's request that the model be properly calibrated with real-world data from purpose-drilled monitoring wells on Tsuut'ina land.</p> <p>The proponent has not provided meaningful answers to Tsuut'ina Nation's questions in relation to wildlife, in particular elk movement.</p> <p>The cumulative effects to hydrology from the interaction between the Project and proposed upstream works have not been adequately studied.</p> <p>Tsuut'ina Nation remains concerned with how impacts to treaty and Aboriginal rights have been assessed and that Tsuut'ina Nation has not been engaged to understand Tsuut'ina Nation's perspective regarding its rights.</p>	N/A	Mandell Pinder LLP sent a letter on behalf of Tsuut'ina Nation to the Impact Assessment Agency of Canada regarding their technical review of Alberta Transportation's responses to the information requests. The October 17, 2019 letter was attached, along with tables completed by PGKL Environmental providing their detailed review of the responses to the information requests.
February 7, 2020	Matthew Hebert, Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Postal delivery	N/A	N/A	The USB with the cover letter, ROC logs, SCRT, and supporting documents was delivered via registered mail.
February 10, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Marilee Whitney, Violet Meguinis, Tsuut'ina Nation	Postal delivery	N/A	N/A	The payment for Invoices 432185-006 and 432185-007 was delivered via registered mail.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
February 13, 2020	Mark Jacka, Alberta Transportation	Fouad El Kardy on behalf of Tsuut'ina Nation	Email	N/A	N/A	Mark Jacka, Chief of Staff, Minister of Transportation, emailed documents requested by Tsuut'ina Nation at the January 27, 2020 meeting, including the Hydrogeology Technical Data Report, the Draft Groundwater Monitoring Plan, and two figures of the Elbow River. Note: the email was initially sent to an incorrect email, then forwarded to the correct email address. There was no text in the email.
February 14, 2020	Minister Ric McIver, Alberta Transportation	Chief Roy Whitney, Tsuut'ina Nation	Letter	N/A	N/A	Minister Ric McIver sent a letter to Chief Roy Whitney with an offer for an agreement. The details of the letter are confidential, and the letter is not included in the supporting documents.
February 18, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Marilee Whitney, Violet Meguinis, Tsuut'ina Nation	Letter	N/A	N/A	Payment was sent for Invoice 432185-009 for the October 10, 2019 Elders' tour.
February 21, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Marilee Whitney, Violet Meguinis, Tsuut'ina Nation	Postal delivery	N/A	N/A	The payment for Invoice 432185-009 was delivered via registered mail.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: March-April 2020

TSUUT’INA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Violet Meguinis

Contact Phone Number: 403-238-6304 / 403-796-9408

Email: violetmeguinis@tsuutina.com

Mailing Address: 9911 Chiila Blvd., Tsuut’ina AB. T2W 6H6

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
March 23, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut’ina Nation	Phone call	N/A	N/A	Jennifer Hallson called Violet Meguinis to check in about Tsuut’ina Nation’s status and ability to consult given the COVID-19 pandemic. Violet Meguinis confirmed she was working from home and able to receive information. Violet Meguinis indicated Tsuut’ina Nation had declared a local state of emergency March 16, 2020 for two weeks but it would likely last longer. Violet Meguinis said she was open to

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						video/teleconferencing when the time comes.
March 23, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Violet Meguinis, Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson provided information related to two action items from the February 2020 Technical Advisory Group meetings including (1) a contact person at AEP to discuss helicopters flying round the Springbank area; and (2) an update regarding discussions with TC Energy about the pipeline running through the diversion channel..
March 26, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Marilee Whitney, Violet Meguinis, Tsuut'ina Nation	Letter	N/A	N/A	Jennifer Hallson sent payment for two invoices for PGL Environmental (#20191983 and #20190046) via registered mail.
April 1, 2020	Margot Trembath, Heather Dent Alberta Environment and Parks Bill Kennedy, Natural Resources Conservation Board Crystal Damer, Matthew Hebert, Alberta Transportation	Violet Meguinis, Terry Braun, Tsuut'ina Nation Peter Millerd, Mandell Pinder LLP	Letter	N/A	N/A	Tsuut'ina Nation sent a letter withdrawing all of its objections in relation to the SR1 Project proceeding forward in the regulatory process. Tsuut'ina Nation will not participate any further in the regulatory review process.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
April 2, 2020	<p>Jennifer Howe, Barbara Pullishy, Impact Assessment Agency of Canada</p> <p>Kyle Antonchuk, Neil Fisher, Fisheries and Oceans Canada</p> <p>Adam Downing, Transport Canada</p> <p>Matthew Wiens, Crown-Indigenous Relations and Northern Affairs Canada</p> <p>Andrea Mclandress, Environment and Climate Change Canada</p> <p>Crystal Damer, Matthew Hebert, Alberta Transportation</p> <p>Bob Chappell, Alberta Justice</p>	<p>Terry Braun, Tsuut'ina Nation</p> <p>Peter Millerd, Mandell Pinder LLP</p>	Email	N/A	N/A	<p>Terry Braun sent a letter (dated April 1, 2020) to the Impact Assessment Agency of Canada. Tsuut'ina Nation withdrew all of its objections in relation to the SR1 Project proceeding forward in the regulatory process. Tsuut'ina Nation will not participate any further in the regulatory review process.</p>
April 3, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Marilee Whitney, Violet Meguinis, Tsuut'ina Nation	Postal deliver	N/A	N/A	<p>The payment for two invoices for PGL Environmental that was sent on March 26, 2020 was delivered via registered mail.</p>

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: May-June 2020

TSUUT'INA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Violet Meguinis, cc Declan Starlight

Contact Phone Number: 403-238-6304 / 403-796-9408

Email: violetmeguinis@tsuutina.com

Mailing Address: 9911 Chiila Blvd., Tsuut'ina AB. T2W 6H6

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
May 7, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson sent a letter from Alberta Transportation acknowledging Tsuut'ina Nation's April 1, 2020 letters of non-objection. The letter indicated the January-February 2020 and March-April 2020 Record of Consultation (ROC) bimonthlies will be provided for review and Alberta Transportation will continue to send Project updates for Tsuut'ina Nation's information.

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						Alberta Transportation also welcomes Tsuut'ina Nation's participation in discussions on future land use and the draft Indigenous Participation Plan, but discussions on these two topics will not be added to the ROC.
June 29, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson emailed a cover letter, the ROC logs, Specific Concerns and Response Table (SCRT), and supporting documents for January-February 2020.
June 29, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Email delivery verification for the ROC documents received.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: July-August 2020

TSUUT'INA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Violet Meguinis / Declan Starlight
Contact Phone Number: 403-238-6304 / 403-796-9408
Email: violetmeguinis@tsuutina.com / declanstarlight@tsuutina.com
Mailing Address: 9911 Chiila Blvd., Tsuut'ina AB. T2W 6H6

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
July 7, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Marg Reid, Tsuut'ina Nation	Phone call	N/A	N/A	Marg Reid called Jennifer Hallson to follow up on Invoice 432185.008 regarding fieldwork from 2019. Jennifer Hallson confirmed the invoice had not been paid due to missing information, and that she would follow up with Alberta Transportation as the agreement signed between Tsuut'ina Nation and Alberta Transportation may have also affected the payment.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
July 7, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Marg Reid, Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Marg Reid emailed to follow up on her phone call asking if there was any additional work required in order for the outstanding invoice to be paid.
July 8, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Marg Reid, Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson responded that for the invoice to be paid, additional information and supporting documentation was required.
July 8, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Marg Reid, Tsuut'ina Nation	Phone call	N/A	N/A	Marg Reid confirmed she would speak to Violet Meguinis and find the required information for Invoice 432185.008.
July 16, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson sent the Draft Groundwater Monitoring Plan, Draft Surface Water Monitoring Plan, Draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan, and Draft Wildlife Mitigation and Monitoring Plan for Tsuut'ina Nation's information.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
July 20, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson emailed a letter regarding the archaeological work being completed for the SR1 Project. The letter invited Tsuut'ina Nation to observe the Historical Resources Impact Assessment (HRIA) work being completed. The letter requested confirmation of interest and indicated capacity funding was available.
July 23, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson sent the Draft Fish Rescue and Fish Health Monitoring and Mitigation Programs (provided in Round 2 NRCB IR31, Appendix IR31-1) and the Draft Air Quality Management Plan (provided in Round 2 IAAC IR4-04, Appendix IR4-1) for Tsuut'ina Nation's information.
July 29, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Violet Meguinis, Declan Starlight, Monica Onespot, Tsuut'ina Nation	Email	N/A	N/A	Violet Meguinis responded to Jennifer Hallson's July 20, 2020 email and indicated Tsuut'ina Nation would like to participate in the archaeological work. She provided a total budget value.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
August 4, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson emailed a cover letter, the Record of Consultation (ROC) logs, Specific Concerns and Response Table (SCRT), and supporting documents for March-April 2020.
August 4, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Email delivery notification for the ROC documents received.
August 4, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Violet Meguinis, Monica Onespot, Tsuut'ina Nation	Email	N/A	N/A	Violet Meguinis followed up on her July 29, 2020 email about the archaeological work.
August 6, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Violet Meguinis, Monica Onespot, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson responded to Violet Meguinis' July 29, 2020 email with a tentative schedule for the archaeological work for the SR1 Project. She requested a detailed budget and preferred timeframe for the Tsuut'ina Nation visits.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
August 31, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Violet Meguinis, Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson emailed to provide an update on the archaeological work for the SR1 Project. The excavation and mitigation work had been postponed to the following year, and Alberta Transportation would contact Tsuut'ina Nation at that time to offer an invitation to observe the work. Alberta Transportation had received the permit to conduct the HRIA work and would complete that this fall.
August 31, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Violet Meguinis, Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson emailed a cover letter, the ROC logs, SCRT, and supporting documents for May-June 2020. The cover letter indicated these records were being provided for Tsuut'ina Nation's information.
August 31, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Email delivery notification for the ROC documents received.
August 31, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	Email delivery notification for the ROC documents was received.

ALBERTA TRANSPORTATION – INDIGENOUS CONSULTATION

PROPOSED ELBOW RIVER DIVERSION & SPRINGBANK OFF-STREAM SR1 STORAGE RESERVOIR

SUMMARY LOG

Date of Summary Log Update: September-October 2020

TSUUT'INA NATION

Contact Information received from Indigenous Relations Website as updated

Consultation Officer: Violet Meguinis / Declan Starlight
Contact Phone Number: 403-238-6304 / 403-796-9408
Email: violetmeguinis@tsuutina.com / declanstarlight@tsuutina.com
Mailing Address: 9911 Chiila Blvd., Tsuut'ina AB. T2W 6H6

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
September 25, 2020	Bob Chappell, Alberta Justice	Terry Braun, In-house Legal Counsel, Tsuut'ina Nation	Email	N/A	N/A	Bob Chappell emailed information about Alberta Transportation's <i>Water Act</i> application for Tsuut'ina Nation's information.
October 20, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Violet Meguinis, Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson sent a cover letter, the Record of Consultation (ROC) logs, Specific Concerns and Response Table, and supporting documents for July-August 2020.

Date	Crown Representative Making Contact	Contacted First Nation Representative	Contact Type	Issues and Concerns Raised or Identified by First Nation connected to hunting, fishing, and trapping for food, gathering, ceremonial locations, etc.	Strategies for Mitigation or Avoidance of Impact or Potential Impact	Outcomes / Comments
October 20, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	Email delivery receipt for the July-August 2020 ROC documents received.
October 20, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Violet Meguinis, Tsuut'ina Nation	Email	N/A	N/A	Email delivery receipt for the July-August 2020 ROC documents received.
October 23, 2020	Jennifer Hallson, DEMA Land Services for Alberta Transportation	Violet Meguinis, Declan Starlight, Tsuut'ina Nation	Email	N/A	N/A	Jennifer Hallson sent a message from Matthew Hebert, Alberta Transportation regarding filing of a response to the Impact Assessment Agency of Canada (IAAC) regarding future land use for the SR1 Project. The email highlighted that the Government of Alberta will establish a First Nations Land Use Advisory Committee for the area, as well as identify a portion of land near the SR1 Project that can be used by First Nations as a staging area. The response to IAAC 4-05 was attached.
October 23, 2020	Bob Chappell, Alberta Justice	Terry Braun, In-house Legal Counsel, Tsuut'ina Nation	Email	N/A	N/A	Bob Chappell emailed information about Alberta Transportation's <i>Public Land Act</i> application for Tsuut'ina Nation's information.

ATTACHMENT 2

Specific Concerns and Response Tables

Springbank SR1 - Specific Concerns and Response Table

First Nation or Metis Settlement: **BLOOD TRIBE/KAINAI**

Date: **AUGUST 2014 – OCTOBER 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. First Nation/Metis Settlement 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>January 5, 2018 Letter from JFK Law Corporation to Deputy Minister Barry Day on behalf of the Blood Tribe/Kainai</p> <p>June 25, 2018 Letter from JFK Law Corporation to DEMA Land Services</p> <p>June 25, 2018 <i>Springbank EIS Technical comments – Ermineskin Cree Nation and Blood Tribe.</i></p>	<p>Impacts to water</p> <p>Impacts to health</p> <p>Impacts to traditional territory</p> <p>Aboriginal rights</p> <p>Treaty rights</p>	<p>Transportation has not made adequate efforts to obtain information about: an assessment of country foods relied upon by the Blood Tribe/Kainai; traditional territory of Blood Tribe/Kainai; impacts to drinking water and recreational waters by Blood Tribe/Kainai; and potential health and socio-economic effects of the project on Blood Tribe/Kainai.</p> <p>The proponent has failed to adequately assess the impacts to the current use of lands for traditional purposes and potential impacts to the Blood Tribe/Kainai's rights. [EIS Technical Comments Question 7]</p> <p>The proponent has failed to understand the scope of Treaty rights held by the Blood Tribe/Kainai. [EIS Technical Comments Question 6]</p> <p>No meaningful efforts have been made to gather information from the Blood Tribe/Kainai. [EIS Technical Comments Question 6]</p> <p>Proponent has failed to gather baseline information regarding the location of lands which the Blood Tribe/Kainai access to exercise Treaty rights. [EIS Technical Comments Question 8]</p>	<p>In a letter dated January 26, 2018, Alberta Transportation described the timelines for the Environmental Impact Assessment (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 the Blood Tribe/Kainai. 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 <i>Table 7-7 SR1 Project Specific Concerns and Responses - Kainai First Nation</i> from the March 2018 EIA: Alberta Transportation has been engaged with the Indigenous groups since 2014 to understand how the Project potentially impacts rights, interests and traditional uses including offering and funding site visits and Traditional Use Studies (TUS).</p> <p>Alberta Transportation funded and provided the opportunity for the Blood Tribe/Kainai to visit the site. Nation members visited the site on 13 days.</p> <p>An interim TUS report was delivered by the Blood Tribe/Kainai on March 13, 2017. The TUS study was used in the EIA. However, permission to use the spatial information from the TUS study has not been received by Alberta Transportation, therefore the information regarding sites and areas has been generalized for use in the EIA and exact locations, including those in the project development area (PDA), are not provided.</p> <p>The potential effects to country foods, drinking water and health have been assessed within the EIA, and were included in the draft TLRU section (Volumes 3A and 3B) sent to Blood Tribe/Kainai for review and comment on February 5, 2018. Effects to socioeconomic conditions have been included in this EIA.</p> <p>Alberta Transportation offered a workshop with Blood Tribe/Kainai to better understand how the project potentially impacts Blood Tribe/Kainai and is awaiting on a suitable date to meet.</p> <p>Alberta Transportation sent a letter dated January 28, 2019 that requested the Blood Tribe/Kainai provide its views and perspectives on its Aboriginal and Treaty rights, cultural and experiential values, and country foods. The letter listed four specific topics that Alberta Transportation was requesting input on to help answer Canadian Environmental Assessment Agency (CEAA) IR2-01, IR2-02, and IR2-08.</p>	None at this time.	None at this time.	<p>Ongoing: Working with First Nation</p> <p>At the meeting held on August 7, 2018, Alberta Transportation committed to providing written responses to the Blood Tribe/Kainai's submissions to CEAA.</p> <p>Alberta Transportation has provided a response to Blood Tribe/Kainai's TUS report, and provided a response to their technical submission December 16, 2019.</p>

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				<p>Alberta Transportation responded to Blood Tribe/Kainai's technical reviews under cover dated December 16, 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 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 Kainai First 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 Kainai First Nation. To date, Alberta Transportation has held eight meetings with Kainai First Nation, conducted 14 days of facilitated site visits to the Project site with Elders and knowledge holders, funded a Project-specific TUS, and had maintained ongoing email and phone communication to share Project information and updates. [EIS Technical Comments Response 6]</p> <p>The EIA considered available TLRU information, and baseline information for Kainai First Nation provided in Volume 3A, Section 14.2.3, 14.2.4, 14.2.5, based on available information. Alberta Transportation acknowledges that one final and one interim TUS report were received prior to filing the EIA in March 2018. Kainai First Nation submitted the interim TUS report to Alberta Transportation on March 13, 2017 jointly with Siksika Nation. However, permission to use the spatial information from the interim TUS has not been received from Kanai First Nation by Alberta Transportation. The final TUS from Kanai First 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 Kanai First Nation addressing comments and concerns. Alberta Transportation met with Kainai First Nation on October 17, 2019 to receive comments and feedback on the TUS response and to discuss the effectiveness of proposed mitigation. Kainai First Nation have advised Alberta Transportation that they would provide a formal written reply. However, Alberta Transportation has not yet received the reply. While the</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. First Nation/Metis Settlement 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>Kainai First Nation TUS report provided more site-specific information about Kainai 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 Kainai First 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). [EIS Technical Comments Response 7]</p> <p>Alberta Transportation acknowledges that Kainai First Nation may access private lands in the PDA for traditional uses with permission of the landowners. Kainai First 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>Alberta Transportation is committed to working with Kainai First Nation to try to seek mutually acceptable solutions to issues, concerns, or recommendations identified, and those that remain unresolved will be tracked through Alberta Transportation's ongoing engagement. [EIS Technical Comments Response 8]</p>			
2	<p>June 25, 2018</p> <p><i>Springbank EIS Technical comments – Ermineskin Cree Nation and Blood Tribe</i></p>	Treaty rights	<p>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]</p>	<p>Alberta Transportation responded to Blood Tribe/Kainai's technical reviews under cover dated December 16, 2019. Alberta Transportation has conducted considerable engagement with Kainai First Nation. To date, Alberta Transportation has held eight meetings with Kainai First Nation, conducted 14 days of facilitated site visits to the Project site with Elders and knowledge holders, funded a Project-specific TUS, and had maintained ongoing email and phone communication to share Project information and updates.</p> <p>Alberta Transportation acknowledges Kainai First Nation may access private land in the PDA for traditional uses with permission of the landowner (Version 3 Section 14.1.7). Kainai First 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 Kainai First Nation TUS was not available to Alberta Transportation prior to submission of the EIA. A final TUS from Kanai First 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 Kanai First Nation addressing their comments and concerns. Alberta Transportation met with Kainai First Nation on October 17, 2019 to receive comments and feedback on the TUS response and to discuss the effectiveness of proposed mitigation. Kainai First Nation have advised Alberta</p>	None at this time.	<p>Alberta Transportation responded to this question in the response to Blood Tribe/Kainai's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.</p>	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. First Nation/Metis Settlement 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>Transportation that they would provide a formal written reply, however, Alberta Transportation has not yet received this reply.</p> <p>While the Kainai First Nation TUS provided more site-specific information about Kainai 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 Kainai First 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 14.8.1 (Kainai First 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 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 land use area (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 Kainai First 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 Kainai First 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 15]</p>			

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3	June 25, 2018 <i>Springbank EIS Technical comments – Ermineskin Cree Nation and Blood Tribe</i>	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 - Kainai both 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 Blood Tribe/Kainai's technical reviews under cover dated December 16, 2019. Potential effects on current and future access have been assessed in the manner Kainai First Nation is requesting. As noted in the Context and Rationale for this question, Alberta Transportation acknowledged that Kainai First Nation access the PDA for traditional purposes with permission of landowners. Kainai First 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 information about trails and travelways identified by Kainai First 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 Kanai First 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) 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 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</p>	None at this time.	Alberta Transportation responded to this question in the response to Blood Tribe/Kainai's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.	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. First Nation/Metis Settlement 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>including traditional activities will be allowed to occur within the designated LUA. Alberta Transportation invites Kainai First 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>Final TUS from Kanai First 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 Kainai First Nation addressing their comments and concerns. Alberta Transportation met with Kainai First Nation on October 17, 2019 to receive comments and feedback on the TUS response and to discuss the effectiveness of proposed mitigation. [EIS Technical Comments Response 16]</p>			
4	<p>June 25, 2018</p> <p><i>Springbank EIS Technical comments – Ermineskin Cree Nation and Blood Tribe</i></p>	Treaty rights	<p>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 EIS. [EIS Technical Comments Question 23]</p>	<p>Alberta Transportation responded to Blood Tribe/Kainai's technical reviews under cover dated December 16, 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 approach adopted by Alberta Transportation aligns with the liberal approach suggested by Kainai First Nation.</p> <p>Final TUS from Kanai First 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 Kanai First Nation addressing their comments and concerns. Alberta Transportation met with Kainai First Nation on October 17, 2019 to receive comments and feedback on the TUS response and to discuss the effectiveness of proposed mitigation.</p> <p>Kainai First Nation has advised Alberta Transportation that they would provide a formal written reply, however, Alberta Transportation has not yet received this reply. While the Kainai First Nation TUS provided more site-specific information about Kainai 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 Kainai First 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 Kainai First 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 23]</p>	None at this time.	<p>Alberta Transportation responded to this question in the response to Blood Tribe/Kainai's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.</p>	Ongoing: Working with First Nation
5	November 25, 2014	Traditional Knowledge	The Blood Tribe/Kainai indicated that they would like to	Alberta Transportation provided funding for the Blood Tribe/Kainai to conduct a TUS on the project lands (privately and publicly held).	At the meeting held on January 18, 2017, the Blood Tribe/Kainai expressed	Alberta Transportation provided funding to the Blood Tribe/Kainai	No further action required.

SR1 SPECIFIC CONCERNS AND RESPONSE TABLE - BLOOD TRIBE/KAINAI 6

	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. First Nation/Metis Settlement 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
	Initial SR1 Meeting held with Mike Oka, Blood Tribe/Kainai Consultation Coordinator, Stand Off Alberta.	Medicinal Plants	<p>see the EIA and a traditional knowledge study done at the same time.</p> <p>The Blood Tribe/Kainai indicated they would like to complete a Traditional Use Study (TUS) of the SR1 Project Area.</p> <p>The Blood Tribe/Kainai wanted to have their Elders involved when medicinal plants and traditional knowledge is being assessed.</p>	<p>Blood Tribe/Kainai conducted a TUS (14 field days) in summer/fall of 2016. The Blood Tribe/Kainai delivered a Joint Interim TUS Report on March 13, 2017 that was co-authored with the Siksika Nation.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-7 SR1 Project Specific Concerns and Responses - Kainai First Nation</i> from the March 2018 EIA: Alberta Transportation provided funding for the Kainai First Nation to conduct a TUS on the project lands. An interim report was delivered by the Kainai First Nation in March 2017. The TUS study was used in the EIA.</p> <p>Alberta Transportation received Blood Tribe/Kainai's final TUS report on June 25, 2018 and responded to the Blood Tribe/Kainai's TUS report on August 9, 2019.</p> <p>At the meeting held on November 21, 2019, Alberta Transportation discussed having Indigenous groups harvesting plants prior to construction, which would provide an opportunity for Elders to go out and complete an inventory of traditionally used plants.</p> <p>Alberta Transportation responded to Blood Tribe/Kainai's technical reviews under cover dated December 16, 2019. Alberta Transportation has reviewed and analyzed the TUS in the context of the EIA and provided a written response to Kanai First Nation addressing comments and concerns. Alberta Transportation met with Kainai First Nation on October 17, 2019 to receive comments and feedback on the TUS response and to discuss the effectiveness of proposed mitigation.</p>	<p>displeasure that their knowledge holders were not included in the environmental impact studies.</p> <p>At the meeting held on January 18, 2017 meeting, the Blood Tribe/Kainai stated that their TUS is not the same as a traditional knowledge study, and that they would like to do this if funding was provided.</p>	to complete a TUS. The Blood Tribe/Kainai submitted their final TUS June 25, 2018.	
6	<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> <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>Blood Tribe/Kainai Traditional Knowledge, Land, and Resource Use Study: Springbank Off-Stream Reservoir Project</i> by Oak Road Concepts Inc, dated June 2018.</p>	Traditional use	<p>Clarify how TLRU information was incorporated into the analysis of effects. [Annex C Question 1]</p> <p>TUS reports for all First Nations should be incorporated into the baseline report and effects assessment. [Annex D Question 19]</p> <p>Incorporate information from recent Traditional Land Use report submitted by the Blood Tribe/Kainai. [EIS Technical Comments Question 10/17]</p> <p>Project-specific information on Blood Tribe/Kainai TLRU is too narrow to make the assessment valid.</p>	<p>Alberta Transportation responded to the Blood Tribe/Kainai's TUS report on August 9, 2019. The TUS report provided more detailed information about the Blood Tribe/Kainai's use of the project area. As the TUS report was provided after the filing of the March 2018 EIA, TLRU information, concerns, and recommendations will be used for project planning, consultation and regulatory purposes, where applicable. The TUS report was thoroughly reviewed and then placed into the context of the March 2018 EIA to form the mitigation table included in Alberta Transportation's response.</p> <p>Alberta Transportation met with the Blood Tribe/Kainai on October 17, 2019 with the intent of reviewing the mitigation measure set out in Alberta Transportation's response to Blood Tribe/Kainai's TUS report.</p> <p>Alberta Transportation responded to Blood Tribe/Kainai's technical reviews under cover dated December 16, 2019. The EIA considered best available TLRU information. Alberta Transportation acknowledges that one final and one interim TUS report were received prior to filing the EIA in March 2018. Kanai First Nation submitted the interim TUS report to Alberta Transportation on March 13, 2017 jointly with Siksika Nation. However, permission to use the spatial information from the interim TUS has not been provided by Kanai First Nation.</p>	At the meeting held on October 17, 2019, Blood Tribe/Kainai chose not to review Alberta Transportation's response during the meeting, indicating that they would provide a written response.	Alberta Transportation responded to this question in the response to Blood Tribe/Kainai's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.	Ongoing: Working with First Nation

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			<p>Lack of historical context on the nature of Blood Tribe/Kainai's connection to the project areas.</p>	<p>The Kainai First Nation TUS was not available to consider prior to submission of the EIA. Final TUS from Kanai First 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 Kanai First Nation addressing comments and concerns. Alberta Transportation met with Kainai First Nation on October 17, 2019 to receive comments and feedback on the TUS response and to discuss the effectiveness of proposed mitigation. [EIS Technical Comments Response 10/17]</p> <p>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.</p> <p>The abundance of traditional use species was not specifically used to define significance definitions because published thresholds and management plans for these species are not available. However, the significance definition includes evaluation of threats to the long-term persistence or viability of plant species and this was applied to effects on traditional use species. Effects were determined to not be significant because the Project and cumulative effects would not result in the loss of native upland and wetland cover types and all identified traditional use species potentially occurring in the LAA are common wide-spread species. [Annex C Response 1]</p> <p>The TUS reports were incorporated into the description of baseline conditions and effects assessment, based on the best available information received through the Indigenous engagement program for the Project including TUS reports submitted prior to March 2018. Alberta Transportation reviewed and analyzed the results of the TUS's received and has provided or will provide written responses to each Indigenous group that submitted a TUS. Alberta Transportation has met with or will meet with each Indigenous group that has submitted a TUS to receive their comment and feedback. [Annex D Question 19]</p>			
7	<p>June 25, 2018</p> <p><i>Springbank EIS Technical comments – Ermineskin Cree Nation and Blood Tribe</i></p>	Traditional use	<p>The Kainai Profile section will need to be revised with new TLU information from the provided Kainai TLU. [EIS Technical Comments Question 32]</p>	<p>Alberta Transportation responded to Blood Tribe/Kainai's technical reviews under cover dated December 16, 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 14.8.1 summarizes information available regarding Kainai First Nation TLRU activities in relation to the Project. For instance, it was stated that Kainai First Nation undertakes current use activities including hunting, trapping, plant harvesting, spiritual and ceremonial practices and travel. Kainai First Nation has identified specific TLRU sites and areas within the RAA, including a trail, tipi rings, a medicinal and ceremonial plant locale, traditional camp sites with multiple</p>	None at this time.	<p>Alberta Transportation responded to this question in the response to Blood Tribe/Kainai's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.</p>	Ongoing: Working with First Nation

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				<p>tipi rings, fire-broken rock, a spearhead, and a possible medicine wheel. This section also indicated that Elbow River is important to Blackfoot traditions and culture. Medicinal plant locations were identified by Kainai First Nation on the shoreline of Elbow River within the Project area and the waterway is used as a travel route. Cultural and archaeological sites identified as important to Kainai First Nation are located within the Project area.</p> <p>The Kainai First Nation TUS was not available to consider prior to submission of the EIA. The final TUS from Kanai First 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 Kainai First Nation on October 17, 2019 to receive comments and feedback on the TUS response and to discuss the effectiveness of proposed mitigation.</p> <p>Kainai First Nation has advised Alberta Transportation that they would provide a formal written reply, however, Alberta Transportation has not yet received this reply. While the Kainai First Nation TUS provided more site-specific information about Kainai 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 the Kainai First 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 Kainai First 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 32]</p>			
8	June 25, 2018 <i>Springbank EIS Technical comments – Ermineskin Cree Nation and Blood Tribe</i>	Traditional use	The Project Effects on Traditional Land and Resource Use by Indigenous Group section does not incorporate the updated TLU study from Kainai. [EIS Technical Comments Question 36]	<p>Alberta Transportation responded to Blood Tribe/Kainai's technical reviews under cover dated December 16, 2019. The Kainai First Nation TUS was not available to consider prior to submission of the EIA. The final TUS from Kanai First 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 Kanai First Nation addressing their comments and concerns. Alberta Transportation met with Kainai First Nation on October 17, 2019 to receive comments and feedback on the TUS response and to discuss the effectiveness of proposed mitigation.</p> <p>Kainai First Nation has advised Alberta Transportation that they would provide a formal written reply, however, Alberta Transportation has not yet received this reply. While the Kainai First Nation TUS provided more site-specific information about Kainai First Nation traditional use within the PDA, the TUS did not identify any new potential effects, effects pathways,</p>	None at this time.	Alberta Transportation responded to this question in the response to Blood Tribe/Kainai's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.	Ongoing: Working with First Nation

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				valued components, or traditional use activities, practices, or resources that were not already assessed in the EIA. Review of Kainai First Nation TUS did not lead Alberta Transportation to change the conclusion of 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]			
9	June 25, 2018 <i>Springbank EIS Technical comments – Ermineskin Cree Nation and Blood Tribe</i>	Traditional use	Kainai 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 Blood Tribe/Kainai's technical reviews under cover dated December 16, 2019. Alberta Transportation has provided multiple opportunities for Kainai First 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 Kainai First Nation review and input.</p> <p>Alberta Transportation offered a TLRU workshop in January 2018 with Kainai First Nation to obtain input and feedback on the draft TLRU Effects Assessments, including Kainai First 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 Kainai First Nation to identify a suitable date to meet.</p> <p>Alberta Transportation has met with Kainai First Nation on nine occasions to share Project information and obtain Kainai First Nation views on the Project.</p> <p>Kainai First Nation Elders and knowledge holders participated in 14 days of site visits facilitated by Alberta Transportation. Results of the site visits were reported in the Kainai First Nation interim TUS study submitted to Alberta Transportation on March 13, 2017 jointly with Siksika Nation. The results of the interim TUS were considered in the EIA. However, permission to use the spatial information from the interim TUS has not been received from Kainai First Nation by Alberta Transportation. Therefore, the information regarding sites and areas has been generalized for use in the EIA and exact locations, including those in the PDA, are not provided.</p> <p>Alberta Transportation sent a letter dated January 28, 2019 to Kainai First Nation that requested their views and perspectives on their 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. Kainai First Nation has not provided a response.</p> <p>Alberta Transportation committed to cross reference the sites in the Kainai First Nation's TUS Report and those identified in the Historical Resources Impact Assessment (HRIA); to confirm the risks to these sites; and propose possible mitigation measures for these sites. Alberta Transportation has committed to overlay the GPS coordinates with the</p>	None at this time.	Alberta Transportation responded to this question in the response to Blood Tribe/Kainai's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.	Ongoing: Working with First Nation

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				<p>PDA to determine sites at risk. Alberta Transportation is awaiting the GPS coordinates from Kainai First Nation.</p> <p>The Kainai First Nation TUS was not available to consider prior to submission of the EIA. Final TUS from Kanai First 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 Kanai First Nation addressing their comments and concerns. Alberta Transportation met with Kainai First Nation on October 17, 2019 to receive comments and feedback on the TUS response and to discuss the effectiveness of proposed mitigation. Kainai First 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 Kainai First Nation TUS provided more site-specific information about Kainai 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 Kainai First 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 Kainai First 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 37]</p>			

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10	August 7, 2018 Meeting between the Blood Tribe/Kainai, Alberta Transportation, and Stantec.	Traditional use	The Blood Tribe/Kainai do not agree with how traditional use has been assessed in the EIA.	At the meeting held on August 7, 2018, Alberta Transportation committed to providing written responses to the Blood Tribe/Kainai's submissions to CEAA, including the traditional use information in the <i>Traditional Knowledge, Land, and Resource Use Study: Springbank Off-Stream Reservoir Project</i> report (TLRU report). Alberta Transportation responded to the Blood Tribe/Kainai's TUS report on August 9, 2019. The TUS report was thoroughly reviewed and then placed into the context of the March 2018 EIA to form the mitigation table included in Alberta Transportation's response.	None at this time.	None at this time.	Ongoing: Working with First Nation
11	June 25, 2018 Letter from JFK Law corporation to CEAA, dated June 15, 2018	Traditional use	The Proponent should negotiate with Blood Tribe/Kainai to provide resources and reasonable timelines to gather an adequate baseline of Blood Tribe/Kainai Traditional Knowledge Use (TKU) in the Project areas and produce a comprehensive assessment of potential impacts and a determination of significance. Upon completion of the community-based assessment of potential impacts to Blood Tribe/Kainai TKU, the Proponent should meet with Blood Tribe/Kainai representatives to discuss concerns and address potential mitigation and compensation measures as recommended by the report.	Alberta Transportation funded a Project-specific TUS that was completed by the Blood Tribe/Kainai in June 2018. Alberta Transportation responded to the TUS report on August 9, 2019 and met to discuss the response on October 17, 2019.	None at this time.	None at this time.	Ongoing: Working with First Nation
12	June 25, 2018 <i>Springbank EIS Technical comments – Ermineskin Cree Nation and Blood Tribe</i>	Cultural significance	The cultural significance section does not elaborate on the cultural significance Kainai have in this area. [EIS Technical Comments Question 19]	Alberta Transportation responded to Blood Tribe/Kainai's technical reviews under cover dated December 16, 2019. Volume 3A, Section 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. Volume 3A, Section 14.7 discusses cultural significance of the area in more detail, including the spiritual connection to the ancestors mentioned by Kainai First Nation. A final TUS from Kanai First Nation was submitted on June 25, 2018. Alberta Transportation has reviewed and analyzed the TUS in the context	None at this time.	Alberta Transportation responded to this question in the response to Blood Tribe/Kainai's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.	Ongoing: Working with First Nation

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				<p>of the EIA and provided a written response to Kanai First Nation addressing their comments and concerns. Alberta Transportation met with Kainai First Nation on October 17, 2019 to receive comments and feedback on the TUS response and to discuss the effectiveness of proposed mitigation.</p> <p>Kainai First Nation has advised Alberta Transportation that they would provide a formal written reply, however, Alberta Transportation has not yet received this reply. While the Kainai First Nation TUS provided more site-specific information about Kainai 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 Kainai First 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 Kainai First 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"> • Alberta Transportation will notify Indigenous groups regarding Project activities and schedules, including provision of Project maps and design components. • At the request of Indigenous groups, Alberta Transportation will participate in ceremonies (if invited) prior to the start of construction, including making offerings. • 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. • 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 Historical Resources Act (HRA). • 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. • Alberta Transportation will maintain access to identified current use sites (located outside of the designated construction and project site limits) 			

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				<p>during construction and operations, and Alberta Transportation will advise Indigenous groups on post-construction future land use.</p> <ul style="list-style-type: none"> • 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 <p>Alberta Transportation is committed to working with Kainai First 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>			
13	<p>June 25, 2018</p> <p><i>Springbank EIS Technical comments – Ermineskin Cree Nation and Blood Tribe</i></p>	Traditional use	<p>To state that First Nations should "use a different location" is not an appropriate option or risk mitigation measure. The exercising of Treaty Rights is dependent on exercising them in the traditional cultural area. [EIS Technical Comments Question 35]</p>	<p>Alberta Transportation responded to Blood Tribe/Kainai's technical reviews under cover dated December 16, 2019. Alberta Transportation does not suggest that Indigenous groups should use a different location as a mitigation measure. Volume 3B, Section 14.2.4.3 assesses residual effects for change in current use sites or areas during flood and post-flood operations. The statement referred to [in the Question 35] that Kainai First Nation stated through the Indigenous engagement program for the Project that "they will no longer be visible so revisiting these sites will stop" is not a mitigation measure proposed by Alberta Transportation. Rather, it is restating comments made by Kainai First Nation to Alberta Transportation through the Indigenous engagement program of the Project concerning ceremonial sites, burial sites and cultural sites. This concern is also reported in Volume 3A, Section 14.1.2 (Engagement and Key Concerns) and Volume 3B, Section 14.6.1 (Project Effects on Traditional Land and Resource Use – Kainai First Nation).</p> <p>Mitigation measures proposed by Alberta Transportation to reduce or avoid potential effects from flood and post flood operations are provided in Volume 3B, Section 14.2.4.2.</p> <p>Alberta Transportation is committed to working with Kainai First 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 35]</p> <p>In a letter dated October 21, 2019, 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>In a letter dated May 27, 2020, Blood Tribe/Kainai expressed concerns and provided recommendations about future land use:</p> <ul style="list-style-type: none"> • Increased access for the public will deter Blood Tribe/Kainai use of the LUA. Allowing general access creates safety concerns for recreational users. The presence of additional users interferes with Blood Tribe/Kainai's preferred harvesting practice. • Managing vegetation without limiting access. Management of the lands must be consistent with harvesting rights. • Blood Tribe/Kainai recommends the establishment of a Management Committee with the mandate to address access and safety issues, and to ensure the site is managed with treaty First Nations as a priority. • Blood Tribe/Kainai recommends that areas that will not be subject to flooding be designated as areas for First Nations so they may construct staging areas/camps. • Blood Tribe/Kainai recommends Alberta Transportation set aside a portion of the unused land they will acquire for this Project as an area for the exclusive use of Blood Tribe/Kainai. <p>At the meeting held on May 28, 2020, Blood Tribe/Kainai were concerned</p>	<p>Alberta Transportation developed <i>Draft Guiding Principles and Direction for Future Land Use</i> and provided these to Blood Tribe/Kainai for review and feedback.</p> <p>The final Land Use Plan (LUP) will be developed following Project approval and will incorporate feedback obtained from the Indigenous engagement program.</p> <p>Key mitigations for concerns regarding access include:</p> <ul style="list-style-type: none"> • The LUP will prioritize access to the area for the practice of Treaty rights and traditional uses • Alberta Environment and Parks will work with First Nations to develop a Land Use Working Group to guide and facilitate the principles of the LUP and allow the exercise of Treaty rights and traditional uses in the LUA. • Alberta Transportation recognizes that some land uses are competing uses and commits to exploring various management approaches to ensure safety of all users in the LUA. 	Ongoing: Working with First Nation

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				<p>At a meeting held on October 17, 2019, future land use was discussed and Alberta Transportation expressed their willingness to have further meetings to discuss future land use, and asked if Blood Tribe/Kainai had any feedback on how the land could be managed.</p> <p>Alberta Transportation sent future land use documents under cover dated November 15, 2019. These documents included an overview, land use principles, land use examples in Alberta, and land use tools available.</p> <p>Alberta Transportation has met with Blood Tribe/Kainai October 17, 2019, November 21, 2019, and May 28, 2020 to discuss future land use and gather Blood Tribe/Kainai's feedback.</p> <p>Alberta Transportation provided their response to IAAC 4-05, including the <i>Updated Draft Guiding Principles and Direction for Future Land Use</i>, via email on October 23, 2020.</p>	<p>about the uncertainty surrounding future use of the land use area and whether it will be meaningful mitigation. Blood Tribe/Kainai also requested an area for exclusive use for the Blood Tribe/Kainai based on a lease or land transfer.</p>	<ul style="list-style-type: none"> • 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. • The Government of Alberta will work with First Nations to identify a portion of land near the LUA that can be used by First Nations as a staging area (e.g., parking, setting up temporary campsites) or for activities, such as cultural ceremonies, transmittal of traditional knowledge to the youth, traditional activities. The staging area would be accessible to all First Nations engaged on the Project throughout the year except during the flood season when access to the area may be prohibited for safety reasons. • The Government of Alberta will create a First Nations Land Use Advisory Committee which will meet on a regular basis to guide and facilitate the implementation of the principles of the Land Use Plan and make recommendations to allow the exercise of Treaty rights and traditional uses in the LUA. • Alberta Transportation will appoint a Community Liaison (a representative from Alberta Transportation during construction and from 	

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						<p>AEP during operations) who will serve as point of contact with stakeholders; they will primarily communicate through the local representation for Indigenous groups, community associations, local businesses, government administration and local government officials. The Community Liaison would work with Indigenous groups in identifying preferred means of communication for each Indigenous group (e.g., phone call, emails, letters) for receiving information. Information from the First Nations Land Use Advisory Committee will be provided to the Community Liaison.</p>	
14	<p>June 25, 2018 <i>Springbank EIS Technical comments – Ermineskin Cree Nation and Blood Tribe</i></p>	Traditional use	<p>The information used for Kainai 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 the Kainai 2018 TLU should be used. [EIS Technical Comments Question 20]</p>	<p>Alberta Transportation responded to Blood Tribe/Kainai's technical reviews under cover dated December 16, 2019. To clarify, information from Stoney Nakoda Nations was not used to assess effects on Kainai First 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 Kainai First Nation hunting, fishing and gathering, specifically considers information about 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 Kainai First 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:</p> <p>"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</p>	None at this time.	<p>Alberta Transportation responded to this question in the response to Blood Tribe/Kainai's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.</p>	Ongoing: Working with First Nation

SR1 SPECIFIC CONCERNS AND RESPONSE TABLE - BLOOD TRIBE/KAINAI 16

	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. First Nation/Metis Settlement 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>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> <p>The final TUS from Kanai First 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 Kanai First Nation addressing their comments and concerns. Alberta Transportation met with Kainai First Nation on October 17, 2019 to receive comments and feedback on the TUS response and to discuss the effectiveness of proposed mitigation.</p> <p>Kainai First Nation has advised Alberta Transportation that they would provide a formal written reply, however, Alberta Transportation has not yet received this reply. While the Kainai First Nation TUS provided more site-specific information about Kainai 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 Kainai First 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 Kainai First 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>			
15	<p>June 25, 2018</p> <p><i>Springbank EIS Technical comments – Ermineskin Cree Nation and Blood Tribe</i></p>	Traditional use	<p>The Kainai 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 Blood Tribe/Kainai's technical reviews under cover dated December 16, 2019. The current use sites and locations presented in Table 14-5 (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 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 Kainai First Nation TUS was not available to Alberta Transportation prior to submission of the EIA. A final TUS from Kanai First 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 Kanai First Nation addressing their comments and concerns. Alberta Transportation met with</p>	None at this time.	<p>Alberta Transportation responded to this question in the response to Blood Tribe/Kainai's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.</p>	Ongoing: Working with First Nation

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				<p>Kainai First Nation on October 17, 2019 to receive comments and feedback on the TUS response and to discuss the effectiveness of proposed mitigation.</p> <p>Kainai First Nation has advised Alberta Transportation that they would provide a formal written reply, however, Alberta Transportation has not yet received this reply. While the Kainai First Nation TUS provided more site-specific information about Kainai 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 Kainai First 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 Kainai First 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 26]</p>			
16	<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". Kainai 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 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]</p>	<p>Alberta Transportation responded to Blood Tribe/Kainai's technical reviews under cover dated December 16, 2019. The comments in 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 Kainai First 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 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 Kainai First 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 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.</p> <p>Alberta Transportation is committed to working with Kainai First 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 22]</p>	None at this time.	<p>Alberta Transportation responded to this question in the response to Blood Tribe/Kainai's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.</p>	Ongoing: Working with First Nation

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17	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 Kainai. [EIS Technical Comments Question 38]	<p>Alberta Transportation responded to Blood Tribe/Kainai's technical reviews under cover dated December 16, 2019. The Kainai First Nation TUS was not available to consider prior to submission of the EIA. Final TUS from Kainai First 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 Kainai First Nation addressing their comments and concerns. Alberta Transportation met with Kainai First Nation on October 17, 2019 to receive comments and feedback on the TUS response and to discuss the effectiveness of proposed mitigation.</p> <p>Kainai First Nation have advised Alberta Transportation that they would provide a formal written reply, however, Alberta Transportation has not yet received this reply. While the Kainai First Nation TUS provided more site-specific information about Kainai 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.</p> <p>Review of Kainai First 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 Kainai First Nation TUS provided additional information on the importance of country foods.</p> <p>The Kainai First Nation TUS stated that hunting big game is 'a pillar of the KFN traditional food provisioning system' and that Elbow River valley and the Project areas are used for the harvesting of country foods including game, fish, wild fruits and medicinal plants and trees (Blood Tribe/Kainai Traditional Knowledge, Land, and Resource Use Study 2018:61, 63).</p> <p>The information provided in the Kainai First 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 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 Kainai First 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 38]</p>	None at this time.	Alberta Transportation responded to this question in the response to Blood Tribe/Kainai's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.	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. First Nation/Metis Settlement 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
18	<p>November 25, 2014</p> <p>Initial SR1 Meeting held with Mike Oka, Blood Tribe/Kainai Consultation Coordinator, Stand Off Alberta.</p> <p>May 16, 2016</p> <p>Blood Tribe/Kainai Letter to Alberta Transportation (DEMA) in support of their TUS budget request.</p>	<p>Traditional Knowledge</p> <p>Confidentiality</p>	<p>Blood Tribe/Kainai were concerned that if they share traditional knowledge with the Crown on SR1 they may lose ownership of that information.</p> <p>Concerns expressed over how the traditional knowledge the Blood Tribe/Kainai Elders or technicians provide will be used, and that the knowledge needs to be protected.</p>	<p>At the meeting held on January 18, 2017, Stantec stated that they could include input on traditional ecological knowledge and land use into the EIA and report Indigenous findings subject to confidentiality issues.</p> <p>In an email to the Blood Tribe/Kainai on January 30, 2017, Alberta Transportation stated they will accept an abbreviated TUS rather than the full report, if the Blood Tribe/Kainai would prefer to keep some knowledge internal.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-7 SR1 Project Specific Concerns and Responses - Kainai First Nation</i> from the March 2018 EIA: A joint interim TUS report was delivered by Kainai and Siksika First Nations in March 2017. The TUS study was used in the EIA. However, permission to use the spatial information from the TUS study has not been received by Alberta Transportation, therefore the information regarding sites and areas has been generalized for use in the EIA and exact locations, including those in the project development area, are not provided.</p>	<p>At the meeting held on January 18, 2017 meeting, the Blood Tribe/Kainai responded to Stantec that this was a start, and better communication about traditional knowledge was needed.</p>	<p>None at this time.</p>	<p>Ongoing: Working with First Nation</p>
19	<p>September 15, 2016</p> <p>Alberta Transportation meeting with the Blood Tribe/Kainai, Piikani Nation, and Siksika Nation at Head Smashed In Buffalo Jump</p>	<p>Traditional Territory</p>	<p>The Blood Tribe/Kainai questioned the additional Indigenous groups that had been included in the CEAA guidelines, as historically this area was Blackfoot territory.</p>	<p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-7 SR1 Project Specific Concerns and Responses - Kainai First Nation</i> from the March 2018 EIA: The list of Indigenous groups required for engagement on the Project was provided to Alberta Transportation by the Canadian Environmental Assessment Agency (CEAA).</p>	<p>None at this time.</p>	<p>Alberta Transportation responded to this question in 2018 and no follow up requests have been made since then, so Alberta Transportation presumes the concern has been addressed.</p>	<p>Ongoing: Working with First Nation.</p>
20	<p>November 25, 2014</p> <p>Initial SR1 Meeting held with Mike Oka, Blood Tribe/Kainai Consultation Coordinator, Stand Off Alberta.</p> <p>July 11-14, 2016</p> <p>Site Visits</p> <p>September 15, 2016</p> <p>Alberta Transportation meeting with the Blood Tribe/Kainai, Piikani Nation, and Siksika Nation at Head Smashed In Buffalo Jump</p> <p>January 18, 2017</p> <p>Alberta Transportation meeting with the Blood Tribe/Kainai, Piikani Nation,</p>	<p>Historical Resources</p>	<p>If tipi rings are disturbed by SR1 they will have no meaning.</p> <p>Construction of SR1 may disturb historical resources.</p> <p>The Blood Tribe/Kainai Elders and Technicians on inspection of Property #21 ([REDACTED]) along the "unnamed creek" identified what they believed to be tipi rings on the north side of the unnamed creek.</p> <p>Blood Tribe/Kainai expressed concern that the tipi rings are potentially located adjacent to the SR1 reservoir outfall along an unnamed creek ([REDACTED]) into the Elbow River.</p>	<p>In an email on January 7, 2017, Alberta Transportation requested the Blood Tribe/Kainai's TUS prior to the January 18, 2017 meeting, so they could review any detailed site-specific concerns and be prepared to discuss potential mitigation measures.</p> <p>Alberta Transportation brought Stantec (Alberta Transportation's consultant) to the January 18, 2017 meeting to share information on their EIA field data collection program and methodologies and to gain an understanding of the traditional knowledge and traditional uses component required in the EIA.</p> <p>The Blood Tribe/Kainai delivered a Joint Interim TUS Report on March 13, 2017 that was co-authored with the Siksika Nation. Alberta Transportation responded in a letter dated May 10, 2017, and indicated that cultural and historical resource concerns had been forwarded to Alberta Culture and Tourism (ACT). Also stated that concerns from the TUS would be incorporated into and addressed in the EIA.</p> <p>The TUS report was used to inform the TLRU sections of the EIA (Volumes 3A and 3B).</p> <p>Alberta Transportation responded to the Blood Tribe/Kainai's March 13, 2017 TUS in a letter dated May 10, 2017: Alberta Transportation</p>	<p>At the meeting held on January 18, 2017 the Blood Tribe/Kainai explained that traditional knowledge is different from traditional use. Blood Tribe/Kainai has not participated in Traditional Knowledge as of yet. They need to be on the ground with the people doing the assessment as it is hard to incorporate Traditional Knowledge into the report. Traditional Use has been assessed and a report is being drafted.</p> <p>At the meeting held on August 7, 2018, Blood Tribe/Kainai remain concerned about cultural sites and features, and how these sites will be protected and/or mitigated. In Blood Tribe/Kainai's view, Alberta Transportation's response of following all the requirements for the protection of historic resources as determined by ACT is not adequate.</p>	<p>None at this time.</p>	<p>Ongoing: Working with First Nation</p>

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	<p>and Siksika Nation in Lethbridge, Alberta.</p> <p>January 31, 2017</p> <p>Email from Blood Tribe/Kainai to DEMA</p> <p>March 13, 2017</p> <p>The Blood Tribe/Kainai delivered a Joint Interim Traditional Use Report that was co-authored with the Siksika Nation</p> <p>October 17, 2019</p> <p>Meeting between Blood Tribe/Kainai and Alberta Transportation</p> <p>November 21, 2019</p> <p>Meeting between Blood Tribe/Kainai and Alberta Transportation</p> <p>April 23, 2020</p> <p>Phone call with DEMA Land Services</p> <p>May 27, 2020</p> <p>Letter to Alberta Transportation from JFK Law Corporation on behalf of Blood Tribe/Kainai</p> <p>September 2-4, 2020</p> <p>Site Visits</p> <p>September 24, 2020</p> <p>Group Meeting on the draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan and the draft Wildlife Mitigation and Monitoring Plan</p>		<p>The Blood Tribe/Kainai Elders and consultation technicians re-inspected the areas on SR1 properties #4, #21, and #24 ([REDACTED]).</p> <p>The area of most interest was near the dry reservoir in locations that they identified as a wintering ground with many tipi rings.</p> <p>The Blood Tribe/Kainai are concerned the evidence of these wintering grounds and tipi rings will be lost if this area is excavated for the SR1 outfall to drain the dry reservoir after a flood event.</p> <p>Blood Tribe/Kainai Elders and Technicians re-visited Property #1 ([REDACTED]) and walked around the old Stoney (North South) Trail.</p> <p>Concerns expressed about how construction might impact former campsites, which include tipi rings and other cultural artifacts from Blackfoot history.</p> <p>Concerns were raised related to impacts on cultural sites by the SR1 during and after construction.</p> <p>The Blood Tribe/Kainai expressed concern about their history being erased due to growth and development in the province, and how will this be accommodated.</p> <p>Expressed concerns related to ceremonial locations and impacts to Blackfoot cultural sites.</p>	<p>forwarded the concerns to ACT, and ACT's Treaty 7 contact would be able to discuss the concerns further.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-7 SR1 Project Specific Concerns and Responses - Kainai First Nation</i> from the March 2018 EIA: Project activities within the project development area would disturb 11 precontact period and 11 historic period archaeological sites. No traditional land use sites of very high heritage value, such as spiritual sites or human burials, have been identified within the project development area. Identified sites include isolated finds, artifact scatters, campsites and historic remains such as homesteads and a school. Effects to historical resources are detailed in the EIA, Volume 3A and 3B, section 13.</p> <p>ACT independently assesses the heritage value of historic resources, determines the need for, and scope of, any avoidance or mitigation measures, and issues Project approval under the <i>Historical Resources Act</i>. If the Project is approved Alberta Transportation will follow all the requirements for the protection of historic resources as determined by ACT.</p> <p>At the meeting held on August 7, 2018, Alberta Transportation committed to cross reference the sites in the Blood Tribe/Kainai's June 2018 TUS and those identified in the HRIA; to confirm the risks to these sites; and propose possible mitigation measures for these sites. Alberta Transportation has committed to overlay the GPS coordinates with the PDA to determine sites at risk.</p> <p>In emails sent September 28, 2018, November 14, 2018, and August 8, 2019, and in a letter from Alberta Justice to Blood Tribe/Kainai's legal counsel dated February 7, 2019 Alberta Transportation requested the GPS data again.</p> <p>Alberta Transportation responded to the Blood Tribe/Kainai's TUS report on August 9, 2019. 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.</p> <p>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 access management.</p> <p>At the meeting held on October 17, 2019, Alberta Transportation requested the GPS coordinates for sites of concern again so they could determine if and/or how sites may be affected.</p>	<p>At the meetings held on August 7, 2018, October 17, 2019, and November 21, 2019 the Blood Tribe/Kainai committed to providing Alberta Transportation with the GPS coordinates for the sites identified in their June 2018 TUS.</p> <p>At the meeting held on November 21, 2019, Blood Tribe/Kainai remained concerned about archaeological sites being destroyed.</p> <p>In a letter dated May 27, 2020, Blood Tribe/Kainai provided GPS points for the cultural sites they had identified.</p> <p>During the site visits on September 2-4, 2020 Blood Tribe/Kainai stated that mitigation at sites is challenging as multiple First Nations may identify a site, and it may be hard to develop mitigation that would be acceptable to all First Nations. Blood Tribe/Kainai also explained that sometimes Alberta Culture may not have appropriate mitigations for sites if they identify/classify a site differently from First Nation. Blood Tribe/Kainai noted that at archaeological sites, the historical resource value (HRV) assigned to the sites are not done in consideration of First Nations' perceptions of the site and the importance of sites for Indigenous groups.</p> <p>Blood Tribe/Kainai asked if they can be provided with all archaeological reports after excavations/mitigations were completed.</p> <p>Blood Tribe/Kainai expressed that they had anticipated seeing excavations, not shovel testing, and noted that they would like Blood Tribe/Kainai members to be able to take part in the excavations and eventually be part of a monitoring program.</p>		

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			<p>Blood Tribe/Kainai are concerned about the destruction and/or burial of cultural/archaeological sites within the project area.</p> <p>Blood Tribe/Kainai expressed concerns about losing cultural sites.</p>	<p>At the meeting held on November 21, 2019, Alberta Transportation again requested the GPS coordinates for sites of concern to Blood Tribe/Kainai, as they do not know where some sites are located. Alberta Transportation also proposed having the Stantec archaeologist speak about what they found with the Blood Tribe/Kainai.</p> <p>Under a cover letter dated July 20, 2020, Alberta Transportation invited Blood Tribe/Kainai to observe the archaeological work planned for fall 2020, as well as visit the cultural sites identified by Blood Tribe/Kainai to confirm potential adverse impacts and mitigation measures.</p> <p>Alberta Transportation arranged and approved funding for site visits on September 2-4, 2020 to observe shovel testing and visit sites previously identified with Stantec archaeologists and Alberta Culture.</p> <p>During the meeting held on September 24, 2020, Alberta Transportation responded that Alberta Transportation as the proponent has to abide by the HRA. As part of the work Alberta Transportation is required to do in anticipation of Project approval and following, they have to follow the HRA. Alberta Transportation has been in touch with Blood Tribe/Kainai on observing the archaeological work. Regarding a decision on compensation, the concerns will be flagged for the Minister of Transportation.</p>	<p>During the group meeting on September 24, 2020, Blood Tribe/Kainai asked what are the mitigation plans for the archaeological features on the lands that will be eradicated? Who will be accountable for accommodation and compensation for these sites that are historically important to the Blackfoot? Blood Tribe/Kainai further stated the HRA and Alberta Culture do not speak for First Nations. Their site grading system does not match First Nations'. Sites are being eradicated by development.</p>		
21	<p>May 16, 2016 Blood Tribe/Kainai Letter to Alberta Transportation (DEMA) in support of their TUS budget request. September 2-4, 2020 Site Visits September 24, 2020 Group Meeting on the draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan and the draft Wildlife Mitigation and Monitoring Plan</p>	<p>Historical Resources Flood Debris</p>	<p>Concerns were expressed about debris and sediment that may be left in the reservoir after a flood, which would cover evidence of Blackfoot people being there.</p>	<p>The Blood Tribe/Kainai delivered a Joint Interim TUS Report on March 13, 2017 that was co-authored with the Siksika Nation. Alberta Transportation responded in a letter dated May 10, 2017, and indicated that cultural and historical resource concerns had been forwarded to Alberta Culture and Tourism (ACT). Also stated that concerns from the TUS would be incorporated into and addressed in the EIA.</p> <p>The TUS report was used to inform the TLRU sections of the EIA (Volumes 3A and 3B).</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-7 SR1 Project Specific Concerns and Responses - Kainai First Nation</i> from the March 2018 EIA: It is anticipated that sediment and debris will enter the reservoir area during a flood. The volume of sediment and debris will depend upon the size of the flood. Debris that has the potential to affect the functioning of the reservoir will be removed after a flood event. ACT independently assesses the heritage value of historic resources, determines the need for, and scope of, any avoidance or mitigation measures, and issues Project approval under the <i>Historical Resources Act</i>. If the Project is approved Alberta Transportation will follow all the requirements for the protection of historic resources as determined by ACT.</p> <p>At the meeting held on August 7, 2018, Alberta Transportation committed to cross reference the sites in the Blood Tribe/Kainai's June 2018 TUS and those identified in the HRIA; to confirm the risks to these sites; and propose possible mitigation measures for these sites. Alberta</p>	<p>At the meeting held on August 7, 2018, Blood Tribe/Kainai remain concerned about cultural sites and features, and how these sites will be protected and/or mitigated. In Blood Tribe/Kainai's view, Alberta Transportation's response of following all the requirements for the protection of historic resources as determined by ACT is not adequate.</p> <p>At the meetings held on August 7, 2018, October 17, 2019, and November 21, 2019 the Blood Tribe/Kainai committed to providing Alberta Transportation with the GPS coordinates for the sites identified in their June 2018 TUS.</p> <p>At the meeting held on November 21, 2019, Blood Tribe/Kainai remained concerned about archaeological sites being destroyed.</p> <p>In a letter dated May 27, 2020, Blood Tribe/Kainai provided GPS points for the cultural sites they had identified.</p>	<p>None at this time.</p>	<p>Ongoing: Working with First Nation</p>

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				<p>Transportation has committed to overlay the GPS coordinates with the PDA to determine sites at risk.</p> <p>In emails sent September 28, 2018, November 14, 2018, and August 8, 2019, and in a letter from Alberta Justice to Blood Tribe/Kainai's legal counsel dated February 7, 2019 Alberta Transportation requested the GPS data again.</p> <p>In a letter dated June 18, 2019, Alberta Transportation provided an update on the debris deflector. Alberta Transportation received concerns regarding debris management during the Indigenous consultation and stakeholder engagement programs for the Project including concerns related to debris build up in the off-stream reservoir. The proposed debris deflector mitigates these concerns by reducing the potential for large debris entering the off-stream reservoir.</p> <p>At the meeting held on October 17, 2019, Alberta Transportation requested the GPS coordinates for sites of concern again so they could determine if and/or how sites may be affected.</p> <p>At the meeting held on November 21, 2019, Alberta Transportation again requested the GPS coordinates for sites of concern to Blood Tribe/Kainai, as they do not know where some sites are located. Alberta Transportation also proposed having the Stantec archaeologist speak about what they found with the Blood Tribe/Kainai.</p> <p>Under cover letter dated July 20, 2020, Alberta Transportation invited Blood Tribe/Kainai to observe the archaeological work planned for fall 2020, as well as visit the cultural sites identified by Blood Tribe/Kainai to confirm potential adverse impacts and mitigation measures.</p> <p>Alberta Transportation arranged and approved funding for site visits on September 2-4, 2020 to observe shovel testing and visit sites previously identified with Stantec archaeologists and Alberta Culture.</p> <p>During the meeting held on September 24, 2020, Alberta Transportation responded that Alberta Transportation as the proponent has to abide by the HRA. As part of the work Alberta Transportation is required to do in anticipation of Project approval and following, they have to follow the HRA. Alberta Transportation has been in touch with Blood Tribe/Kainai on observing the archaeological work. Regarding a decision on compensation, the concerns will be flagged for the Minister of Transportation.</p>	<p>During the site visits on September 2-4, 2020 Blood Tribe/Kainai stated that mitigation at sites is challenging as multiple First Nations may identify a site, and it may be hard to develop mitigation that would be acceptable to all First Nations. Blood Tribe/Kainai also explained that sometimes Alberta Culture may not have appropriate mitigations for sites if they identify/classify a site differently from First Nation. Blood Tribe/Kainai noted that at archaeological sites, the historical resource value (HRV) assigned to the sites are not done in consideration of First Nations' perceptions of the site and the importance of sites for Indigenous groups.</p> <p>Blood Tribe/Kainai asked if they can be provided with all archaeological reports after excavations/mitigations were completed.</p> <p>Blood Tribe/Kainai expressed that they had anticipated seeing excavations, not shovel testing, and noted that they would like Blood Tribe/Kainai members to be able to take part in the excavations and eventually be part of a monitoring program.</p> <p>During the group meeting on September 24, 2020, Blood Tribe/Kainai asked what are the mitigation plans for the archaeological features on the lands that will be eradicated? Who will be accountable for accommodation and compensation for these sites that are historically important to the Blackfoot? Blood Tribe/Kainai further stated the HRA and Alberta Culture do not speak for First Nations. Their site grading system does not match First Nations'. Sites are being eradicated by development.</p>		

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22	<p>May 16, 2016 Blood Tribe/Kainai Letter to Alberta Transportation (DEMA) in support of their TUS budget request.</p> <p>June 27 – July 1, 2016 Site Visits</p> <p>October 17, 2019 Meeting between Blood Tribe/Kainai and Alberta Transportation</p> <p>November 21, 2019 Meeting between Blood Tribe/Kainai and Alberta Transportation</p> <p>September 2-4, 2020 Site Visits</p> <p>September 24, 2020 Group Meeting on the draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan and the draft Wildlife Mitigation and Monitoring Plan</p>	<p>Historical Resources</p> <p>Medicinal Plants</p>	<p>Concerns expressed on the loss of cultural sites such as tipi rings, effigies of different sorts, medicinal plants.</p> <p>During a visit to Property #1 (██████████) (June 28, 2016), the landowner showed the Blood Tribe/Kainai Elders the First Nation's Trail (North South Trail), and discussed medicinal value of some of the plants on the property. The landowner also showed the Elders the location of an old campsite for First Nations travelling along the Trail.</p>	<p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-7 SR1 Project Specific Concerns and Responses - Kainai First Nation</i> from the March 2018 EIA: Project activities within the project development area would disturb 11 precontact period and 11 historic period archaeological sites. No traditional land use sites of very high heritage value, such as spiritual sites or human burials, have been identified within the project development area. Identified sites include isolated finds, artifact scatters, campsites and historic remains such as homesteads and a school. Effects to historical resources are detailed in the EIA, Volume 3A and 3B, section 13.</p> <p>ACT independently assesses the heritage value of historic resources, determines the need for, and scope of, any avoidance or mitigation measures, and issues Project approval under the <i>Historical Resources Act</i>. If the Project is approved Alberta Transportation will follow all the requirements for the protection of historic resources as determined by ACT.</p> <p>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>At the meeting held on August 7, 2018, Alberta Transportation committed to cross reference the sites in the Blood Tribe/Kainai's June 2018 TUS and those identified in the HRIA; to confirm the risks to these sites; and propose possible mitigation measures for these sites. Alberta Transportation has committed to overlay the GPS coordinates with the PDA to determine sites at risk.</p> <p>In emails sent September 28, 2018, November 14, 2018, and August 8, 2019, and in a letter from Alberta Justice to Blood Tribe/Kainai's legal counsel dated February 7, 2019 Alberta Transportation requested the GPS data again.</p> <p>Alberta Transportation responded to the Blood Tribe/Kainai's TUS report on August 9, 2019. 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.</p> <p>Alberta Transportation will maintain access to identified current use sites (located outside of the designated construction and project site limits)</p>	<p>At the meeting held on August 7, 2018, Blood Tribe/Kainai remain concerned about cultural sites and features, and how these sites will be protected and/or mitigated. In Blood Tribe/Kainai's view, Alberta Transportation's response of following all the requirements for the protection of historic resources as determined by ACT is not adequate.</p> <p>At the meetings held on August 7, 2018, October 17, 2019, and November 21, 2019 the Blood Tribe/Kainai committed to providing Alberta Transportation with the GPS coordinates for the sites identified in their June 2018 TUS.</p> <p>At the meeting held on November 21, 2019, Blood Tribe/Kainai remained concerned about archaeological sites being destroyed.</p> <p>In a letter dated May 27, 2020, Blood Tribe/Kainai provided GPS points for the cultural sites they had identified.</p> <p>During the site visits on September 2-4, 2020 Blood Tribe/Kainai stated that mitigation at sites is challenging as multiple First Nations may identify a site, and it may be hard to develop mitigation that would be acceptable to all First Nations. Blood Tribe/Kainai also explained that sometimes Alberta Culture may not have appropriate mitigations for sites if they identify/classify a site differently from First Nation. Blood Tribe/Kainai noted that at archaeological sites, the historical resource value (HRV) assigned to the sites are not done in consideration of First Nations' perceptions of the site and the importance of sites for Indigenous groups.</p> <p>Blood Tribe/Kainai asked if they can be provided with all archaeological reports</p>	<p>None at this time.</p>	<p>Ongoing: Working with First Nation</p>

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				<p>during construction and operations, and Alberta Transportation will advise Indigenous groups on post-construction access management.</p> <p>At the meeting held on October 17, 2019, Alberta Transportation requested the GPS coordinates for sites of concern again so they could determine if and/or how sites may be affected.</p> <p>At the meeting held on November 21, 2019, Alberta Transportation again requested the GPS coordinates for sites of concern to Blood Tribe/Kainai, as they do not know where some sites are located. Alberta Transportation also proposed having the Stantec archaeologist speak about what they found with the Blood Tribe/Kainai.</p> <p>Under a cover letter dated July 20, 2020, Alberta Transportation invited Blood Tribe/Kainai to observe the archaeological work planned for fall 2020, as well as visit the cultural sites identified by Blood Tribe/Kainai to confirm potential adverse impacts and mitigation measures.</p> <p>Alberta Transportation arranged and approved funding for site visits on September 2-4, 2020 to observe shovel testing and visit sites previously identified with Stantec archaeologists and Alberta Culture.</p> <p>During the meeting held on September 24, 2020, Alberta Transportation responded that Alberta Transportation as the proponent has to abide by the HRA. As part of the work Alberta Transportation is required to do in anticipation of Project approval and following, they have to follow the HRA. Alberta Transportation has been in touch with Blood Tribe/Kainai on observing the archaeological work. Regarding a decision on compensation, the concerns will be flagged for the Minister of Transportation.</p>	<p>after excavations/mitigations were completed.</p> <p>Blood Tribe/Kainai expressed that they had anticipated seeing excavations, not shovel testing, and noted that they would like Blood Tribe/Kainai members to be able to take part in the excavations and eventually be part of a monitoring program.</p> <p>During the group meeting on September 24, 2020, Blood Tribe/Kainai asked what are the mitigation plans for the archaeological features on the lands that will be eradicated? Who will be accountable for accommodation and compensation for these sites that are historically important to the Blackfoot? Blood Tribe/Kainai further stated the HRA and Alberta Culture do not speak for First Nations. Their site grading system does not match First Nations'. Sites are being eradicated by development.</p>		
23	<p>June 25, 2018 <i>Springbank EIS Technical comments – Ermineskin Cree Nation and Blood Tribe.</i> September 2-4, 2020 Site Visits September 24, 2020 Group Meeting on the draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan and the draft Wildlife Mitigation and Monitoring Plan</p>	Historic resources	Risks and impacts to cultural heritage sites is not clear, and mitigation measures do not provide substantive information. [EIS Technical Comments Question 34]	<p>Alberta Transportation responded to Blood Tribe/Kainai's technical reviews under cover dated December 16, 2019. Alberta Transportation has committed to cross reference the sites in the Kainai First Nation's TLRU Report and those identified in the HRIA to confirm the risks to these sites and propose possible mitigation measures for these sites. Alberta Transportation has committed to overlay the GPS coordinates with the PDA to determine sites at risk and is currently awaiting receipt of the GPS coordinates from Kainai First Nation.</p> <p>In protecting cultural sites and features, Alberta Transportation is bound by the HRA. The HRA was designed to ensure protection and avoidance of highly significant historic resources, and mitigation of less significant resources that cannot be avoided. Alberta Transportation has completed a HRIA for the Project by a registered archaeologist (Volume 3A, Section 13). The HRIA identified no archaeological sites of high heritage value as defined under the HRA, such as burial sites, effigies, medicine wheels, or tipi rings in the PDA, to date, that would mandate avoidance. Six campsites have been identified within the PDA, most of these sites are small and have been heavily disturbed by cultivation or erosion. One undisturbed precontact campsite identified in the treed uplands adjacent to Elbow River is considered to have heritage value and ACMSW is</p>	<p>In a letter dated May 27, 2020, Blood Tribe/Kainai provided GPS points for the cultural sites they had identified.</p> <p>During the site visits on September 2-4, 2020 Blood Tribe/Kainai stated that mitigation at sites is challenging as multiple First Nations may identify a site, and it may be hard to develop mitigation that would be acceptable to all First Nations. Blood Tribe/Kainai also explained that sometimes Alberta Culture may not have appropriate mitigations for sites if they identify/classify a site differently from First Nation. Blood Tribe/Kainai noted that at archaeological sites, the historical resource value (HRV) assigned to the sites are not done in consideration of First Nations' perceptions of the site and the</p>	None at this time.	Ongoing: Working with First Nation

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				<p>requiring standard mitigation, to include photography, mapping and an archaeological excavation of this site.</p> <p>Although trails were once present in the PDA, the high degree of cultivation makes mapping of these trails very difficult; the HRIA did not identify any intact trails of precontact age within the PDA to date.</p> <p>Current use sites and areas located outside the PDA are not anticipated to be directly affected by the Project. No assessment was conducted adjacent to the Our Lady of Peace Mission site mentioned in the Kainai First Nation TUS since it is outside the PDA. Alberta Transportation will maintain access to identified current use sites (located outside the designated construction and Project site limits) during construction and operations, and Alberta Transportation is currently working with Indigenous groups on post-construction principles for future land use.</p> <p>It is not possible to avoid all cultural sites, only those of very high heritage value as defined by the HRA. The HRIA assessment conducted for the Project did not identify any sites of very high heritage value within the PDA therefore, standard mitigations, including additional engagement, is considered appropriate for the site types in the PDA.</p> <p>If ACMSW determines the features identified by Kainai First Nation are present, standard mitigation will be applied, including photography, mapping, documentation and mitigative excavation, to preserve the knowledge of the site. Depending upon its significance, other mitigation may include additional engagement, Indigenous participation in the assessment and mitigation program and Indigenous monitoring during construction.</p> <p>As required under provincial legislation, should an unexpected find of a significant historical resource occur during construction, ACMSW will be notified and will determine the appropriate mitigation. Should any human remains be found during construction, all construction will immediately cease in the area, the site will be secured, and all applicable provincial regulations will be followed. If the remains are determined to be of Aboriginal origin the Government of Alberta will engage Indigenous groups according to Government of Alberta protocol, policy and guidelines.</p> <p>Alberta Transportation is committed to working with Kainai First 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 34]</p> <p>Under a cover letter dated July 20, 2020, Alberta Transportation invited Blood Tribe/Kainai to observe the archaeological work planned for fall 2020, as well as visit the cultural sites identified by Blood Tribe/Kainai to confirm potential adverse impacts and mitigation measures.</p>	<p>importance of sites for Indigenous groups.</p> <p>Blood Tribe/Kainai asked if they can be provided with all archaeological reports after excavations/mitigations were completed.</p> <p>Blood Tribe/Kainai expressed that they had anticipated seeing excavations, not shovel testing, and noted that they would like Blood Tribe/Kainai members to be able to take part in the excavations and eventually be part of a monitoring program.</p> <p>During the group meeting on September 24, 2020, Blood Tribe/Kainai asked what are the mitigation plans for the archaeological features on the lands that will be eradicated? Who will be accountable for accommodation and compensation for these sites that are historically important to the Blackfoot? Blood Tribe/Kainai further stated the HRA and Alberta Culture do not speak for First Nations. Their site grading system does not match First Nations'. Sites are being eradicated by development.</p>		

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				<p>Alberta Transportation arranged and approved funding for site visits on September 2-4, 2020 to observe shovel testing and visit sites previously identified with Stantec archaeologists and Alberta Culture.</p> <p>During the meeting held on September 24, 2020, Alberta Transportation responded that Alberta Transportation as the proponent has to abide by the HRA. As part of the work Alberta Transportation is required to do in anticipation of Project approval and following, they have to follow the HRA. Alberta Transportation has been in touch with Blood Tribe/Kainai on observing the archaeological work. Regarding a decision on compensation, the concerns will be flagged for the Minister of Transportation.</p>			
24	<p>June 25, 2018 <i>Blood Tribe/Kainai Traditional Knowledge, Land, and Resource Use Study: Springbank Off-Stream Reservoir Project</i> by Oak Road Concepts Inc, dated June 2018.</p> <p>May 27, 2020 Letter to Alberta Transportation from JFK Law Corporation on behalf of Blood Tribe/Kainai</p> <p>September 2-4, 2020 Site Visits</p> <p>September 24, 2020 Group Meeting on the draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan and the draft Wildlife Mitigation and Monitoring Plan</p>	<p>Historical resources Cultural sites</p>	<p>Effects to sites of archaeological, historical, spiritual, ceremonial, and cultural importance within the project area, as well as loss of access to these sites. These sites include traditional Blackfoot camps and trails [REDACTED] [REDACTED] [REDACTED] Anything short of avoidance would not be effective mitigation.</p> <p>Absence of maps depicting location of sites of potential historical, archaeological, or cultural interest to Blood Tribe/Kainai's current use of the lands.</p> <p>Recommendation: Develop avoidance or redesign measures to ensure Blood Tribe/Kainai cultural properties, ceremonial sites, and identified traditional camping areas and associated material features remain intact and accessible.</p> <p>Blood Tribe/Kainai provided GPS points for the cultural sites identified in their 2018 report in a letter dated May 27, 2020: Tipi rings:</p>	<p>At the meeting held on August 7, 2018, Alberta Transportation committed to cross reference the sites in the Blood Tribe/Kainai's June 2018 TUS and those identified in the HRIA; to confirm the risks to these sites; and propose possible mitigation measures for these sites. Alberta Transportation has committed to overlay the GPS coordinates with the PDA to determine sites at risk.</p> <p>In emails sent September 28, 2018, November 14, 2018, and August 8, 2019, and in a letter from Alberta Justice to Blood Tribe/Kainai's legal counsel dated February 7, 2019 Alberta Transportation requested the GPS data again.</p> <p>Alberta Transportation responded to the Blood Tribe/Kainai's TUS report on August 9, 2019. A portion of the North-South Trail is located within the Project construction area and it is anticipated that this site will be affected by construction of the floodplain berm. The NWMP Trail is located within the off-stream reservoir and it is not anticipated to be affected by Project construction activities. The trail will be affected in the flood and post-flood operation phase due to direct physical disturbance associated with reservoir filling or draining, damage from sediment deposition or debris, or cleanup. Construction of the Project and fencing of infrastructure will restrict access to certain areas of the Project, including portions of the hunting access/route identified by Blood Tribe/Kainai.</p> <p>The traditional camp associated with the North-South Trail is located within the Project construction area and it is anticipated that this site will be affected by construction of the floodplain berm. The Our Lady of Peace Mission site and the traditional camp identified to the east are located outside the PDA and are not anticipated to be directly affected by the Project. The traditional camp associated with the NWMP Trail is located within the off-stream reservoir and is not anticipated to be affected by Project construction activities. Flood and post-flood operation will affect the site due to direct physical disturbance associated with reservoir filling or draining, damage from sediment deposition or debris, or cleanup. The traditional winter camp and associated features identified along the banks of Val Vista Creek is anticipated to be affected by construction of the off-stream dam.</p>	<p>At the meetings held on August 7, 2018, October 17, 2019, and November 21, 2019 the Blood Tribe/Kainai committed to providing Alberta Transportation with the GPS coordinates for the sites identified in their June 2018 TUS.</p> <p>At the meeting held on November 21, 2019, Blood Tribe/Kainai remained concerned about archaeological sites being destroyed.</p> <p>In a letter dated May 27, 2020, Blood Tribe/Kainai provided GPS points for the cultural sites they had identified.</p> <p>During the site visits on September 2-4, 2020 Blood Tribe/Kainai stated that mitigation at sites is challenging as multiple First Nations may identify a site, and it may be hard to develop mitigation that would be acceptable to all First Nations. Blood Tribe/Kainai also explained that sometimes Alberta Culture may not have appropriate mitigations for sites if they identify/classify a site differently from First Nation. Blood Tribe/Kainai noted that at archaeological sites, the historical resource value (HRV) assigned to the sites are not done in consideration of First Nations' perceptions of the site and the importance of sites for Indigenous groups.</p>	<p>None at this time.</p>	<p>Ongoing: Working with First Nation</p>

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			<p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>Portion of Old Blackfoot Trail: [REDACTED]</p> <p>Old NWMP Wagon Trail: [REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>Pre-contact Blackfoot Camps: [REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>Settler homestead: [REDACTED]</p> <p>[REDACTED]</p> <p>Fire broken rocks/fireplace: [REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>Medicine wheel: [REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	<p>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.</p> <p>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 access management.</p> <p>At the meeting held on October 17, 2019, Alberta Transportation requested the GPS coordinates for sites of concern again so they could determine if and/or how sites may be affected.</p> <p>At the meeting held on November 21, 2019, Alberta Transportation again requested the GPS coordinates for sites of concern to Blood Tribe/Kainai, as they do not know where some sites are located. Alberta Transportation also proposed having the Stantec archaeologist speak about what they found with the Blood Tribe/Kainai.</p> <p>Under a cover letter dated July 20, 2020, Alberta Transportation invited Blood Tribe/Kainai to observe the archaeological work planned for fall 2020, as well as visit the cultural sites identified by Blood Tribe/Kainai to confirm potential adverse impacts and mitigation measures.</p> <p>Alberta Transportation arranged and approved funding for site visits on September 2-4, 2020 to observe shovel testing and visit sites previously identified with Stantec archaeologists and Alberta Culture.</p> <p>During the meeting held on September 24, 2020, Alberta Transportation responded that Alberta Transportation as the proponent has to abide by the HRA. As part of the work Alberta Transportation is required to do in anticipation of Project approval and following, they have to follow the HRA. Alberta Transportation has been in touch with Blood Tribe/Kainai on observing the archaeological work. Regarding a decision on compensation, the concerns will be flagged for the Minister of Transportation.</p>	<p>Blood Tribe/Kainai asked if they can be provided with all archaeological reports after excavations/mitigations were completed.</p> <p>Blood Tribe/Kainai expressed that they had anticipated seeing excavations, not shovel testing, and noted that they would like Blood Tribe/Kainai members to be able to take part in the excavations and eventually be part of a monitoring program.</p> <p>During the group meeting on September 24, 2020, Blood Tribe/Kainai asked what are the mitigation plans for the archaeological features on the lands that will be eradicated? Who will be accountable for accommodation and compensation for these sites that are historically important to the Blackfoot? Blood Tribe/Kainai further stated the HRA and Alberta Culture do not speak for First Nations. Their site grading system does not match First Nations'. Sites are being eradicated by development.</p>		

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			<p>Our Lady of Peace church site: ██████████ ██████████.</p> <p>A cairn was identified during the September 2-4, 2020 site visits (██████████); located outside the Project footprint).</p>				
25	November 25, 2014 Initial SR1 Meeting held with Mike Oka, Blood Tribe/Kainai Consultation Coordinator, Stand Off Alberta.	Human remains	Construction of SR1 may disturb human remains.	On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-7 SR1 Project Specific Concerns and Responses - Kainai First Nation</i> from the March 2018 EIA: Should any chance find of human remains be made during construction, all construction will immediately cease in the area, the site will be secured and all provincial regulations regarding the chance find of human remains will be followed.	None at this time.	None at this time.	Ongoing: Working with First Nation
26	January 13, 2017 Email exchange between Blood Tribe/Kainai and DEMA September 2-4, 2020 Site Visits September 24, 2020 Group Meeting on the draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan and the draft Wildlife Mitigation and Monitoring Plan	Historical Resources	Blood Tribe/Kainai stated that the Department of Transportation should begin to think about mitigation measures for the loss of sites within SR1, which would be lost in the first big flood.	<p>The issue of mitigation measures was added to the January 18, 2017 meeting agenda. The meeting agenda was sent to the Blood Tribe/Kainai for review on January 16, 2017.</p> <p>At the meeting held on January 18, 2017, Alberta Transportation stated that once they received the TUS and the site-specific concerns their experts can start working on potential mitigation.</p> <p>The Blood Tribe/Kainai delivered a Joint Interim TUS Report on March 13, 2017 that was co-authored with the Siksika Nation. The TUS was used to inform the TLRU sections of the EIA (Volumes 3A and 3B).</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-7 SR1 Project Specific Concerns and Responses - Kainai First Nation</i> from the March 2018 EIA: Project activities within the project development area would disturb 11 precontact period and 11 historic period archaeological sites. No traditional land use sites of very high heritage value, such as spiritual sites or human burials have been identified within the project development area. Identified sites include isolated finds, artifact scatters, campsites and historic remains such as homesteads and a school. Effects to historical resources are detailed in the EIA, Volume 3A and 3B, section 13.</p> <p>ACT independently assesses the heritage value of historic resources, determines the need for, and scope of, any avoidance or mitigation measures, and issues Project approval under the <i>Historical Resources Act</i>. If the Project is approved Alberta Transportation will follow all the requirements for the protection of historic resources as determined by ACT.</p> <p>At the meeting held on August 7, 2018, Alberta Transportation committed to cross reference the sites in the Blood Tribe/Kainai's June 2018 TUS and those identified in the HRIA; to confirm the risks to these sites; and propose possible mitigation measures for these sites. Alberta</p>	<p>At the meeting held on August 7, 2018, Blood Tribe/Kainai remain concerned about cultural sites and features, and how these sites will be protected and/or mitigated. In Blood Tribe/Kainai's view, Alberta Transportation's response of following all the requirements for the protection of historic resources as determined by ACT is not adequate.</p> <p>At the meetings held on August 7, 2018, October 17, 2019, and November 21, 2019 the Blood Tribe/Kainai committed to providing Alberta Transportation with the GPS coordinates for the sites identified in their June 2018 TUS.</p> <p>At the meeting held on November 21, 2019, Blood Tribe/Kainai remained concerned about archaeological sites being destroyed.</p> <p>In a letter dated May 27, 2020, Blood Tribe/Kainai provided GPS points for the cultural sites they had identified.</p> <p>During the site visits on September 2-4, 2020 Blood Tribe/Kainai stated that mitigation at sites is challenging as multiple First Nations may identify a site, and it may be hard to develop mitigation that would be acceptable to all First Nations. Blood Tribe/Kainai</p>	None at this time.	Ongoing: Working with First Nation

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				<p>Transportation has committed to overlay the GPS coordinates with the PDA to determine sites at risk.</p> <p>In emails sent September 28, 2018, November 14, 2018, and August 8, 2019, and in a letter from Alberta Justice to Blood Tribe/Kainai's legal counsel dated February 7, 2019 Alberta Transportation requested the GPS data again.</p> <p>Alberta Transportation responded to the Blood Tribe/Kainai's TUS report on August 9, 2019. 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.</p> <p>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 access management.</p> <p>At the meeting held on October 17, 2019, Alberta Transportation requested the GPS coordinates for sites of concern again so they could determine if and/or how sites may be affected.</p> <p>At the meeting held on November 21, 2019, Alberta Transportation again requested the GPS coordinates for sites of concern to Blood Tribe/Kainai, as they do not know where some sites are located. Alberta Transportation also proposed having the Stantec archaeologist speak about what they found with the Blood Tribe/Kainai.</p> <p>Under a cover letter dated July 20, 2020, Alberta Transportation invited Blood Tribe/Kainai to observe the archaeological work planned for fall 2020, as well as visit the cultural sites identified by Blood Tribe/Kainai to confirm potential adverse impacts and mitigation measures.</p> <p>Alberta Transportation arranged and approved funding for site visits on September 2-4, 2020 to observe shovel testing and visit sites previously identified with Stantec archaeologists and Alberta Culture.</p> <p>During the meeting held on September 24, 2020, Alberta Transportation responded that Alberta Transportation as the proponent has to abide by the HRA. As part of the work Alberta Transportation is required to do in anticipation of Project approval and following, they have to follow the HRA. Alberta Transportation has been in touch with Blood Tribe/Kainai on observing the archaeological work. Regarding a decision on compensation, the concerns will be flagged for the Minister of Transportation.</p>	<p>also explained that sometimes Alberta Culture may not have appropriate mitigations for sites if they identify/classify a site differently from First Nation. Blood Tribe/Kainai noted that at archaeological sites, the historical resource value (HRV) assigned to the sites are not done in consideration of First Nations' perceptions of the site and the importance of sites for Indigenous groups.</p> <p>Blood Tribe/Kainai asked if they can be provided with all archaeological reports after excavations/mitigations were completed.</p> <p>Blood Tribe/Kainai expressed that they had anticipated seeing excavations, not shovel testing, and noted that they would like Blood Tribe/Kainai members to be able to take part in the excavations and eventually be part of a monitoring program.</p> <p>During the group meeting on September 24, 2020, Blood Tribe/Kainai asked what are the mitigation plans for the archaeological features on the lands that will be eradicated? Who will be accountable for accommodation and compensation for these sites that are historically important to the Blackfoot? Blood Tribe/Kainai further stated the HRA and Alberta Culture do not speak for First Nations. Their site grading system does not match First Nations'. Sites are being eradicated by development.</p>		
27	September 15, 2016 Alberta Transportation meeting with the Blood	Information sharing Historical Resources	Blood Tribe/Kainai requested archaeological information gathered during the SR-1 site	At the meeting held on January 18, 2017, Alberta Transportation indicated that the impacts to historical resources is under ACT's jurisdiction, and Stantec/Alberta Transportation are not able to provide that information at this time. Requests for the archaeological studies would have to go	In an email on August 21, 2018, the Blood Tribe/Kainai requested the HRIA from ACT.	Alberta Transportation cannot provide the requested information. Alberta Transportation provided the	No further action required.

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	Tribe/Kainai, Piikani Nation, and Siksika Nation at Head Smashed In Buffalo Jump January 18, 2017 Alberta Transportation meeting with the Blood Tribe/Kainai, Piikani Nation, and Siksika Nation in Lethbridge, Alberta. March 13, 2017 The Blood Tribe/Kainai delivered a Joint Interim Traditional Use Report that was co-authored with the Siksika Nation		investigations be shared with the Blood Tribe/Kainai. Lack of sharing archaeological data for SR1 is a concern. Requested the HRIA and archaeological information.	through ACT. Should ACT approve the request for the information, Alberta Transportation could then share it. In a letter dated May 10, 2017, Alberta Transportation indicated they had forwarded Blood Tribe/Kainai's archaeological concerns to ACT, and the Treaty 7 contact would be available to them to discuss their concerns. On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-7 SR1 Project Specific Concerns and Responses - Kainai First Nation</i> from the March 2018 EIA: Alberta Transportation is not authorized to disclose the information requested directly to the Blood Tribe/Kainai. Alberta Transportation contacted ACT and obtained the Treaty 7 representative contact details and passed those details to the Blood Tribe/Kainai. The Blood Tribe/Kainai can make their request for the information directly to this individual. In an email on August 21, 2018, Alberta Transportation provided the contact information for the Treaty 7 contact at ACT again.		contact information for the Treaty 7 contact at ACT to whom the Blood Tribe/Kainai can make the request.	
28	March 13, 2017 The Blood Tribe/Kainai delivered a Joint Interim Traditional Use Report that was co-authored with the Siksika Nation	Historical resources	Desire to further study Blackfoot Traditional Camp Site in creek valley ([REDACTED]). A joint archaeological and TUS should be undertaken of the creek valley to identify possible burial sites.	Under a cover letter dated July 20, 2020, Alberta Transportation invited Blood Tribe/Kainai to observe the archaeological work planned for fall 2020, as well as visit the cultural sites identified by Blood Tribe/Kainai to confirm potential adverse impacts and mitigation measures. Alberta Transportation arranged and approved funding for site visits on September 2-4, 2020 to observe shovel testing and visit sites previously identified with Stantec archaeologists and Alberta Culture.	None at this time.	None at this time.	Ongoing: Working with First Nation
29	March 13, 2017 The Blood Tribe/Kainai delivered a Joint Interim Traditional Use Report that was co-authored with the Siksika Nation	Historical resources Traditional use	Due to likelihood that there are Blackfoot traditional use and cultural sites throughout the creek valley ([REDACTED]), it is suggested that the natural creek channel should not be used as an outflow channel.	Alberta Transportation responded under cover letter dated July 10, 2020. Alberta Transportation has reviewed the Kanai First Nation/Blood Tribe TUS and mapped out the cultural and traditional sites provided in the report, including those reported to fall in or near the proposed location of the outflow channel. Alberta Transportation is not looking at other locations for the outlet channel. Depending on the distance of the traditional and cultural site from Unnamed Creek, some sites may be inundated during the release of water from the reservoir. Post release, there is the possibility that sites located immediately adjacent to Unnamed Creek would be covered in a layer of sediment which would not be removed. Alberta Transportation recognizes that these traditional and cultural sites are important to Kainai First Nation/Blood Tribe and would like to discuss these sites with Kainai First Nation/Blood Tribe to determine the next steps, which includes scheduling a field visit as was recommended by Alberta Culture, Multiculturalism and Status of Women (Alberta Culture). During the field visit, the exact location of the cultural and traditional sites in relation to Project components would be confirmed. This information in turn would allow Alberta Transportation and Kainai First Nation/Blood Tribe to discuss possible mitigation measures.	None at this time.	None at this time.	Ongoing: Working with First Nation

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				<p>Under a cover letter dated July 20, 2020, Alberta Transportation invited Blood Tribe/Kainai to observe the archaeological work planned for fall 2020, as well as visit the cultural sites identified by Blood Tribe/Kainai to confirm potential adverse impacts and mitigation measures.</p> <p>Alberta Transportation arranged and approved funding for site visits on September 2-4, 2020 to observe shovel testing and visit sites previously identified with Stantec archaeologists and Alberta Culture.</p>			
30	September 15, 2016 Alberta Transportation meeting with the Blood Tribe/Kainai, Piikani Nation, and Siksika Nation at Head Smashed In Buffalo Jump	Wildlife Vegetation Information sharing	Blood Tribe/Kainai requested information on Species at Risk (Wildlife and Plants) gathered during the SR-1 investigations	<p>Possible impacts and mitigation measures related to concerns raised by the Blood Tribe/Kainai (Plant and Wildlife Species at Risk) will be addressed as part of the EIA.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-7 SR1 Project Specific Concerns and Responses - Kainai First Nation</i> from the March 2018 EIA: Twenty-six species of management concern, including 15 birds and 11 mammals were observed during wildlife field surveys between 2015 and 2017. No plant species at risk were recorded during field surveys. Results of the field work are provided in the EIA; Volume 4, Appendix H and L, and Vol 3A sections 10 and 11.</p> <p>Alberta Transportation sent Blood Tribe/Kainai the draft Wildlife Mitigation and Monitoring Plan and the draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan via email on May 6, 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> <p>In a letter dated August 4, 2020, Alberta Transportation invited Blood Tribe/Kainai to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Blood Tribe/Kainai preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Blood Tribe/Kainai wished to submit a budget for review.</p>	None at this time.	<p>Alberta Transportation has developed a draft Wildlife Mitigation and Monitoring Plan, which was provided to Blood Tribe/Kainai for review and feedback. Alberta Transportation offered funding for Blood Tribe/Kainai to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> • Pre-construction surveys will be conducted to identify wildlife features (e.g., nests, dens) and appropriate site-specific mitigation developed. • Temporary workspaces will be reclaimed according to the Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan. • Sections of side slopes and bottom of the diversion channel, and side slopes of the floodplain berm and off-stream dam will be vegetated. Vegetated areas will provide a more conducive material for wildlife to move across. 	Ongoing: Working with First Nation

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						<ul style="list-style-type: none"> • Hwy 22 bridge over the diversion channel is designed to facilitate wildlife movement through open-span dimensions and filling rip-rap with finer material under the bridge. • Where fencing is proposed around the PDA, wildlife-friendly fencing will be installed to allow ungulate passage (except for fencing around the diversion structure control building). • If construction activities occur within 100 m of an amphibian SOMC breeding wetland during the breeding season (approximately May 1 to September 30), install silt fencing around the perimeter of the wetlands to prevent amphibians from moving into active construction areas. • Waste will be stored in wildlife-proof containers and wildlife awareness training will be provided to staff on site to reduce human-wildlife conflict (e.g., bears). • A remote camera monitoring program will be implemented to evaluate the effectiveness of mitigation measures designed to reduce potential effects of the Project on wildlife movement. • During flood operations, a migratory bird salvage program will be implemented in the off-stream reservoir footprint to reduce mortality risk to ground nesting birds within the constraints of a limited advance flood 	

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						<p>warning (two to three days) and worker safety.</p> <p>Alberta Transportation has developed a draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan, which was provided to Blood Tribe/Kainai for review and feedback. Alberta Transportation offered funding for Blood Tribe/Kainai to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> • Construction activities will be restricted to the approved construction footprint. • All equipment will arrive at the Project site clean and free of soil and vegetative debris. • Field visit with Indigenous Elders will be conducted prior to construction to identify priority areas for harvest of traditional plants • Where possible, temporary workspaces and access roads will be in areas that avoid wildlife features and native vegetation (e.g., shrubland, treed areas, wetlands). • Where there are permanent or temporary access roads, cross drainage will be maintained to allow water to 	

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						<p>move freely from one side of the road to the other.</p> <ul style="list-style-type: none"> • Cover crop seed mixture will be applied to assist in weed and erosion control on exposed soils where warranted. • Native areas disturbed by the Project will be reseeded using an Alberta Transportation native seed mix customized for the Project. Roots will be retained from cleared native areas and used to assist with revegetation. Selected seed mix will incorporate input on native species to be used from Indigenous groups. • Areas of sediment deposition where wind erosion may be an issue may be hydroseeded with native plant species and a tackifier to reduce erosion. An operation and maintenance plan for the reservoir will be developed that would include sediment stabilization and debris management. • Vegetation cover establishment will be monitored, and areas of poor cover re-seeded as needed. • Disturbed areas will be monitored for noxious and prohibited noxious weeds and species controlled as identified in the Alberta Weed Control Act and associated regulations. • Herbicide will not be applied within 30 m of plant species or ecological communities of management concern, wetland or waterbody. Spot 	

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						spraying, wicking, mowing, or hand picking are acceptable measures for control of regulated weeds in these areas.	
31	January 18, 2017 Alberta Transportation meeting with the Blood Tribe/Kainai, Piikani Nation, and Siksika Nation in Lethbridge, Alberta	Wildlife	Concerns expressed on SR1 construction impact to animal homes, such as the beavers.	<p>Possible impacts and mitigation measures related to concerns raised by the Blood Tribe/Kainai (wildlife) will be addressed as part of the EIA.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-7 SR1 Project Specific Concerns and Responses - Kainai First Nation</i> from the March 2018 EIA: No beaver dams were identified during surveys conducted for the Project. It is not anticipated that the Project would affect beaver dams. In the event of a flood, effects to beaver dams may occur whether the Project is in place or not. The effects of the Project to wildlife and aquatic species are discussed in the EIA Volumes 3A and 3B, sections 8 and 11.</p> <p>Alberta Transportation responded to the Blood Tribe/Kainai's TUS report on August 9, 2019. There were no beaver dams or lodges identified within the construction footprint for the Project during the baseline wildlife surveys completed within the LAA and, as a result, Alberta Transportation is not expecting to remove any dams or lodges. If an active beaver dam is identified within the construction footprint at a later date, mitigation for dam removal will be developed with the appropriate agencies (e.g., Alberta Environment and Parks [AEP]) and the relevant permit(s) obtained, as required.</p> <p>Alberta Transportation sent Blood Tribe/Kainai the draft Wildlife Mitigation and Monitoring Plan via email on May 6, 2020. The email indicated Alberta Transportation welcomes written feedback and would also be available to discuss the draft Plan at a meeting or workshop.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Blood Tribe/Kainai to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Blood Tribe/Kainai preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Blood Tribe/Kainai wished to submit a budget for review.</p>	None at this time.	<p>Alberta Transportation has developed a draft Wildlife Mitigation and Monitoring Plan, which was provided to Blood Tribe/Kainai for review and feedback. Alberta Transportation offered funding for Blood Tribe/Kainai to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> • Pre-construction surveys will be conducted to identify wildlife features (e.g., nests, dens) and appropriate site-specific mitigation developed. • Temporary workspaces will be reclaimed according to the Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan. • Sections of side slopes and bottom of the diversion channel, and side slopes of the floodplain berm and off-stream dam will be vegetated. Vegetated areas will provide a more conducive material for wildlife to move across. • Hwy 22 bridge over the diversion channel is 	Ongoing: Working with First Nation

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						<p>designed to facilitate wildlife movement through open-span dimensions and filling rip-rap with finer material under the bridge.</p> <ul style="list-style-type: none"> • Where fencing is proposed around the PDA, wildlife-friendly fencing will be installed to allow ungulate passage (except for fencing around the diversion structure control building). • If construction activities occur within 100 m of an amphibian SOMC breeding wetland during the breeding season (approximately May 1 to September 30), install silt fencing around the perimeter of the wetlands to prevent amphibians from moving into active construction areas. • Waste will be stored in wildlife-proof containers and wildlife awareness training will be provided to staff on site to reduce human-wildlife conflict (e.g., bears). • A remote camera monitoring program will be implemented to evaluate the effectiveness of mitigation measures designed to reduce potential effects of the Project on wildlife movement. • During flood operations, a migratory bird salvage program will be implemented in the off-stream reservoir footprint to reduce mortality risk to ground nesting birds within the constraints of a limited advance flood warning (two to three days) and worker safety. 	

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32	June 25, 2018 <i>Springbank Offstream Reservoir Project EIS Technical Review and Information Request</i> by PGL Environmental Consultations, dated June 15, 2018.	Wildlife Traditional use	<p>Provide regional data and traditional use data as 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>Justify why a 15 kilometre buffer of the project area was chosen for the RAA for wildlife. [Annex D Question 6]</p>	<p>Alberta Transportation responded to Blood Tribe/Kainai's technical reviews under cover dated December 16, 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 data provided in the Blood Tribe/Kainai Traditional Knowledge, Land, and Resource Use Study (KFN 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); 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</p>	None at this time.	<p>Alberta Transportation responded to these questions in the response to Blood Tribe/Kainai's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.</p> <p>Alberta Transportation has developed a draft Wildlife Mitigation and Monitoring Plan, which was provided to Blood Tribe/Kainai for review and feedback. Alberta Transportation offered funding for Blood Tribe/Kainai to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> • Temporary workspaces will be reclaimed according to the Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan. • Sections of side slopes and bottom of the diversion channel, and side slopes of the floodplain berm and off-stream dam will be vegetated. Vegetated areas will provide a more conducive material for wildlife to move across. • Hwy 22 bridge over the diversion channel is designed to facilitate wildlife movement through open- 	Ongoing: Working with First Nation

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				<p>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 Alberta Transportation's response to Round 1 CEEA 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>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 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</p>		<p>span dimensions and filling rip-rap with finer material under the bridge.</p> <ul style="list-style-type: none"> • Where fencing is proposed around the PDA, wildlife-friendly fencing will be installed to allow ungulate passage (except for fencing around the diversion structure control building). • Waste will be stored in wildlife-proof containers and wildlife awareness training will be provided to staff on site to reduce human-wildlife conflict (e.g., bears). • A remote camera monitoring program will be implemented to evaluate the effectiveness of mitigation measures designed to reduce potential effects of the Project on wildlife movement. 	

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				<p>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> <p>Alberta Transportation sent Blood Tribe/Kainai the draft Wildlife Mitigation and Monitoring Plan via email on May 6, 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> <p>In a letter dated August 4, 2020, Alberta Transportation invited Blood Tribe/Kainai to attend group online meetings to discuss the draft monitoring plans and fish offsetting. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Blood Tribe/Kainai preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Blood Tribe/Kainai wished to submit a budget for review.</p>			
33	<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>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]</p>	<p>Alberta Transportation responded to Blood Tribe/Kainai's technical reviews under cover dated December 16, 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]</p>	None at this time.	<p>Alberta Transportation responded to this question in the response to Blood Tribe/Kainai's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.</p>	Ongoing: Working with First Nation

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34	June 25, 2018 <i>Springbank Offstream Reservoir Project EIS Technical Review and Information Request</i> by PGL Environmental Consultations, dated June 15, 2018.	Wildlife	Location of remote cameras not provided. [Annex D Question 2]	<p>Alberta Transportation responded to Blood Tribe/Kainai's technical reviews under cover dated December 16, 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>Alberta Transportation sent Blood Tribe/Kainai the draft Wildlife Mitigation and Monitoring Plan via email on May 6, 2020. The email indicated Alberta Transportation welcomes written feedback and would also be available to discuss the monitoring plan at a meeting or workshop.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Blood Tribe/Kainai to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Blood Tribe/Kainai preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Blood Tribe/Kainai wished to submit a budget for review.</p>	None at this time.	<p>Alberta Transportation responded to this question in the response to Blood Tribe/Kainai's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.</p> <p>Alberta Transportation has developed a draft Wildlife Mitigation and Monitoring Plan, which was provided to Blood Tribe/Kainai for review and feedback. Alberta Transportation offered funding for Blood Tribe/Kainai to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> A remote camera monitoring program will be implemented to evaluate the effectiveness of mitigation measures designed to reduce potential effects of the Project on wildlife movement. 	Ongoing: Working with First Nation
35	June 25, 2018 <i>Springbank Offstream Reservoir Project EIS Technical Review and Information Request</i> by PGL Environmental Consultations, dated June 15, 2018.	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 Blood Tribe/Kainai's technical reviews under cover dated December 16, 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</p>	None at this time.	<p>Alberta Transportation responded to these questions in the response to Blood Tribe/Kainai's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.</p>	Ongoing: Working with First Nation

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				<p>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 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 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>			
36	<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 habitat	<p>Recommend a habitat compensation plan be developed. [Annex D Question 10]</p>	<p>Alberta Transportation responded to Blood Tribe/Kainai's technical reviews under cover dated December 16, 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</p>	None at this time.	<p>Alberta Transportation responded to this question in the response to Blood Tribe/Kainai's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.</p>	Ongoing: Working with First Nation

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				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]			
37	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 details on monitoring program to monitor project effects on wildlife. [Annex D Question 14]	<p>Alberta Transportation responded to Blood Tribe/Kainai's technical reviews under cover dated December 16, 2019. 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"> • verify predictions made about Project effects on wildlife movement in the LAA during construction and dry operation • monitor wildlife use of the diversion channel during dry operation • where appropriate, determine effectiveness of mitigation to reduce Project effects on wildlife movement <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 Blood Tribe/Kainai the draft Wildlife Mitigation and Monitoring Plan via email on May 6, 2020. The email indicated Alberta Transportation welcomes written feedback and would also be available to discuss the monitoring plan at a meeting or workshop.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Blood Tribe/Kainai to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Blood Tribe/Kainai preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Blood Tribe/Kainai wished to submit a budget for review.</p>	None at this time.	<p>Alberta Transportation has developed a draft Wildlife Mitigation and Monitoring Plan, which was provided to Blood Tribe/Kainai for review and feedback. Alberta Transportation offered funding for Blood Tribe/Kainai to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> • Pre-construction surveys will be conducted to identify wildlife features (e.g., nests, dens) and appropriate site-specific mitigation developed. • Temporary workspaces will be reclaimed according to the Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan. • Sections of side slopes and bottom of the diversion channel, and side slopes of the floodplain berm and off-stream dam will be vegetated. Vegetated areas will provide a more conducive material for wildlife to move across. • Hwy 22 bridge over the diversion channel is designed to facilitate wildlife 	Ongoing: Working with First Nation

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						<p>movement through open-span dimensions and filling rip-rap with finer material under the bridge.</p> <ul style="list-style-type: none"> • Where fencing is proposed around the PDA, wildlife-friendly fencing will be installed to allow ungulate passage (except for fencing around the diversion structure control building). • If construction activities occur within 100 m of an amphibian SOMC breeding wetland during the breeding season (approximately May 1 to September 30), install silt fencing around the perimeter of the wetlands to prevent amphibians from moving into active construction areas. • Waste will be stored in wildlife-proof containers and wildlife awareness training will be provided to staff on site to reduce human-wildlife conflict (e.g., bears). • A remote camera monitoring program will be implemented to evaluate the effectiveness of mitigation measures designed to reduce potential effects of the Project on wildlife movement. • During flood operations, a migratory bird salvage program will be implemented in the off-stream reservoir footprint to reduce mortality risk to ground nesting birds within the constraints of a limited advance flood warning (two to three days) and worker safety. 	
38	June 25, 2018	Wildlife	Concerned that the conclusion of significance is discussed at a	Alberta Transportation responded to Blood Tribe/Kainai's technical reviews under cover dated December 16, 2019. The determination of	None at this time.	Alberta Transportation responded to these questions in	Ongoing: Working with First Nation

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	<p><i>Springbank Offstream Reservoir Project EIS Technical Review and Information Request</i> by PGL Environmental Consultations, dated June 15, 2018.</p>		<p>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>Summary of the wildlife and biodiversity cumulative effects needed. [Annex D Question 18]</p>	<p>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 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 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 has 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</p>		<p>the response to Blood Tribe/Kainai's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.</p>	

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				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]			
39	June 25, 2018 <i>Springbank Offstream Reservoir Project EIS Technical Review and Information Request</i> by PGL Environmental Consultations, dated June 15, 2018.	Wildlife	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>Alberta Transportation responded to Blood Tribe/Kainai's technical reviews under cover dated December 16, 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> <ul style="list-style-type: none"> • area (ha) of upland and wetland habitat loss or alteration • mean patch size (ha), number of patches, and mean patch edge (km) • number of plant species of management concern (SOMC) occurrences affected by the Project • occurrences of traditional use plants by the Project • area (ha) of vegetation communities (upland, wetland) that support breeding bird and amphibian species richness and abundance <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</p>	None at this time.	Alberta Transportation responded to this question in the response to Blood Tribe/Kainai's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.	Ongoing: Working with First Nation

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				<p>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 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>			
40	<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 Blood Tribe/Kainai's technical reviews under cover dated December 16, 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 once built, 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</p>	None at this time.	<p>Alberta Transportation responded to this question in the response to Blood Tribe/Kainai's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.</p>	Ongoing: Working with First Nation

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				<p>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> <p>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]</p>			
41	<p>June 25, 2018 <i>Springbank EIS Technical comments – Ermineskin Cree Nation and Blood Tribe.</i> June 25, 2018</p> <p><i>Blood Tribe/Kainai Traditional Knowledge, Land, and Resource Use Study: Springbank Off-Stream Reservoir Project</i> by Oak Road Concepts Inc, dated June 2018. June 25, 2018</p> <p>Letter from JFK Law corporation to CEAA, dated June 15, 2018</p>	Wildlife Hunting	<p>Concerns regarding assessment of wildlife, especially elk, upon which the Blood Tribe/Kainai depend for hunting. [EIS Technical Comments Question 9]</p> <p>Concerns regarding wildlife, including those that are hunted in the project area.</p> <p>Loss of use of high quality hunting area and bird hunting area ([REDACTED] [REDACTED] [REDACTED]).</p> <p>Prior to construction of the Project, the Proponent should invite Blood Tribe/Kainai land users to hunt in the PDA, particularly for big game such as moose, elk, and deer.</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 Project 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 the Blood Tribe/Kainai's TUS report on August 9, 2019. 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. 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>Portions of the hunting areas identified by the Blood Tribe/Kainai that are 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. Mitigation measures will be</p>	None at this time.	<p>Alberta Transportation has developed a draft Wildlife Mitigation and Monitoring Plan, which was provided to Blood Tribe/Kainai for review and feedback. Alberta Transportation offered funding for Blood Tribe/Kainai to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> Pre-construction surveys will be conducted to identify wildlife features (e.g., nests, dens) and appropriate site-specific mitigation developed. 	Ongoing: Working with First Nation

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				<p>implemented to reduce potential adverse effects of the Project on current use sites and areas:</p> <ul style="list-style-type: none"> • 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. <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 include traditional activities, including the exercise of treaty rights such as hunting will be allowed to occur within the designated LUA. Alberta Transportation invites Blood Tribe/Kainai to participate in the engagement process for the LUA.</p> <p>In a letter dated October 21, 2019, 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 future land use documents under cover dated November 15, 2019. These documents included an overview, land use principles, land use examples in Alberta, and land use tools available.</p> <p>Alberta Transportation met with Blood Tribe/Kainai on October 17, 2019 and November 21, 2019 to discuss future land use, including allowing hunting within the LUA.</p> <p>Alberta Transportation responded to Blood Tribe/Kainai's technical reviews under cover dated December 16, 2019. 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)</p>		<ul style="list-style-type: none"> • Temporary workspaces will be reclaimed according to the Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan. • Sections of side slopes and bottom of the diversion channel, and side slopes of the floodplain berm and off-stream dam will be vegetated. Vegetated areas will provide a more conducive material for wildlife to move across. • Hwy 22 bridge over the diversion channel is designed to facilitate wildlife movement through open-span dimensions and filling rip-rap with finer material under the bridge. • Where fencing is proposed around the PDA, wildlife-friendly fencing will be installed to allow ungulate passage (except for fencing around the diversion structure control building). • If construction activities occur within 100 m of an amphibian SOMC breeding wetland during the breeding season (approximately May 1 to September 30), install silt fencing around the perimeter of the wetlands to prevent amphibians from moving into active construction areas. • Waste will be stored in wildlife-proof containers and wildlife awareness training will be provided to staff on site to reduce human-wildlife conflict (e.g., bears). • A remote camera monitoring program will be implemented to evaluate the effectiveness 	

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				<p>represented by temporary workspace which will be reclaimed following construction.</p> <p>The potential effects of the Project on elk winter habitat during construction and dry operations is discussed in Volume 3A, Section 11.4.2.3 and Table 11-13. Although the Project will result in direct and indirect loss of 116.9 ha (52.4%) of high and 376.7 ha (37.1%) of moderate suitability elk winter feeding habitat, grassland habitat that occurs in the construction area would be reclaimed, which will reduce the amount of habitat affected to 31.9% for high suitability winter habitat, and 23.5% for moderate suitability winter habitat, relative to existing conditions.</p> <p>The potential effects of the Project on elk movement is discussed in Volume 3A, Section 11.4.3.3. Although 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, proposed mitigation (e.g., vegetated side slopes along portions of the diversion channel), will reduce potential effects on elk movement. In addition, other mitigation such as the installation of wildlife friendly fencing and design features that have been incorporated into the Highway 22 bridge over the diversion channel will facilitate elk movement in the LAA (see Alberta Transportation's response to Round 1 CEAA Package 2, IR2-15, Figure IR15-1 and Figure IR15-2).</p> <p>Although the Project will affect some elk habitat as described above, 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. [EIS Technical Comments Response 9]</p>		<p>of mitigation measures designed to reduce potential effects of the Project on wildlife movement.</p> <ul style="list-style-type: none"> • During flood operations, a migratory bird salvage program will be implemented in the off-stream reservoir footprint to reduce mortality risk to ground nesting birds within the constraints of a limited advance flood warning (two to three days) and worker safety. <p>Alberta Transportation developed <i>Draft Guiding Principles and Direction for Future Land Use</i> and provided these to Blood Tribe/Kainai for review and feedback.</p> <p>The final LUP will be developed following Project approval and will incorporate feedback obtained from the Indigenous engagement program.</p> <p>Key mitigations for concerns regarding access include:</p> <ul style="list-style-type: none"> • The LUP will prioritize access to the area for the practice of Treaty rights and traditional uses • Alberta Environment and Parks will work with First Nations to develop a Land Use Working Group to guide and facilitate the principles of the LUP and allow the exercise of Treaty rights and traditional uses in the LUA. • Alberta Transportation recognizes that some land uses are competing uses and commits to exploring various management approaches to ensure safety of all users in the LUA. 	

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						<ul style="list-style-type: none"> • 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. • The Government of Alberta will work with First Nations to identify a portion of land near the LUA that can be used by First Nations as a staging area (e.g., parking, setting up temporary campsites) or for activities, such as cultural ceremonies, transmittal of traditional knowledge to the youth, traditional activities. The staging area would be accessible to all First Nations engaged on the Project throughout the year except during the flood season when access to the area may be prohibited for safety reasons. • The Government of Alberta will create a First Nations Land Use Advisory Committee which will meet on a regular basis to guide and facilitate the implementation of the principles of the Land Use Plan and make recommendations to allow the exercise of Treaty rights and traditional uses in the LUA. • Alberta Transportation will appoint a Community Liaison (a representative from Alberta Transportation during construction and from 	

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						<p>AEP during operations) who will serve as point of contact with stakeholders; they will primarily communicate through the local representation for Indigenous groups, community associations, local businesses, government administration and local government officials. The Community Liaison would work with Indigenous groups in identifying preferred means of communication for each Indigenous group (e.g., phone call, emails, letters) for receiving information. Information from the First Nations Land Use Advisory Committee will be provided to the Community Liaison.</p>	
42	<p>June 25, 2018 <i>Springbank Offstream Reservoir Project EIS Technical Review and Information Request</i> by PGL Environmental Consultations, dated June 15, 2018.</p>	Birds	Explain using a seven day window for conducting a nest survey. [Annex D Question 13]	<p>Alberta Transportation responded to Blood Tribe/Kainai's technical reviews under cover dated December 16, 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]</p>	None at this time.	<p>Alberta Transportation responded to this question in the response to Blood Tribe/Kainai's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.</p>	Ongoing: Working with First Nation
43	<p>October 29, 2018 Blood Tribe/Kainai Government Open House</p>	Fish Wildlife	Effects to fish and wildlife.	<p>At the open house held on October 29, 2018, Alberta Transportation discussed the effects to fish and wildlife, including: wildlife friendly fencing; having vegetated 3:1 slopes; a fish rescue program to collect stranded fish; etc.</p> <p>Alberta Transportation responded to Blood Tribe/Kainai's TUS under cover dated August 9, 2019 and Blood Tribe/Kainai's technical reviews under cover dated December 16, 2019, which both included mitigation measures for impacts to fish and wildlife.</p> <p>Mitigation measures for impacts to fish, listed in the TUS response, include:</p> <ul style="list-style-type: none"> Structures will be designed so that storm water runoff and wash water from the access roads, decks, side slopes, and approaches are directed into a retention pond or vegetated area to remove suspended solids, 	None at this time.	<p>Alberta Transportation has developed a draft Wildlife Mitigation and Monitoring Plan, which was provided to Blood Tribe/Kainai for review and feedback. Alberta Transportation offered funding for Blood Tribe/Kainai to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into</p>	Ongoing: Working with First Nation

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				<p>dissipate velocity, and prevent sediment and other deleterious substances from entering watercourses.</p> <ul style="list-style-type: none"> • Works in water will be timed with respect to the restricted activity periods (RAPs) wherever possible. For Elbow River, the RAP is May 01 – July 15 and September 16 – April 15. Condition and use of restricted activity periods will be provided within further project permitting and authorization under the Fisheries Act. For planning purposes, the Elbow River RAP will be applied as an avoidance and mitigation measure. • To allow for fish passage and construction of the structures within the Elbow River, the Elbow River will be diverted, and flows will be maintained downstream by the construction of a temporary bypass channel. • Drainage areas within the reservoir will be graded to reduce stranding of fish during release of stored flood water from the reservoir. • Boulders will be added to increase the bed roughness of the channel immediately downstream of the diversion structure, which will increase water depths and reduce velocities. • Boulder v-weir structures will be constructed in the channel downstream of the gates to provide slower velocity and deeper resting zones. • A monitoring program will be undertaken to identify if fish passage is impeded for migratory salmonids or other fish species, including bull or cutthroat trout. • Maintenance, debris removal on the structure, and on the fish passage structures will occur to accommodate fish passage. • Debris will be cleaned from the structure gates after a flood recedes to allow unimpeded fish passage upstream over the structure. • Isolated pools will be identified, marked, and a determination by a Qualified Aquatic Environmental Specialist will be made as to whether there are stranded fish in the pool that require rescue and relocation to secure habitats in Elbow River. When the water has been fully drained, the low-level outlet canal will also be surveyed to identify isolated pools where fish might be stranded. • Where debris removal from the structures is required, debris removal will be timed to avoid disruption to sensitive fish life stages (i.e., outside the RAP), unless the debris and its accumulation is immediately threatening to the integrity of the structure or relates to an emergency (i.e., risk of structure failure). • During post-flood reservoir maintenance, areas that had isolated pools may be graded to prevent the isolation of fish in successive flood events. <p>Mitigation measures for impacts to wildlife, listed in the TUS response, include:</p>		<p>account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> • Pre-construction surveys will be conducted to identify wildlife features (e.g., nests, dens) and appropriate site-specific mitigation developed. • Temporary workspaces will be reclaimed according to the Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan. • Sections of side slopes and bottom of the diversion channel, and side slopes of the floodplain berm and off-stream dam will be vegetated. Vegetated areas will provide a more conducive material for wildlife to move across. • Hwy 22 bridge over the diversion channel is designed to facilitate wildlife movement through open-span dimensions and filling rip-rap with finer material under the bridge. • Where fencing is proposed around the PDA, wildlife-friendly fencing will be installed to allow ungulate passage (except for fencing around the diversion structure control building). • If construction activities occur within 100 m of an amphibian SOMC breeding wetland during the breeding season (approximately May 1 to September 30), install silt fencing around the perimeter of the wetlands to prevent amphibians from 	

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				<ul style="list-style-type: none"> • Pre-construction surveys will be conducted to identify wildlife features (e.g., nests, dens) and appropriate site-specific mitigation developed. • Where possible, construction activities during the RAP for the Key Wildlife Diversity 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. • Restrict all construction activities to the approved construction footprint. • Where possible, temporary workspaces and access roads will be in areas that avoid wildlife features and native vegetation (e.g., shrubland, treed areas, wetlands). Existing access roads and previously disturbed areas will be used, where feasible. • 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. • If an active nest or den is found, it will be subject to a provincial or federal disturbance setback buffer and site-specific mitigation. • 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 (McCorquodale 2003; Frair et al. 2005; Mao et al. 2005; The Bow Corridor Ecosystem Advisory Group 2012). • 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. • To maintain ungulate movement within the KWBZ, the floodplain berm will be revegetated with materials conducive for ungulate movement. The section of reinforced concrete (approximately 250 m) closest to Elbow River will be covered with top soil 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, farthest from Elbow River, will be a 450 m earthen embankment vegetated with native grasses. • A remote camera program will be designed with AEP, 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. <p>Alberta Transportation sent Blood Tribe/Kainai the draft Wildlife Mitigation and Monitoring Plan via email on May 6, 2020. The email indicated</p>		<p>moving into active construction areas.</p> <ul style="list-style-type: none"> • Waste will be stored in wildlife-proof containers and wildlife awareness training will be provided to staff on site to reduce human-wildlife conflict (e.g., bears). • A remote camera monitoring program will be implemented to evaluate the effectiveness of mitigation measures designed to reduce potential effects of the Project on wildlife movement. • During flood operations, a migratory bird salvage program will be implemented in the off-stream reservoir footprint to reduce mortality risk to ground nesting birds within the constraints of a limited advance flood warning (two to three days) and worker safety. <p>Alberta Transportation has developed a draft Fish Rescue and Fish Health Monitoring and Mitigation Programs Plan, which was provided to Blood Tribe/Kainai for review and feedback. Alberta Transportation offered funding for Blood Tribe/Kainai to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p>	

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				<p>Alberta Transportation welcomes written feedback and would also be available to discuss the draft Plan at a meeting or workshop.</p> <p>Alberta Transportation provided the Draft Fish Rescue and Fish Health Monitoring and Mitigation Programs via email on July 22, 2020, with an offer to discuss further if Blood Tribe/Kainai was interested.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Blood Tribe/Kainai to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Blood Tribe/Kainai preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Blood Tribe/Kainai wished to submit a budget for review.</p>		<ul style="list-style-type: none"> • rescue fish from the reservoir following flood operation; the fish rescue will be initiated once conditions are safe to enter the reservoir • release fish back to Elbow River following rescue from the reservoir • monitor fish that have been released to Elbow River for signs of behavioural or physical distress. <p>The Surface Water Monitoring Plan outlines key mitigations to protect fish passage during construction and dry operations; key mitigation measures in the Plan are:</p> <ul style="list-style-type: none"> • Boulders will be added to increase the bed roughness of the river channel immediately downstream of the diversion structure, which will increase water depths and reduce velocities. • Boulder V-weir structures will be constructed in the river channel downstream of the gates to provide slower velocity and deeper resting zones. • A monitoring plan will be undertaken to identify if fish passage is impeded for migratory salmonids or other fish species. • To maintain upstream fish passage in Elbow River after a flood has occurred, debris will be cleaned from the structure gates after a flood recedes to allow unimpeded fish passage upstream over the structure. 	

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						<ul style="list-style-type: none"> Maintenance, debris removal on the structure, and on the fish passage structures will occur immediately to accommodate fish passage. 	
44	September 15, 2016 Alberta Transportation meeting with the Blood Tribe/Kainai, Piikani Nation, and Siksika Nation at Head Smashed In Buffalo Jump	Fish Fish habitat Information sharing	Blood Tribe/Kainai requested impact information on fish and fish habitat resulting from the SR-1 project	<p>Possible impacts and mitigation measures related to concerns raised by the Blood Tribe/Kainai (fish, fish habitat) will be addressed as part of the EIA.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-7 SR1 Project Specific Concerns and Responses - Kainai First Nation</i> from the March 2018 EIA: The Project will result in the permanent loss of 1,854 m² fish habitat at the diversion structure. This area has been identified as suitable foraging habitat for trout including, mountain whitefish, brown trout and rainbow trout. The area that will be lost is small compared to the habitat available within the local assessment area, which is approximately 3,100,000 m². Given the limited extent of the habitat affected impacts to fish and fish habitat are predicted to be not significant. The assessment of effects to fish and fish habitat are provided in the EIA Volumes 3A and 3B, section 8.</p> <p>Alberta Transportation responded to the Blood Tribe/Kainai's TUS report on August 9, 2019. Modelling for fish passage velocities was completed up to the expected maximum 3-day delay of a 1:10 year magnitude flood. Modelled results for water depth and velocities (see Volume 4, Appendix M, Attachment 8A) indicate that the water velocities and flow patterns in Elbow River post-construction are similar to the pre-construction state. Mitigation for fish passage, including boulder clusters and v-weirs, would be constructed downstream of the structure gates and include features that mimic natural fish habitats in cobble bed rivers, such as those altered during the construction of the diversion structure. With mitigation, fish migrations past the structure would not be impeded in a manner that would affect the sustainability of the fish populations, the distribution, or abundance of fish, including fish that support a commercial, recreational or Aboriginal fishery, as defined by the Fisheries Act, in the LAA (see Volume 3A, Section 8.4.4.2). During construction of the diversion channel, the unnamed tributary to the Elbow River would be diverted into the diversion channel. Approximately 1,200 m of the tributary would be removed, with the lowest 300 m (less than 1 m wide channel) being fish habitat that would be lost. The loss of the 300 m² of habitat in the tributary could be offset by the enhancement or construction of side channel habitat on Elbow River that could provide rearing habitat for salmonids and cover for small-bodied fish (see Volume 3A, Section 8.4.4.2).</p> <p>Alberta Transportation provided the Draft Fish Rescue and Fish Health Monitoring and Mitigation Programs via email on July 22, 2020, with an offer to discuss further if Blood Tribe/Kainai was interested.</p>	At the site visits on September 2-4, 2020, Blood Tribe/Kainai noted that changes in temperature can kill walleye and expressed concern for walleye and impacts development has had on them.	<p>Alberta Transportation has developed a draft Fish Rescue and Fish Health Monitoring and Mitigation Programs Plan, which was provided to Blood Tribe/Kainai for review and feedback. Alberta Transportation offered funding for Blood Tribe/Kainai to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> rescue fish from the reservoir following flood operation; the fish rescue will be initiated once conditions are safe to enter the reservoir release fish back to Elbow River following rescue from the reservoir monitor fish that have been released to Elbow River for signs of behavioural or physical distress. <p>The Surface Water Monitoring Plan outlines key mitigations to protect fish passage during construction and dry operations; key mitigation measures in the Plan are:</p>	Ongoing: Working with First Nation

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				<p>In a letter dated August 4, 2020, Alberta Transportation invited Blood Tribe/Kainai to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Blood Tribe/Kainai preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Blood Tribe/Kainai wished to submit a budget for review.</p>		<ul style="list-style-type: none"> • Boulders will be added to increase the bed roughness of the river channel immediately downstream of the diversion structure, which will increase water depths and reduce velocities. • Boulder V-weir structures will be constructed in the river channel downstream of the gates to provide slower velocity and deeper resting zones. • A monitoring plan will be undertaken to identify if fish passage is impeded for migratory salmonids or other fish species. • To maintain upstream fish passage in Elbow River after a flood has occurred, debris will be cleaned from the structure gates after a flood recedes to allow unimpeded fish passage upstream over the structure. • Maintenance, debris removal on the structure, and on the fish passage structures will occur immediately to accommodate fish passage. 	
45	September 15, 2016 Alberta Transportation meeting with the Blood Tribe/Kainai, Piikani Nation, and Siksika Nation at Head Smashed In Buffalo Jump	Fish	Blood Tribe/Kainai requested information on how the design of the SR1 is being undertaken to ensure that during a flood/drain event that the mortality of fish is limited.	On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-7 SR1 Project Specific Concerns and Responses - Kainai First Nation</i> from the March 2018 EIA: After a flood, the water flows in the diversion channel will be gradually reduced and the reservoir slowly drained to facilitate the movement of fish from the reservoir, back to the Elbow River with the receding water. The outlet will be designed and operated in a manner that allows fish egress out of the reservoir, downstream into the outlet channel. Drainage areas within the reservoir will be graded to reduce stranding of fish during release of stored flood water from the reservoir. During draining of the reservoir, monitoring will be undertaken to identify isolated pools and the potential that fish may become stranded. If potential fish stranding is identified, a fish rescue program will be undertaken to return the fish to the river.	None at this time.	Alberta Transportation has developed a draft Fish Rescue and Fish Health Monitoring and Mitigation Programs Plan, which was provided to Blood Tribe/Kainai for review and feedback. Alberta Transportation offered funding for Blood Tribe/Kainai to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project	Ongoing: Working with First Nation

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				<p>Alberta Transportation provided the Draft Fish Rescue and Fish Health Monitoring and Mitigation Programs via email on July 22, 2020, with an offer to discuss further if Blood Tribe/Kainai was interested.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Blood Tribe/Kainai to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Blood Tribe/Kainai preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Blood Tribe/Kainai wished to submit a budget for review.</p>		<p>approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> • rescue fish from the reservoir following flood operation; the fish rescue will be initiated once conditions are safe to enter the reservoir • release fish back to Elbow River following rescue from the reservoir • monitor fish that have been released to Elbow River for signs of behavioural or physical distress. <p>The Surface Water Monitoring Plan outlines key mitigations to protect fish passage during construction and dry operations; key mitigation measures in the Plan are:</p> <ul style="list-style-type: none"> • Boulders will be added to increase the bed roughness of the river channel immediately downstream of the diversion structure, which will increase water depths and reduce velocities. • Boulder V-weir structures will be constructed in the river channel downstream of the gates to provide slower velocity and deeper resting zones. • A monitoring plan will be undertaken to identify if fish passage is impeded for migratory salmonids or other fish species. • To maintain upstream fish passage in Elbow River after a flood has occurred, debris 	

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						<p>will be cleaned from the structure gates after a flood recedes to allow unimpeded fish passage upstream over the structure.</p> <ul style="list-style-type: none"> Maintenance, debris removal on the structure, and on the fish passage structures will occur immediately to accommodate fish passage. 	
46	<p>March 13, 2017 The Blood Tribe/Kainai delivered a Joint Interim Traditional Use Report that was co-authored with the Siksika Nation June 25, 2018 <i>Blood Tribe/Kainai Traditional Knowledge, Land, and Resource Use Study: Springbank Off-Stream Reservoir Project</i> by Oak Road Concepts Inc, dated June 2018. October 17, 2019 Meeting between Blood Tribe/Kainai and Alberta Transportation May 27, 2020 Letter from JFK Law Corporation on behalf of Blood Tribe/Kainai to Alberta Transportation</p>	Medicinal and Ceremonial Plants	<p>Concerns expressed on the potential impact to medicinal and ceremonial plants ([REDACTED] [REDACTED] [REDACTED] [REDACTED]). Stated that these will need to be protected or relocated. Concerns regarding plants, including those used for medicinal purposes, within the project area.</p>	<p>Alberta Transportation responded in a letter dated May 10, 2017: Possible impacts and mitigation measures related to concerns raised by the Blood Tribe/Kainai about impacts to medicinal and ceremonial plants will be addressed as part of the EIA. On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-7 SR1 Project Specific Concerns and Responses - Kainai First Nation</i> 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. Alberta Transportation responded to the Blood Tribe/Kainai's TUS report on August 9, 2019. Alberta Transportation will provide opportunities for harvesting or relocating medicinal and ceremonial plants prior to construction. Following construction, areas disturbed by construction that are not required for operation and maintenance will be topsoiled and seeded with a native custom seed mix to meet AEP reclamation requirements. Native trees and shrubs should 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 input from Indigenous groups as to species that are culturally important. 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 LUA. Alberta Transportation invites the Blood Tribe/Kainai to participate in the engagement process for the LUA.</p>	<p>At the meeting held on October 17, 2019, Blood Tribe/Kainai asked about collecting roots and seeds prior to construction so they can be replanted. In a letter dated May 27, 2020, Blood Tribe/Kainai were concerned about floods damaging their ability to harvest on the land.</p>	<p>At the meeting held on October 17, 2019, Alberta Transportation reiterated their commitment to allow harvesting of plants and seeds prior to construction and their desire to obtain input from Indigenous groups on the vegetation to replant post-construction. Alberta Transportation requested Blood Tribe/Kainai's feedback. Alberta Transportation has developed a draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan, which was provided to Blood Tribe/Kainai for review and feedback. Alberta Transportation offered funding for Blood Tribe/Kainai to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups. Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> Construction activities will be restricted to the approved construction footprint. All equipment will arrive at the Project site clean and 	Ongoing: Working with First Nation

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				<p>Alberta Transportation sent Blood Tribe/Kainai the draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan via email on May 6, 2020. The email indicated Alberta Transportation welcomes written feedback and would also be available to discuss the draft Plan at a meeting or workshop.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Blood Tribe/Kainai to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Blood Tribe/Kainai preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Blood Tribe/Kainai wished to submit a budget for review.</p>		<p>free of soil and vegetative debris.</p> <ul style="list-style-type: none"> • Field visit with Indigenous Elders will be conducted prior to construction to identify priority areas for harvest of traditional plants • Where possible, temporary workspaces and access roads will be in areas that avoid wildlife features and native vegetation (e.g., shrubland, treed areas, wetlands). • Where there are permanent or temporary access roads, cross drainage will be maintained to allow water to move freely from one side of the road to the other. • Cover crop seed mixture will be applied to assist in weed and erosion control on exposed soils where warranted. • Native areas disturbed by the Project will be reseeded using an Alberta Transportation native seed mix customized for the Project. Roots will be retained from cleared native areas and used to assist with revegetation. Selected seed mix will incorporate input on native species to be used from Indigenous groups. • Areas of sediment deposition where wind erosion may be an issue may be hydroseeded with native plant species and a tackifier to reduce erosion. An operation and maintenance plan for the reservoir will be developed that would include sediment 	

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						<p>stabilization and debris management.</p> <ul style="list-style-type: none"> Vegetation cover establishment will be monitored, and areas of poor cover re-seeded as needed. Disturbed areas will be monitored for noxious and prohibited noxious weeds and species controlled as identified in the Alberta Weed Control Act and associated regulations. Herbicide will not be applied within 30 m of plant species or ecological communities of management concern, wetland or waterbody. Spot spraying, wicking, mowing, or hand picking are acceptable measures for control of regulated weeds in these areas. <p>Alberta Transportation developed <i>Draft Guiding Principles and Direction for Future Land Use</i> and provided these to Blood Tribe/Kainai for review and feedback.</p> <p>The final LUP will be developed following Project approval and will incorporate feedback obtained from the Indigenous engagement program.</p> <p>Key mitigations for concerns regarding access include:</p> <ul style="list-style-type: none"> The LUP will prioritize access to the area for the practice of Treaty rights and traditional uses Alberta Environment and Parks will work with First Nations to develop a Land Use Working Group to guide and facilitate the principles of the LUP and allow the 	

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						<p>exercise of Treaty rights and traditional uses in the LUA.</p> <ul style="list-style-type: none"> • Alberta Transportation recognizes that some land uses are competing uses and commits to exploring various management approaches to ensure safety of all users in the LUA. • 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. • The Government of Alberta will work with First Nations to identify a portion of land near the LUA that can be used by First Nations as a staging area (e.g., parking, setting up temporary campsites) or for activities, such as cultural ceremonies, transmittal of traditional knowledge to the youth, traditional activities. The staging area would be accessible to all First Nations engaged on the Project throughout the year except during the flood season when access to the area may be prohibited for safety reasons. • The Government of Alberta will create a First Nations Land Use Advisory Committee which will meet on a regular basis to guide and facilitate the implementation of the principles of the Land Use Plan and make 	

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						<p>recommendations to allow the exercise of Treaty rights and traditional uses in the LUA.</p> <ul style="list-style-type: none"> • Alberta Transportation will appoint a Community Liaison (a representative from Alberta Transportation during construction and from AEP during operations) who will serve as point of contact with stakeholders; they will primarily communicate through the local representation for Indigenous groups, community associations, local businesses, government administration and local government officials. The Community Liaison would work with Indigenous groups in identifying preferred means of communication for each Indigenous group (e.g., phone call, emails, letters) for receiving information. Information from the First Nations Land Use Advisory Committee will be provided to the Community Liaison. • Conduct site visit with Indigenous Elders prior to construction to identify priority areas for harvest of traditional plants. • Alberta Transportation will provide opportunities for Indigenous groups to relocate and harvest medicinal and ceremonial plants prior to construction. • Alberta Transportation will provide opportunities for Indigenous groups to relocate and harvest 	

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						<p>medicinal and ceremonial plants following a flood.</p> <ul style="list-style-type: none"> 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. 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 Indigenous groups as to species that are culturally important. Seeds (of rare plants) could be collected prior to Project construction, stored in an approved facility, and returned to the PDA or in a similar off-site habitat 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 Indigenous groups. 	
47	<p>June 25, 2018</p> <p><i>Blood Tribe/Kainai Traditional Knowledge, Land, and Resource Use Study: Springbank Off-Stream Reservoir Project</i> by Oak Road Concepts Inc, dated June 2018.</p> <p>June 25, 2018</p> <p><i>Springbank Offstream Reservoir Project EIS Technical Review and Information Request</i> by PGL</p>	<p>Vegetation</p> <p>Medicinal and Ceremonial plants</p>	<p>Loss of access to high quality natural prairie grassland () mixed wood and coniferous forests, and wetlands () that are suitable for medicinal and food plant gathering ().</p> <p>Clarify the claim that native plant communities may be altered but areas would not be lost as a result of filling and</p>	<p>Alberta Transportation responded to the Blood Tribe/Kainai's TUS report on August 9, 2019. 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. Following construction, areas disturbed by construction that are not required for operation and maintenance will be topsoiled and seeded with a native custom seed mix to meet AEP reclamation requirements. Native trees and shrubs should re-establish over time. Alterations will be made to the Alberta Transportation custom native seed mix in consideration of site-specific</p>	None at this time.	<p>Alberta Transportation has developed a draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan, which was provided to Blood Tribe/Kainai for review and feedback. Alberta Transportation offered funding for Blood Tribe/Kainai to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into</p>	Ongoing: Working with First Nation

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	Environmental Consultations, dated June 15, 2018.		<p>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>conditions of vegetation communities and input from Indigenous groups as to species that are culturally important. Many of the potentially affected grassland and wetland plant communities have intrinsic adaptations to periodic flooding, while other species such as aspen 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> <p>Alberta Transportation responded to Blood Tribe/Kainai's technical reviews under cover dated December 16, 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 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</p>		<p>account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> • Construction activities will be restricted to the approved construction footprint. • All equipment will arrive at the Project site clean and free of soil and vegetative debris. • Field visit with Indigenous Elders will be conducted prior to construction to identify priority areas for harvest of traditional plants • Where possible, temporary workspaces and access roads will be in areas that avoid wildlife features and native vegetation (e.g., shrubland, treed areas, wetlands). • Where there are permanent or temporary access roads, cross drainage will be maintained to allow water to move freely from one side of the road to the other. • Cover crop seed mixture will be applied to assist in weed and erosion control on exposed soils where warranted. • Native areas disturbed by the Project will be reseeded using an Alberta Transportation native seed mix customized for the Project. Roots will be retained from cleared native areas and used to assist with revegetation. Selected seed mix will incorporate input on native species to be used from Indigenous groups. 	

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				<p>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 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 Kainai First Nation. [Annex C Response 8]</p> <p>Alberta Transportation sent Blood Tribe/Kainai the draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan via email on May 6, 2020. The email indicated Alberta Transportation welcomes written feedback and would also be available to discuss the draft Plan at a meeting or workshop.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Blood Tribe/Kainai to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Blood Tribe/Kainai preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Blood Tribe/Kainai wished to submit a budget for review.</p>		<ul style="list-style-type: none"> • Areas of sediment deposition where wind erosion may be an issue may be hydroseeded with native plant species and a tackifier to reduce erosion. An operation and maintenance plan for the reservoir will be developed that would include sediment stabilization and debris management. • Vegetation cover establishment will be monitored, and areas of poor cover re-seeded as needed. • Disturbed areas will be monitored for noxious and prohibited noxious weeds and species controlled as identified in the Alberta Weed Control Act and associated regulations. • Herbicide will not be applied within 30 m of plant species or ecological communities of management concern, wetland or waterbody. Spot spraying, wicking, mowing, or hand picking are acceptable measures for control of regulated weeds in these areas. 	
48	<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>	Vegetation	<p>Clarify why average home range for female grizzly bear was chosen as the RAA for vegetation and wetlands. [Annex C Question 3]</p>	<p>Alberta Transportation responded to Blood Tribe/Kainai's technical reviews under cover dated December 16, 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 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</p>		<p>Alberta Transportation responded to this question in the response to Blood Tribe/Kainai's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.</p>	

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				<p>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 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>			
49	<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>	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 a management plan to prevent spread of regulated weeds. [Annex C Question 5]</p>	<p>Alberta Transportation responded to the Blood Tribe/Kainai's TUS report on August 9, 2019. Following construction, areas disturbed by construction that are not required for operation and maintenance will be topsoiled and seeded with a native custom seed mix to meet AEP reclamation requirements. Native trees and shrubs should 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 input from Indigenous groups as to species that are culturally important.</p> <p>At the meeting held on October 17, 2019, Alberta Transportation reiterated their commitment to allow harvesting of plants and seeds prior to construction and their desire to obtain input from Indigenous groups on the vegetation to replant post-construction. Alberta Transportation requested Blood Tribe/Kainai's feedback.</p> <p>Alberta Transportation responded to Blood Tribe/Kainai's technical reviews under cover dated December 16, 2019. A draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan is provided [in the</p>	None at this time.	<p>Alberta Transportation has developed a draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan, which was provided to Blood Tribe/Kainai for review and feedback. Alberta Transportation offered funding for Blood Tribe/Kainai to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p>	Ongoing: Working with First Nation

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				<p>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>Alberta Transportation sent Blood Tribe/Kainai the draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan via email on May 6, 2020. The email indicated Alberta Transportation welcomes written feedback and would also be available to discuss the Plan at a meeting or workshop.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Blood Tribe/Kainai to attend group online meetings to discuss the draft</p>		<p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> • Construction activities will be restricted to the approved construction footprint. • All equipment will arrive at the Project site clean and free of soil and vegetative debris. • Field visit with Indigenous Elders will be conducted prior to construction to identify priority areas for harvest of traditional plants • Where possible, temporary workspaces and access roads will be in areas that avoid wildlife features and native vegetation (e.g., shrubland, treed areas, wetlands). • Where there are permanent or temporary access roads, cross drainage will be maintained to allow water to move freely from one side of the road to the other. • Cover crop seed mixture will be applied to assist in weed and erosion control on exposed soils where warranted. • Native areas disturbed by the Project will be reseeded using an Alberta Transportation native seed mix customized for the Project. Roots will be retained from cleared native areas and used to assist with revegetation. Selected seed mix will incorporate input on native species to be used from Indigenous groups. • Areas of sediment deposition where wind 	

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				<p>monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Blood Tribe/Kainai preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Blood Tribe/Kainai wished to submit a budget for review.</p>		<p>erosion may be an issue may be hydroseeded with native plant species and a tackifier to reduce erosion. An operation and maintenance plan for the reservoir will be developed that would include sediment stabilization and debris management.</p> <ul style="list-style-type: none"> • Vegetation cover establishment will be monitored, and areas of poor cover re-seeded as needed. • Disturbed areas will be monitored for noxious and prohibited noxious weeds and species controlled as identified in the Alberta Weed Control Act and associated regulations • Herbicide will not be applied within 30 m of plant species or ecological communities of management concern, wetland or waterbody. Spot spraying, wicking, mowing, or hand picking are acceptable measures for control of regulated weeds in these areas. 	
50	<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>	Vegetation	<p>Provide an invasive species management plan. [Annex D Question 15]</p>	<p>Alberta Transportation responded to Blood Tribe/Kainai's technical reviews under cover dated December 16, 2019. 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 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 Blood Tribe/Kainai the draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan via email on May 6, 2020. The email indicated Alberta Transportation welcomes written</p>	None at this time.	<p>Alberta Transportation has developed a draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan, which was provided to Blood Tribe/Kainai for review and feedback. Alberta Transportation offered funding for Blood Tribe/Kainai to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into</p>	Ongoing: Working with First Nation

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				<p>feedback and would also be available to discuss the monitoring plan at a meeting or workshop.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Blood Tribe/Kainai to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Blood Tribe/Kainai preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Blood Tribe/Kainai wished to submit a budget for review.</p>		<p>account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> • Construction activities will be restricted to the approved construction footprint. • All equipment will arrive at the Project site clean and free of soil and vegetative debris. • Field visit with Indigenous Elders will be conducted prior to construction to identify priority areas for harvest of traditional plants • Where possible, temporary workspaces and access roads will be in areas that avoid wildlife features and native vegetation (e.g., shrubland, treed areas, wetlands). • Where there are permanent or temporary access roads, cross drainage will be maintained to allow water to move freely from one side of the road to the other. • Cover crop seed mixture will be applied to assist in weed and erosion control on exposed soils where warranted. • Native areas disturbed by the Project will be reseeded using an Alberta Transportation native seed mix customized for the Project. Roots will be retained from cleared native areas and used to assist with revegetation. Selected seed mix will incorporate input on native species to be used from Indigenous groups. 	

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						<ul style="list-style-type: none"> • Areas of sediment deposition where wind erosion may be an issue may be hydroseeded with native plant species and a tackifier to reduce erosion. An operation and maintenance plan for the reservoir will be developed that would include sediment stabilization and debris management. • Vegetation cover establishment will be monitored, and areas of poor cover re-seeded as needed. • Disturbed areas will be monitored for noxious and prohibited noxious weeds and species controlled as identified in the Alberta Weed Control Act and associated regulations. • Herbicide will not be applied within 30 m of plant species or ecological communities of management concern, wetland or waterbody. Spot spraying, wicking, mowing, or hand picking are acceptable measures for control of regulated weeds in these areas. 	
51	<p>June 25, 2018</p> <p><i>Blood Tribe/Kainai Traditional Knowledge, Land, and Resource Use Study: Springbank Off-Stream Reservoir Project</i> by Oak Road Concepts Inc, dated June 2018.</p>	<p>Landscapes</p> <p>Vegetation</p>	<p>Destruction of the landscape.</p> <p>Destruction of old growth forests within the PDA [REDACTED]</p>	<p>Alberta Transportation responded to the Blood Tribe/Kainai's TUS report on August 9, 2019. Many of the potentially affected grassland and wetland plant communities have intrinsic adaptations to periodic flooding, while other species such as aspen 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> <p>Alberta Transportation sent Blood Tribe/Kainai the draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan via email on May 6,</p>	None at this time.	<p>Alberta Transportation has developed a draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan, which was provided to Blood Tribe/Kainai for review and feedback. Alberta Transportation offered funding for Blood Tribe/Kainai to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project</p>	Ongoing: Working with First Nation

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				<p>2020. The email indicated Alberta Transportation welcomes written feedback and would also be available to discuss the draft Plan at a meeting or workshop.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Blood Tribe/Kainai to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Blood Tribe/Kainai preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Blood Tribe/Kainai wished to submit a budget for review.</p>		<p>approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> • Construction activities will be restricted to the approved construction footprint. • All equipment will arrive at the Project site clean and free of soil and vegetative debris. • Field visit with Indigenous Elders will be conducted prior to construction to identify priority areas for harvest of traditional plants • Where possible, temporary workspaces and access roads will be in areas that avoid wildlife features and native vegetation (e.g., shrubland, treed areas, wetlands). • Where there are permanent or temporary access roads, cross drainage will be maintained to allow water to move freely from one side of the road to the other. • Cover crop seed mixture will be applied to assist in weed and erosion control on exposed soils where warranted. • Native areas disturbed by the Project will be reseeded using an Alberta Transportation native seed mix customized for the Project. Roots will be retained from cleared native areas and used to assist with revegetation. Selected seed mix will incorporate input on native species to be 	

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						<p>used from Indigenous groups.</p> <ul style="list-style-type: none"> • Areas of sediment deposition where wind erosion may be an issue may be hydroseeded with native plant species and a tackifier to reduce erosion. An operation and maintenance plan for the reservoir will be developed that would include sediment stabilization and debris management. • Vegetation cover establishment will be monitored, and areas of poor cover re-seeded as needed. • Disturbed areas will be monitored for noxious and prohibited noxious weeds and species controlled as identified in the Alberta Weed Control Act and associated regulations. • Herbicide will not be applied within 30 m of plant species or ecological communities of management concern, wetland or waterbody. Spot spraying, wicking, mowing, or hand picking are acceptable measures for control of regulated weeds in these areas. 	
52	June 25, 2018 Letter from JFK Law corporation to CEAA, dated June 15, 2018	Medicinal plants	<p>Prior to the construction of the Project, the Proponent should invite Blood Tribe/Kainai land users to harvest medicinal plants in the PDA, particularly along the river.</p>	<p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-7 SR1 Project Specific Concerns and Responses - Kainai First Nation</i> 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 LAA. 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>In a letter dated June 18, 2019, Alberta Transportation indicated they had created a draft post-construction land use document for the SR1 project</p>	At the meeting held on October 17, 2019, Blood Tribe/Kainai asked about collecting roots and seeds prior to construction so they can be replanted.	At the meeting held on October 17, 2019, Alberta Transportation reiterated their commitment to allow harvesting of plants and seeds prior to construction and their desire to obtain input from Indigenous groups on the vegetation to replant post-construction. Alberta Transportation requested Blood Tribe/Kainai's feedback.	Ongoing: Working with First Nation

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				<p>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>In a letter dated October 21, 2019, 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 future land use documents under cover dated November 15, 2019 and met with Blood Tribe/Kainai on October 17, 2019 and November 21, 2019 to discuss future land use.</p> <p>Alberta Transportation provided their response to IAAC 4-05, including the <i>Updated Draft Guiding Principles and Direction for Future Land Use</i>, via email on October 23, 2020.</p>		<p>Alberta Transportation developed <i>Draft Guiding Principles and Direction for Future Land Use</i> and provided these to Blood Tribe/Kainai for review and feedback.</p> <p>The final LUP will be developed following Project approval and will incorporate feedback obtained from the Indigenous engagement program.</p> <p>Key mitigations for concerns regarding access include:</p> <ul style="list-style-type: none"> • The LUP will prioritize access to the area for the practice of Treaty rights and traditional uses • Alberta Environment and Parks will work with First Nations to develop a Land Use Working Group to guide and facilitate the principles of the LUP and allow the exercise of Treaty rights and traditional uses in the LUA. • Alberta Transportation recognizes that some land uses are competing uses and commits to exploring various management approaches to ensure safety of all users in the LUA. • 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. • The Government of Alberta will work with First Nations to identify a portion of land near the LUA that can be 	

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						<p>used by First Nations as a staging area (e.g., parking, setting up temporary campsites) or for activities, such as cultural ceremonies, transmittal of traditional knowledge to the youth, traditional activities. The staging area would be accessible to all First Nations engaged on the Project throughout the year except during the flood season when access to the area may be prohibited for safety reasons.</p> <ul style="list-style-type: none"> • The Government of Alberta will create a First Nations Land Use Advisory Committee which will meet on a regular basis to guide and facilitate the implementation of the principles of the Land Use Plan and make recommendations to allow the exercise of Treaty rights and traditional uses in the LUA. • Alberta Transportation will appoint a Community Liaison (a representative from Alberta Transportation during construction and from AEP during operations) who will serve as point of contact with stakeholders; they will primarily communicate through the local representation for Indigenous groups, community associations, local businesses, government administration and local government officials. The Community Liaison would work with Indigenous groups in 	

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						<p>identifying preferred means of communication for each Indigenous group (e.g., phone call, emails, letters) for receiving information. Information from the First Nations Land Use Advisory Committee will be provided to the Community Liaison.</p> <ul style="list-style-type: none"> • Conduct site visit with Indigenous Elders prior to construction to identify priority areas for harvest of traditional plants. • Alberta Transportation will provide opportunities for Indigenous groups to relocate and harvest medicinal and ceremonial plants prior to construction. • Alberta Transportation will provide opportunities for Indigenous groups to relocate and harvest medicinal and ceremonial plants following a flood. • 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. • 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 Indigenous groups as to species that are culturally important. • Seeds (of rare plants) could be collected prior to Project construction, stored in an approved facility, and returned to the PDA or in a 	

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						similar off-site habitat 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 Indigenous groups.	
53	June 25, 2018 <i>Springbank EIS Technical comments – Ermineskin Cree Nation and Blood Tribe</i>	Vegetation Biodiversity	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]	Alberta Transportation responded to Blood Tribe/Kainai's technical reviews under cover dated December 16, 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). 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. 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. The conclusions regarding the residual effects on biodiversity are unambiguous and accurate. [EIS Technical Comments Response 29]	None at this time.	Alberta Transportation responded to this question in the response to Blood Tribe/Kainai's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.	Ongoing: Working with First Nation
54	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	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 Blood Tribe/Kainai's technical reviews under cover dated December 16, 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. [Annex C Response 9] Alberta Transportation sent Blood Tribe/Kainai the draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan via email on May 6, 2020. The email indicated Alberta Transportation welcomes written feedback and would also be available to discuss the monitoring plan at a meeting or workshop.	None at this time.	Alberta Transportation has developed a draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan, which was provided to Blood Tribe/Kainai for review and feedback. Alberta Transportation offered funding for Blood Tribe/Kainai to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project	Ongoing: Working with First Nation

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				<p>In a letter dated August 4, 2020, Alberta Transportation invited Blood Tribe/Kainai to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Blood Tribe/Kainai preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Blood Tribe/Kainai wished to submit a budget for review.</p>		<p>approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> • Construction activities will be restricted to the approved construction footprint. • All equipment will arrive at the Project site clean and free of soil and vegetative debris. • Field visit with Indigenous Elders will be conducted prior to construction to identify priority areas for harvest of traditional plants • Where possible, temporary workspaces and access roads will be in areas that avoid wildlife features and native vegetation (e.g., shrubland, treed areas, wetlands). • Where there are permanent or temporary access roads, cross drainage will be maintained to allow water to move freely from one side of the road to the other. • Cover crop seed mixture will be applied to assist in weed and erosion control on exposed soils where warranted. • Native areas disturbed by the Project will be reseeded using an Alberta Transportation native seed mix customized for the Project. Roots will be retained from cleared native areas and used to assist with revegetation. Selected seed mix will incorporate input on native species to be 	

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						<p>used from Indigenous groups.</p> <ul style="list-style-type: none"> • Areas of sediment deposition where wind erosion may be an issue may be hydroseeded with native plant species and a tackifier to reduce erosion. An operation and maintenance plan for the reservoir will be developed that would include sediment stabilization and debris management. • Vegetation cover establishment will be monitored, and areas of poor cover re-seeded as needed. • Disturbed areas will be monitored for noxious and prohibited noxious weeds and species controlled as identified in the Alberta Weed Control Act and associated regulations. • Herbicide will not be applied within 30 m of plant species or ecological communities of management concern, wetland or waterbody. Spot spraying, wicking, mowing, or hand picking are acceptable measures for control of regulated weeds in these areas. 	
55	<p>June 25, 2018 <i>Springbank Offstream Reservoir Project EIS Technical Review and Information Request</i> by PGL Environmental Consultations, dated June 15, 2018.</p>	<p>Vegetation Wetlands</p>	<p>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</p>	<p>Alberta Transportation responded to Blood Tribe/Kainai's technical reviews under cover dated December 16, 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</p>	<p>None at this time.</p>	<p>Alberta Transportation responded to this question in the response to Blood Tribe/Kainai's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.</p>	<p>Ongoing: Working with First Nation</p>

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			effects assessment. [Annex C Question 10]	cover of traditional use plants observed (41 plants). [Annex C Response 10]			
56	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 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>Alberta Transportation responded to Blood Tribe/Kainai's technical reviews under cover dated December 16, 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 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 in 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 Kainai First 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> <p>Alberta Transportation sent Blood Tribe/Kainai the draft Wildlife Mitigation and Monitoring Plan and the draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan via email on May 6, 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> <p>In a letter dated August 4, 2020, Alberta Transportation invited Blood Tribe/Kainai to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Blood Tribe/Kainai preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Blood Tribe/Kainai wished to submit a budget for review.</p>	None at this time.	<p>Alberta Transportation responded to this question in the response to Blood Tribe/Kainai's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.</p> <p>Alberta Transportation has developed a draft Wildlife Mitigation and Monitoring Plan and a draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan, which were provided to Blood Tribe/Kainai for review and feedback. Alberta Transportation offered funding for Blood Tribe/Kainai to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The plans will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p>	Ongoing: Working with First Nation
57	March 13, 2017 The Blood Tribe/Kainai delivered a Joint Interim	Wetlands (sloughs)	Concerns expressed related to the protection of off-river sloughs as animals and fish in	Alberta Transportation responded in a letter dated May 10, 2017: Possible impacts and mitigation measures related to concerns raised by the Blood Tribe/Kainai about off-river sloughs will be addressed as part of the EIA.	None at this time.	Alberta Transportation has developed a draft Vegetation and Wetland Mitigation, Monitoring	Ongoing: Working with First Nation

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	<p>Traditional Use Report that was co-authored with the Siksika Nation June 25, 2018</p> <p><i>Blood Tribe/Kainai Traditional Knowledge, Land, and Resource Use Study: Springbank Off-Stream Reservoir Project</i> by Oak Road Concepts Inc, dated June 2018.</p>		<p>and around the Elbow River rely on the sloughs.</p> <p>Concerns regarding wetlands () and natural meadows () within the PDA ().</p>	<p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-7 SR1 Project Specific Concerns and Responses - Kainai First Nation</i> from the March 2018 EIA: The Project would result in the loss of 8 ha of estimated high value wetland area and 13 ha of moderate wetland area in the local assessment area. Approximately 312 ha of the local assessment area contains wetland cover types. No vegetation and wetland land units are completely lost, and therefore no significant effects on vegetation and wetlands are predicted. <i>Water Act</i> approval would be obtained for disturbances to wetlands before construction, and permanent disturbance to wetlands would be replaced in accordance with the <i>Alberta Wetland Policy</i>. Effects to wetlands are assessed in the EIA in Volumes 3A and 3B section 10.</p> <p>Alberta Transportation responded to the Blood Tribe/Kainai's TUS report on August 9, 2019. Mitigation measures for impacts to wetlands include: reducing the removal of vegetation in wetlands to the extent possible; where possible, conduct ground level cutting/mowing/mulching of wetland vegetation instead of grubbing; Alberta Transportation will not apply herbicide within 30 m of plant species or ecological communities of management concern, wetland or waterbody. Spot spraying, wicking, mowing, or hand picking are acceptable measures for control of regulated weeds in this area. Many of the potentially affected grassland and wetland plant communities have intrinsic adaptations to periodic flooding, while other species such as aspen 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> <p>Alberta Transportation sent Blood Tribe/Kainai the draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan via email on May 6, 2020. The email indicated Alberta Transportation welcomes written feedback and would also be available to discuss the monitoring plan at a meeting or workshop.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Blood Tribe/Kainai to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Blood Tribe/Kainai preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding</p>		<p>and Revegetation Plan, which was provided to Blood Tribe/Kainai for review and feedback. Alberta Transportation offered funding for Blood Tribe/Kainai to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> • Construction activities will be restricted to the approved construction footprint. • All equipment will arrive at the Project site clean and free of soil and vegetative debris. • Field visit with Indigenous Elders will be conducted prior to construction to identify priority areas for harvest of traditional plants • Where possible, temporary workspaces and access roads will be in areas that avoid wildlife features and native vegetation (e.g., shrubland, treed areas, wetlands). • Where there are permanent or temporary access roads, cross drainage will be maintained to allow water to move freely from one side of the road to the other. • Cover crop seed mixture will be applied to assist in weed and erosion control on exposed soils where warranted. 	

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				to review the draft monitoring plans was available if Blood Tribe/Kainai wished to submit a budget for review.		<ul style="list-style-type: none"> • Native areas disturbed by the Project will be reseeded using an Alberta Transportation native seed mix customized for the Project. Roots will be retained from cleared native areas and used to assist with revegetation. Selected seed mix will incorporate input on native species to be used from Indigenous groups. • Areas of sediment deposition where wind erosion may be an issue may be hydroseeded with native plant species and a tackifier to reduce erosion. An operation and maintenance plan for the reservoir will be developed that would include sediment stabilization and debris management. • Vegetation cover establishment will be monitored, and areas of poor cover re-seeded as needed. • Disturbed areas will be monitored for noxious and prohibited noxious weeds and species controlled as identified in the Alberta Weed Control Act and associated regulations. • Herbicide will not be applied within 30 m of plant species or ecological communities of management concern, wetland or waterbody. Spot spraying, wicking, mowing, or hand picking are acceptable measures for control of regulated weeds in these areas. 	

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58	June 25, 2018 <i>Springbank Offstream Reservoir Project EIS Technical Review and Information Request</i> by PGL Environmental Consultations, 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 Blood Tribe/Kainai's technical reviews under cover dated December 16, 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 of with different wetland value 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.	Alberta Transportation responded to this question in the response to Blood Tribe/Kainai's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.	Ongoing: Working with First Nation
59	March 13, 2017 The Blood Tribe/Kainai delivered a Joint Interim Traditional Use Report that was co-authored with the Siksika Nation	Upstream/downstream effects.	Concerns expressed related to impact on upstream and downstream effects.	<p>Alberta Transportation responded in a letter dated May 10, 2017: Possible impacts and mitigation measures related to concerns raised by the Blood Tribe/Kainai about upstream/downstream effects and other concerns will be addressed as part of the EIA.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-7 SR1 Project Specific Concerns and Responses - Kainai First Nation</i> from the March 2018 EIA: Upstream effects as a result of the Project are not anticipated. Some backup of flood water when the diversion structure is in operation is expected, however the backup would reach approximately 500m upstream from the diversion structure. The purpose of the Project is to protect lands and communities downstream. The EIA details the potential effects on all valued components during both construction and dry operations and during a flood.</p> <p>Alberta Transportation sent Blood Tribe/Kainai the draft Groundwater Monitoring Plan and the draft Surface Water Monitoring Plan via email on May 6, 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> <p>In a letter dated August 4, 2020, Alberta Transportation invited Blood Tribe/Kainai to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual</p>	None at this time.	<p>Alberta Transportation has developed a draft Surface Water Monitoring Plan, which was provided to Blood Tribe/Kainai for review and feedback. Alberta Transportation offered funding for Blood Tribe/Kainai to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> All applicable regulatory notifications, permits, and authorizations including the Environmental Protection and Enhancement Act, Water Act and the federal 	Ongoing: Working with First Nation

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				<p>meetings to discuss the draft monitoring plans if Blood Tribe/Kainai preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Blood Tribe/Kainai wished to submit a budget for review.</p>		<p>Fisheries Act and Navigable Waters Protection Act, will be obtained before the start of any instream construction.</p> <ul style="list-style-type: none"> • Information collected during instream construction monitoring and site inspection observations will be used to adaptively manage construction and site activities. Appropriate mitigations and response actions will be used to control site conditions to manage environmental compliance issues such as erosion and sediment runoff. • Flows in Elbow River will be maintained downstream of the Project (e.g., bypass channel). • Measures for managing water flowing onto the site, as well as water being pumped/diverted from the site will be implemented such that sediment is filtered out before the water enters a waterbody (e.g., silt fences, turbidity barriers, pumping/diverting water to a vegetated area, constructing a settling basin, or other filtration system). • Sediment laden dewatering discharge will be pumped into a vegetated area or settling basin to allow sediment to settle out before returning it to the water body. Silt fences, turbidity barriers and clean granular berms will be used to contain the sediment and other deleterious substances and to prevent it from entering a watercourse or water body. 	

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						<ul style="list-style-type: none"> • Energy dissipaters will be used at pump outlets to prevent erosion. • The top substrate from a wetted channel will be stripped and stockpiled for later use as the top layer of reclaimed instream substrate to improve the recolonization rate of sediment flora and fauna (e.g., seedbank and invertebrate cycts) and maintain average mobile substrate sizes. • Rootwads and large boulders that have to been removed will be stored on-site for subsequent placement on reclaimed instream cover or for bank protection. • Streambanks and approach slopes will be revegetated using an appropriate native seed mix or erosion control mix. <p>Alberta Transportation has developed a draft Groundwater Monitoring Plan, which was provided to Blood Tribe/Kainai for review and feedback. Alberta Transportation offered funding for Blood Tribe/Kainai to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> • Existing water wells within the off-stream reservoir 	

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						<p>footprint will be decommissioned to prevent groundwater contamination.</p> <ul style="list-style-type: none"> • Implement an ECO Plan for dewatering and other construction activities. • Seepage into the dry diversion channel will be allowed to infiltrate back into the ground or will flow back to Elbow River, thus retaining existing regional water balances. • Mitigation for potential artesian flowing conditions include turning on well pumps to lower water levels, or shutting in the well at the wellhead to control flows to surface. • Effects related to groundwater discharges to ground surface would be mitigated by controlling the flows through proper conveyance (ditches or piping) and managing resulting water quality issues through implementation of erosion and sediment controls. • Mitigation for potential basement flooding caused by rising shallow groundwater levels include raising the topographic elevation of the land surface near these residents, and potentially constructing subsurface drains (e.g., weeping tile systems, interceptor trenches) to collect and control shallow groundwater. • Mitigation for lowering of groundwater levels due to dewatering or in areas where permanent lowering 	

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						of groundwater levels is anticipated (e.g., near the diversion channel) could involve deepening of existing wells where possible, outright replacement of the well with a deeper one where deepening isn't possible, or providing an alternative water source(s) (i.e., trucking).	
60	June 25, 2018 <i>Springbank Offstream Reservoir Project EIS Technical Review and Information Request</i> by PGL Environmental Consultations, dated June 15, 2018.	Hydrogeology Groundwater	Run numerical groundwater model simulations that predict potential effects from construction dewatering. [Annex A Question 7] Uncertainty analyses should be completed in the revised numerical groundwater model report. [Annex A Question 19] Remodel flood simulations and conduct sensitivity analysis on the model results by introducing high permeability windows into the reservoir base. [Annex A Question 11] Conduct and report particle tacking simulations and conduct sensitivity analyses on the particle tracking using high permeability windows. [Annex A Question 12] Add bedrock heterogeneities and fractured bedrock to the conceptual hydrostratigraphic framework. [Annex A Question 13]	Alberta Transportation responded to Blood Tribe/Kainai's technical reviews under cover dated December 16, 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 technical data report (TDR) Update, Section 5 (Figures 5-7, 5-8, 5-9, and 5-10). [Annex A Response 7] 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] 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. 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, Figure 5-14. Volume 3B, Section 5, Figure 5-27 has been revised in the TDR Update as Figure 5-13.	None at this time.	Alberta Transportation responded to these questions in the response to Blood Tribe/Kainai's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.	Ongoing: Working with First Nation

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				<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 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]			
61	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 Blood Tribe/Kainai's technical reviews under cover dated December 16, 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.	Alberta Transportation responded to this question in the response to Blood Tribe/Kainai's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.	Ongoing: Working with First Nation
62	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 Blood Tribe/Kainai's technical reviews under cover dated December 16, 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.	Alberta Transportation responded to this question in the response to Blood Tribe/Kainai's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.	Ongoing: Working with First Nation
63	June 25, 2018 <i>Springbank Offstream Reservoir Project EIS Technical Review and Information Request</i> by PGL Environmental Consultations, dated June 15, 2018.	Hydrogeology	Initial conditions in the groundwater model calibration not well described. Please provide this information in the revised Numerical Groundwater Model report. [Annex A Question 15]	Alberta Transportation responded to Blood Tribe/Kainai's technical reviews under cover dated December 16, 2019. The dates that the water level data were collected are included in the TDR Update, Section 2.5. The above statement that "water level data for driest period, May to October were not collected" is incorrect. Water level data was collected between September and October 2016, following the summer months during a relatively dry period of the year. 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]	None at this time.	Alberta Transportation responded to this question in the response to Blood Tribe/Kainai's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.	Ongoing: Working with First Nation
64	June 25, 2018 <i>Springbank Offstream Reservoir Project EIS Technical Review and</i>	Hydrogeology	In the revised Numerical Groundwater model report, please clearly describe the following:	Alberta Transportation responded to Blood Tribe/Kainai's technical reviews under cover dated December 16, 2019. 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	None at this time.	Alberta Transportation responded to this question in the response to Blood Tribe/Kainai's technical review. Alberta Transportation offered to meet to	Ongoing: Working with First Nation

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	<i>Information Request</i> by PGL Environmental Consultations, dated June 15, 2018.		<p>1. Provide the actual time-varying boundary condition data for the perimeter boundary for each layer of the model domain.</p> <p>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?</p> <p>3. What time period were the boundary conditions assigned over? [Annex A Question 16]</p>	<p>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.</p> <p>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. 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.</p> <p>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]</p>		discuss the technical review and did not receive any follow up questions or requests for clarification.	
65	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> <p>1. Show the value or time varying data set of these boundary conditions.</p> <p>2. Clearly describe these values were estimated.</p> <p>3. Clearly describe how these boundary conditions were verified with field data? [Annex A Question 17]</p>	<p>Alberta Transportation responded to Blood Tribe/Kainai's technical reviews under cover dated December 16, 2019. 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.</p> <p>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.</p> <p>3. The prescribed flux values were not verified with field data directly because no historical measurements of subsurface flux values were 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]</p>	None at this time.	Alberta Transportation responded to this question in the response to Blood Tribe/Kainai's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.	Ongoing: Working with First Nation
66	June 25, 2018 <i>Springbank Offstream Reservoir Project EIS Technical Review and Information Request</i> by PGL Environmental Consultations, 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 Blood Tribe/Kainai's technical reviews under cover dated December 16, 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</p>	None at this time.	Alberta Transportation responded to this question in the response to Blood Tribe/Kainai's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.	Ongoing: Working with First Nation

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				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]			
67	June 25, 2018 <i>Springbank Offstream Reservoir Project EIS Technical Review and Information Request</i> by PGL Environmental Consultations, dated June 15, 2018.	Hydrology	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] 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]	Alberta Transportation responded to Blood Tribe/Kainai's technical reviews under cover dated December 16, 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. 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 m3/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. 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] 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 Natural Resources Conservation Board (NRCB) IR61, there is no cumulative effects between the Springbank Project and the Bragg Creek Flood Mitigation project. [Annex E Response 3]	None at this time.	Alberta Transportation responded to this question in the response to Blood Tribe/Kainai's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.	Ongoing: Working with First Nation
68	June 25, 2018 <i>Blood Tribe/Kainai Traditional Knowledge, Land, and Resource Use Study: Springbank Off-Stream Reservoir Project</i> by Oak Road Concepts Inc, dated June 2018.	Springs	Disruptions to natural springs ([REDACTED]) and the potential for interaction between reservoir/flood water and groundwater.	Alberta Transportation responded to the Blood Tribe/Kainai's TUS report on August 9, 2019. Springs within the Elbow River valley, including the sites identified by the Blood Tribe/Kainai, could interact with floodwater under natural conditions, but these interactions are attributable to the flood event, not to the Project. Springs in the off-stream reservoir area could interact with flood water that is retained during flood operations. Effects on springs in the off-stream reservoir area would be short term in duration. Mapped springs are situated near the outer edge of the reservoir	None at this time.	Alberta Transportation has developed a draft Groundwater Monitoring Plan, which was provided to Blood Tribe/Kainai for review and feedback. Alberta Transportation offered funding for Blood Tribe/Kainai to provide written feedback and provided multiple opportunities to provide	Ongoing: Working with First Nation

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				<p>and, as a result, any interactions between flood water and these springs are only expected during a design flood.</p> <p>Groundwater interactions with floodwater were examined in Volume 3B, Section 5. Groundwater in the wetted area of the off-stream reservoir will interact with flood water during operations. Effects on groundwater are expected to be localized and short term in duration. Given the low permeability of the underlying sediments, the expected seepage out of the reservoir area is relatively low compared to flow rates in the Elbow River. Additionally, seepage out of the reservoir area will be toward the Elbow River, from where the flood water originated.</p> <p>Alberta Transportation sent Blood Tribe/Kainai the draft Groundwater Monitoring Plan and the draft Surface Water Monitoring Plan via email on May 6, 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> <p>In a letter dated August 4, 2020, Alberta Transportation invited Blood Tribe/Kainai to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Blood Tribe/Kainai preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Blood Tribe/Kainai wished to submit a budget for review.</p>		<p>oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> • Existing water wells within the off-stream reservoir footprint will be decommissioned to prevent groundwater contamination. • Implement an ECO Plan for dewatering and other construction activities. • Seepage into the dry diversion channel will be allowed to infiltrate back into the ground or will flow back to Elbow River, thus retaining existing regional water balances. • Mitigation for potential artesian flowing conditions include turning on well pumps to lower water levels, or shutting in the well at the wellhead to control flows to surface. • Effects related to groundwater discharges to ground surface would be mitigated by controlling the flows through proper conveyance (ditches or piping) and managing resulting water quality issues through implementation of erosion and sediment controls. • Mitigation for potential basement flooding caused by rising shallow groundwater levels include raising the topographic 	

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						<p>elevation of the land surface near these residents, and potentially constructing subsurface drains (e.g., weeping tile systems, interceptor trenches) to collect and control shallow groundwater.</p> <ul style="list-style-type: none"> Mitigation for lowering of groundwater levels due to dewatering or in areas where permanent lowering of groundwater levels is anticipated (e.g., near the diversion channel) could involve deepening of existing wells where possible, outright replacement of the well with a deeper one where deepening isn't possible, or providing an alternative water source(s) (i.e., trucking). 	
69	<p>June 25, 2018 <i>Springbank Offstream Reservoir Project EIS Technical Review and Information Request</i> by PGL Environmental Consultations, dated June 15, 2018.</p>	Cumulative effects	<p>Cumulative effects for hydrology under construction and dry conditions should be assessed, including the proposed mitigation at Bragg Creek. [Annex B Question 2]</p> <p>Scope of EIA must be expanded to include potential effects from all works recommended in the Deltares report. [Annex E Question 2]</p>	<p>Alberta Transportation responded to Blood Tribe/Kainai's technical reviews under cover dated December 16, 2019. In looking at potential cumulative effects, consideration was given to:</p> <ul style="list-style-type: none"> potential effects from the proposed Bragg Creek and Redwood Meadows flood mitigation measures downstream to the Project and beyond potential effects from the Project upstream to Redwood Meadows and beyond, referred to as backwater effects <p>The proposed flood mitigation for Bragg Creek (AFW 2017) and Redwood Meadows (ARM 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</p>	None at this time.	<p>Alberta Transportation responded to this question in the response to Blood Tribe/Kainai's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.</p>	Ongoing: Working with First Nation

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				<p>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 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> <p>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 responses to Round 1 NRCB IR61, Round 1 CEEA Package 3, IR3-41 and Round 1 CEEA 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>			
70	<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>	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 Blood Tribe/Kainai's technical reviews under cover dated December 16, 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 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>	None at this time.	<p>Alberta Transportation responded to this question in the response to Blood Tribe/Kainai's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.</p>	Ongoing: Working with First Nation
71	<p>November 25, 2014</p> <p>Initial SR1 Meeting held with Mike Oka, Blood Tribe/Kainai</p>	Economic opportunities	Request for job fair and for employment opportunities for	<p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-7 SR1 Project Specific Concerns and Responses - Kainai First Nation</i> from the</p>	At the meetings held on October 17, 2019 and November 21, 2019, Blood Tribe/Kainai expressed their interest in	Alberta Transportation has committed to Indigenous participation in the SR1 Project	Ongoing: Working with First Nation

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	<p>Consultation Coordinator, Stand Off Alberta.</p> <p>March 13, 2017</p> <p>The Blood Tribe/Kainai delivered a Joint Interim Traditional Use Report that was co-authored with the Siksika Nation</p> <p>June 25, 2018</p> <p>Letter from JFK Law corporation to CEAA, dated June 15, 2018</p> <p>October 29, 2018</p> <p>Blood Tribe/Kainai Government Open House</p> <p>October 17, 2019</p> <p>Meeting between Blood Tribe/Kainai and Alberta Transportation</p> <p>May 27, 2020</p> <p>Letter from JFK Law Corporation on behalf of Blood Tribe/Kainai to Alberta Transportation</p>		<p>members of the Blood Tribe/Kainai.</p> <p>Establish ASAP the following: who will be employed in the development of the proposed project, what community benefits will be available, and what steps will be taken to address and accommodate future impacts to Blood Tribe/Kainai interests.</p> <p>The Proponent should consult with Blood Tribe/Kainai regarding the establishment of employment targets for Blood Tribe/Kainai community members and the development of a plan to meet those targets.</p> <p>As part of its employment plan, the Proponent should consult with Blood Tribe/Kainai regarding potential support for educational, training, and apprenticeship programs that could facilitate the employment of Blood Tribe/Kainai community members, and especially young people.</p> <p>The Proponent should consult with Blood Tribe/Kainai regarding businesses in the community and potential business and contracting opportunities in relation to the Project. Where possible the Proponent and Blood Tribe/Kainai should attempt to identify opportunities for Direct Negotiated Contracts with Blood Tribe/Kainai businesses.</p> <p>Employment opportunities during construction.</p>	<p>March 2018 EIA: If the Project is approved, Alberta Transportation will follow government procurement policies and procedure with respect to labor, and goods and services. Alberta Transportation is willing to discuss possible economic opportunities with the Blood Tribe/Kainai.</p> <p>At the open house held on October 29, 2018, Alberta Transportation indicated they are willing to discuss possible economic opportunities with the Blood Tribe/Kainai.</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>In a meeting held on October 17, 2019 Indigenous participation was discussed. Alberta Transportation indicated there would be opportunities such as construction and monitoring.</p> <p>In a letter dated October 21, 2019, Alberta Transportation provided an update on the 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 Plan, 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 the Blood Tribe/Kainai. The draft IPP contained an overview of economic opportunities available for the Project.</p> <p>At the meeting held on November 21, 2019, the IPP was reviewed and discussed in detail. Alberta Transportation went through the draft IPP document and Blood Tribe/Kainai provided some initial feedback.</p> <p>In an email on December 15, 2019, Alberta Transportation offered to meet with an interested contractor as well representations responsible for training and skills development.</p> <p>Under a cover letter dated May 15, 2020, Alberta Transportation sent Blood Tribe/Kainai 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>Alberta Transportation invited Blood Tribe/Kainai and their business representatives to a Business Readiness Workshop on October 21, 2020. Information about procurement, work plans, and other aspects of Project construction were reviewed.</p>	<p>being involved in economic opportunities for the project.</p> <p>In an email on December 10, 2019, Blood Tribe/Kainai indicated they had a contractor interested in being involved.</p> <p>In a letter dated May 27, 2020, Blood Tribe/Kainai recommended Alberta Transportation engage with the impacted First Nations in the area to identify specific opportunities for socio-economic benefits.</p> <p>Via email on July 8, 2020, Blood Tribe/Kainai provided its Contractors List as a response to the Request for Information.</p> <p>Blood Tribe/Kainai attended the Business Readiness Workshop on October 21, 2020.</p>	<p>and has developed a draft Indigenous Participation Plan. The IPP was provided to Blood Tribe/Kainai for review and feedback.</p> <p>Alberta Transportation met with Blood Tribe/Kainai to discuss employment opportunities throughout the Project and Blood Tribe/Kainai was invited to and participated in a Business Readiness Workshop in October 2020.</p> <p>Discussion on the details of the Blood Tribe/Kainai's participation in the SR1 Project, specific to the Indigenous Participation Plan, will continue until construction in a separate process from this formal Consultation.</p>	
72	November 25, 2014	Monitoring	The Blood Tribe/Kainai requested that they be allowed	On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-7 SR1</i>	At the meetings held on October 17, 2019 and November 21, 2019, Blood	Alberta Transportation has committed to Indigenous	Ongoing: Working with First Nation

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	<p>Initial SR1 Meeting held with Mike Oka, Blood Tribe/Kainai Consultation Coordinator, Stand Off Alberta. September 15, 2016</p> <p>Alberta Transportation meeting with the Blood Tribe/Kainai, Piikani Nation, and Siksika Nation at Head Smashed In Buffalo Jump March 13, 2017</p> <p>The Blood Tribe/Kainai delivered a Joint Interim Traditional Use Report that was co-authored with the Siksika Nation June 25, 2018</p> <p>Letter from JFK Law corporation to CEAA, dated June 15, 2018</p> <p>October 17, 2019</p> <p>Meeting between Blood Tribe/Kainai and Alberta Transportation May 28, 2020</p> <p>Meeting between Blood Tribe/Kainai and Alberta Transportation</p>	<p>Historical Resources</p> <p>Employment</p> <p>Communication</p>	<p>to have monitors on site throughout SR1 construction.</p> <p>Blood Tribe/Kainai requested front line monitors be present throughout the SR1 construction.</p> <p>Request for on-site monitors during construction.</p> <p>The Proponent should work with Blood Tribe/Kainai in the design and implementation of environmental monitoring. As part of environmental monitoring, the Proponent should consult with Blood Tribe/Kainai to discuss the possibility of training, employment, and contracting opportunities for Blood Tribe/Kainai.</p> <p>As part of its environmental monitoring plan, the Proponent and Blood Tribe/Kainai should develop a joint communications plan for the presentation of environmental monitoring results to the community and the incorporation of community feedback.</p>	<p><i>Project Specific Concerns and Responses - Kainai First Nation</i> from the March 2018 EIA: If the Project is approved, Alberta Transportation is willing to discuss possible monitoring opportunities with the Blood Tribe/Kainai.</p> <p>In a letter dated October 21, 2019, Alberta Transportation provided an update on the 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 Plan, 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 the Blood Tribe/Kainai. The draft IPP contained an overview of economic opportunities available for the Project, including monitoring.</p> <p>At the meeting held on November 21, 2019, the IPP was reviewed and discussed in detail. Alberta Transportation went through the draft IPP document and Blood Tribe/Kainai provided some initial feedback.</p> <p>Alberta Transportation sent Blood Tribe/Kainai the draft Wildlife Mitigation and Monitoring Plan, the draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan, the draft Groundwater Monitoring Plan, and the draft Surface Water Monitoring Plan via email on May 6, 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> <p>Under a cover letter dated May 15, 2020, Alberta Transportation sent Blood Tribe/Kainai 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 May 28, 2020, Alberta Transportation indicated they are open to facilitating monitoring by the Blood Tribe/Kainai.</p> <p>Alberta Transportation provided the Draft Fish Rescue and Fish Health Monitoring and Mitigation Programs via email on July 22, 2020, with an offer to discuss further if Blood Tribe/Kainai was interested.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Blood Tribe/Kainai to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Blood Tribe/Kainai preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft</p>	<p>Tribe/Kainai expressed their interest in being involved in economic opportunities for the project.</p> <p>At the meeting held on May 28, 2020, Blood Tribe/Kainai remained concerned about impacts to cultural sites and requested monitors during any archaeological excavations and construction.</p> <p>Via email on July 8, 2020, Blood Tribe/Kainai provided its Contractors List as a response to the Request for Information.</p> <p>Blood Tribe/Kainai attended the Business Readiness Workshop on October 21, 2020.</p>	<p>participation in the SR1 Project and has developed a draft Indigenous Participation Plan. The IPP was provided to Blood Tribe/Kainai for review and feedback.</p> <p>Alberta Transportation met with Blood Tribe/Kainai to discuss employment opportunities throughout the Project and Blood Tribe/Kainai was invited to and participated in a Business Readiness Workshop in October 2020.</p> <p>Discussion on the details of the Blood Tribe/Kainai's participation in the SR1 Project, specific to the Indigenous Participation Plan, will continue until construction in a separate process from this formal Consultation.</p>	

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				<p>monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Blood Tribe/Kainai wished to submit a budget for review.</p> <p>Alberta Transportation invited Blood Tribe/Kainai and their business representatives to a Business Readiness Workshop on October 21, 2020. Information about procurement, work plans, and other aspects of Project construction were reviewed.</p>			
73	<p>June 25, 2018 Letter from JFK Law corporation to CEAA, dated June 15, 2018</p>	Traditional use	<p>Given the potential negative effects of the Project on Blood Tribe/Kainai TU and traditional knowledge, and the traditional way of life and culture of its people, the Proponent should discuss ways to support programming within the community to strengthen the transmission of Blood Tribe/Kainai's way of life and culture to future generations.</p>	<p>In an email on November 12, 2019, the draft IPP was sent to the Blood Tribe/Kainai.</p> <p>Alberta Transportation sent future land use documents under cover dated November 15, 2019.</p> <p>At the meeting held on November 21, 2019, Alberta Transportation expressed their willingness for the Project area to be used for educational and cultural programming, whether it is formal or informal.</p>	None at this time.	<p>Alberta Transportation has committed to Indigenous participation in the SR1 Project and has developed a draft Indigenous Participation Plan. The IPP was provided to Blood Tribe/Kainai for review and feedback.</p> <p>Alberta Transportation met with Blood Tribe/Kainai to discuss employment opportunities throughout the Project and Blood Tribe/Kainai was invited to and participated in a Business Readiness Workshop in October 2020.</p> <p>Discussion on the details of the Blood Tribe/Kainai's participation in the SR1 Project, specific to the Indigenous Participation Plan, will continue until construction in a separate process from this formal Consultation.</p>	Ongoing: Working with First Nation
74	<p>June 25, 2018 Letter from JFK Law corporation to CEAA, dated June 15, 2018</p>	Training	<p>The Proponent should consult with Blood Tribe/Kainai regarding the design and implementation of cultural-sensitivity training program that is mandatory for all Project employees and contractors.</p>	<p>In an email on November 12, 2019, the draft IPP was sent to the Blood Tribe/Kainai. All contractors and Government of Alberta staff on the Project site will be required to participate in Indigenous cultural awareness training to develop knowledge and skills to work together. Indigenous cultural awareness training requirements will be outlined in tenders with contractors. Indigenous cultural awareness training will be developed and delivered by Indigenous groups.</p> <p>At the meeting held on November 21, 2019, Alberta Transportation expressed their interest in having Indigenous groups provide cultural awareness training, and it will be a condition for the successful contractor as part of the IPP.</p>	None at this time.	<p>Alberta Transportation has committed to Indigenous participation in the SR1 Project and has developed a draft Indigenous Participation Plan. The IPP was provided to Blood Tribe/Kainai for review and feedback.</p> <p>Discussion on the details of the Blood Tribe/Kainai's participation in the SR1 Project, specific to the Indigenous Participation Plan, will continue until construction in a separate process from this formal Consultation.</p>	Ongoing: Working with First Nation

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75	January 18, 2017 Alberta Transportation meeting with the Blood Tribe/Kainai, Piikani Nation, and Siksika Nation in Lethbridge, Alberta.	First Nations Involvement	Blackfoot members should have accompanied Stantec during their EIA work.	At the meeting held on January 18, 2017, Stantec responded that they are paying more attention to First Nations, and they want First Nation input on the EIA. The Blackfoot Nations had access to the SR-1 lands, and now Alberta Transportation and Stantec want to hear their concerns and the impact to their Treaty rights and traditional uses so they can include these in the EIA. At the meeting held on January 18, 2017, Alberta Transportation also responded that they were undertaking the work in accordance with the requirements of the regulatory process. Alberta Transportation indicated that they did not have the authority to change the regulatory process and if the Blood Tribe/Kainai wanted to be directly involved in the EIA process they would have to consult provincial agencies such as AEP, Indigenous Relations, and ACT. On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-7 SR1 Project Specific Concerns and Responses - Kainai First Nation</i> from the March 2018 EIA: Alberta Transportation funded and provided the opportunity for the Blood Tribe/Kainai to visit the site. Nation members visited the site on 13 days.	None at this time.	None at this time.	Ongoing: Working with First Nation
76	August 8, 2017 The Blood Tribe/Kainai through their Legal Counsel Clayton Leonard sent an Email to Bob Chappell, Team Lead, Barrister and Solicitor for the Government of Alberta expressing concerns related to upcoming Open Houses for the Springbank SR1.	Notification	The Blood Tribe/Kainai through their legal counsel expressed concern that they were not notified about upcoming public open houses for the Springbank SR1. The Blood Tribe/Kainai requested clarification if the Government of Alberta considers the open houses as part of the consultation process. If so, the Blood Tribe/Kainai objects to receiving no notice of them, and indicated that public open houses are not a forum where consultation can occur. The Blood Tribe/Kainai requests a meeting with the Government of Alberta to discuss the consultation plan for the project.	Alberta Transportation notified the Blood Tribe/Kainai of upcoming open houses on August 11, 2017, stating that these were not part of the ongoing consultation. On September 3, 2017 Alberta Transportation shared the display boards and handouts from the August open houses. On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-7 SR1 Project Specific Concerns and Responses - Kainai First Nation</i> from the March 2018 EIA: Notification of the Public Open Houses/Information Sessions for SR1 was provided to the Blood Tribe/Kainai prior to the various information sessions as a courtesy and that notification clearly stated that they were not as part of the consultation with the Blood Tribe/Kainai ongoing for the SR1 Project.	None at this time.	Alberta Transportation has notified Blood Tribe/Kainai of all open houses since the concern was voiced, and also clarified that the open houses are not part of the consultation program.	No further action required.
77	June 19, 2017 The Blood Tribe/Kainai through their Legal Counsel Clayton Leonard sent a letter to Seamas Skelly, Senior Water Projects Technologist.	First Nation involvement	The Blood Tribe/Kainai object to a tour of the Project area arranged by Alberta Transportation for the NRCB and CEAA.	Alberta Transportation responded in a letter on June 22, 2017 to let the Blood Tribe/Kainai know that the tour had been cancelled.	None.	The tour was cancelled.	No further action required.

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	Alberta Transportation; Rick Blackwood, ADM, Alberta Environment and Parks (AEP); Bob Chappell, Alberta Justice		<p>The Blood Tribe/Kainai objected to the lack of representation of First Nations whose Treaty rights and traditional uses may be impacted by the proposed Project.</p> <p>The Blood Tribe/Kainai also concerned that they were not notified of the tour.</p> <p>The Blood Tribe/Kainai request that the tour be postponed until it can be conducted with proper notification to and involvement of First Nations.</p>				
78	September 18, 2017 The Blood Tribe/Kainai, Dorothy First Rider, Tribal Government Committee Chairperson sent an email to Alberta Transportation expressing concerns.	First Nation involvement Historical Resources	The Blood Tribe/Kainai expressed concerns related to a tour of the SR1 lands from the public road allowances, rather than seeing First Nation heritage sites and hearing from First Nations about their use of the lands.	<p>Alberta Transportation replied to the September 18, 2017 email the same day to let the Blood Tribe/Kainai know they would pass the letter along to CEAA, as they were organizing the tour.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-7 SR1 Project Specific Concerns and Responses - Kainai First Nation</i> from the March 2018 EIA: The tour in question was a tour arranged by CEAA on September 19, 2017. Indigenous groups were invited to participate by CEAA. CEAA requested that Alberta Transportation facilitate the tour. At the time of the tour, private land access was not available to all areas of the PDA.</p>	None.	The tour was organized by CEAA and Alberta Transportation passed along the concern to CEAA.	No further action required.
79	June 25, 2018 <i>Blood Tribe/Kainai Traditional Knowledge, Land, and Resource Use Study: Springbank Off-Stream Reservoir Project</i> by Oak Road Concepts Inc, dated June 2018.	Mitigation	<p>Proponent has yet to provide Blood Tribe/Kainai with an opportunity to review the mitigation measures.</p> <p>Recommendation: Hold at least two mitigation workshops with Blood Tribe/Kainai where Elders, hunters, and consultation personnel have the opportunity to discuss proposed mitigation with Alberta Transportation and develop mutually agreeable mitigation measures.</p>	<p>A meeting was held on August 7, 2018 with the intent of reviewing <i>Table 7-7 SR1 Project Specific Concerns and Responses - Kainai First Nation</i> from the March 2018 EIA and obtaining the Blood Tribe/Kainai's responses to the proposed mitigation measures within that table.</p> <p>Alberta Transportation responded to the Blood Tribe/Kainai's TUS report on August 9, 2019. Alberta Transportation committed to holding the requested mitigation workshops with the Blood Tribe/Kainai. The cover letter that accompanied the response also indicated Alberta Transportation's desire to meet to discuss the proposed mitigation measures.</p> <p>Alberta Transportation sent Blood Tribe/Kainai the draft Wildlife Mitigation and Monitoring Plan, the draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan, the draft Groundwater Monitoring Plan, and the draft Surface Water Monitoring Plan via email on May 6, 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>	None at this time.	Alberta Transportation has developed multiple monitoring plans, which were provided to Blood Tribe/Kainai for review and feedback. Alberta Transportation offered funding for Blood Tribe/Kainai to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The plans will be finalized following Project approval and will take into account any feedback received from Indigenous groups.	Ongoing: Working with First Nation

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				<p>Alberta Transportation provided the Draft Fish Rescue and Fish Health Monitoring and Mitigation Programs via email on July 22, 2020, with an offer to discuss further if Blood Tribe/Kainai was interested.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Blood Tribe/Kainai to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Blood Tribe/Kainai preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Blood Tribe/Kainai wished to submit a budget for review.</p>			
80	<p>June 25, 2018</p> <p><i>Springbank EIS Technical comments – Ermineskin Cree Nation and Blood Tribe.</i></p>	Mitigation	<p>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]</p>	<p>Alberta Transportation responded to Blood Tribe/Kainai's technical reviews under cover dated December 16, 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).</p> <p>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]</p>	None at this time.	<p>Alberta Transportation responded to this question in the response to Blood Tribe/Kainai's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.</p>	Ongoing: Working with First Nation
81	<p>June 25, 2018</p> <p><i>Springbank EIS Technical comments – Ermineskin Cree Nation and Blood Tribe.</i></p>	Residual effects	<p>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]</p>	<p>Alberta Transportation responded to Blood Tribe/Kainai's technical reviews under cover dated December 16, 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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Finally, the construction and management of the off-stream reservoir presents a unique opportunity because it requires the acquisition of private land by Crown. The Government of Alberta will be engaging with</p>	None at this time.	<p>Alberta Transportation responded to this question in the response to Blood Tribe/Kainai's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.</p>	Ongoing: Working with First Nation

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				<p>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 Kainai First 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>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]</p>			
82	June 25, 2018 Letter from JFK Law corporation to CEAA, dated June 15, 2018	Reclamation	In the event that the Project is to be decommissioned, the Proponent should consult with Blood Tribe/Kainai regarding the design, implementation, and monitoring of its Reclamation Plan to maximize the use of Blood Tribe/Kainai Traditional Ecological Knowledge and support Blood Tribe/Blood Tribe/Kainai employment in the reclamation process.	Alberta Transportation provided a project update on November 8, 2019. The Springbank Off-stream Reservoir will remain in its location and operate indefinitely.	None at this time.	Alberta Transportation responded to this concern in 2019. No follow up questions have been received so Alberta Transportation presumes the response adequately addressed the question.	Ongoing: Working with First Nation
83	June 25, 2018 Letter from JFK Law corporation to CEAA, dated June 15, 2018	Communication plan	The Proponent should work with Blood Tribe/Kainai in the development of a communications plan for flood and post-flood operations.	<p>Alberta Transportation responded under cover letter dated July 10, 2020. Alberta Transportation will appoint a Community Liaison that will serve as point of contact with Indigenous groups and stakeholders. They will primarily communicate through the local representation for Indigenous groups, community associations, local businesses, government administration and local government officials. The Community Liaison, during construction will be a representative from Alberta Transportation and during operations, will a representative from Alberta Environment and Parks. If there is a preferred means of communication (e.g., email, phone call, etc.) that Kainai First Nation/Blood Tribe would like implemented for the exchange of information, Alberta Transportation would welcome your feedback.</p> <p>A communication plan will be developed prior to Project construction that outlines the means and procedures for communicating Project information during the different phases of the Project. The communication plan will be developed with information provided by Indigenous groups and finalized prior to construction of the Project. The plan will be in place prior to construction.</p>	None at this time.	Alberta Transportation responded to this question on July 10, 2020. Alberta Transportation offered to meet to discuss the response and did not receive any follow up questions or requests for clarification.	Ongoing: Working with First Nation
84	March 13, 2017	Site access	Blood Tribe/Kainai stated that access was not provided to	Alberta Transportation responded in a letter dated May 10, 2017: Alberta Transportation approved all the Blood Tribe/Kainai budgets for site visits	None at this time.	Alberta Transportation responded to this question on March 23, 2018. Alberta did not	Ongoing: Working with First Nation.

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	The Blood Tribe/Kainai delivered a Joint Interim Traditional Use Report that was co-authored with the Siksika Nation		areas the Blood Tribe/Kainai wanted to visit.	to SR1 and facilitated access to private lands with landowners on all properties the Blood Tribe/Kainai requested. On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-7 SR1 Project Specific Concerns and Responses - Kainai First Nation</i> from the March 2018 EIA: Alberta Transportation approved all the Blood Tribe/Kainai budgets for site visits to SR1 and facilitated access to private lands with landowners on all properties the Blood Tribe/Kainai requested. Nation members visited the site on 13 days. All areas that Blood Tribe/Kainai requested access to were arranged and facilitated by Alberta Transportation.		receive any follow up questions or requests for clarification.	
85	<p>June 25, 2018 <i>Springbank EIS Technical comments – Ermineskin Cree Nation and Blood Tribe.</i> June 25, 2018 <i>Blood Tribe/Kainai Traditional Knowledge, Land, and Resource Use Study: Springbank Off-Stream Reservoir Project</i> by Oak Road Concepts Inc, dated June 2018.</p> <p>June 25, 2018 Letter from JFK Law corporation to CEAA, dated June 15, 2018</p> <p>October 17, 2019 Meeting between Blood Tribe/Kainai and Alberta Transportation</p> <p>November 21, 2019 Meeting between Blood Tribe/Kainai and Alberta Transportation</p> <p>April 23, 2020 Phone call with DEMA Land Services</p> <p>May 27, 2020 Letter from JFK Law Corporation on behalf of</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>Absence of rationale for exclusion of traditional users from Areas B and C during dry operations phase.</p> <p>Recommendation: Negotiate access to Areas B and C during dry operations for traditional gathering, hunting, ceremonial use, and for traditional cultural and heritage camps involving Elders and youth.</p> <p>The Proponent should attempt to ensure that Areas B and C of the PDA are accessible to Blood Tribe/Kainai and its members for Traditional Use (TU)</p>	<p>At the meeting held on August 7, 2018, Alberta Transportation discussed possible land use planning. Alberta Transportation relayed that land use planning will have to be discussed with the project operator, Alberta Environment and Parks, but there is a possibility to have discussions 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 Project Development Area (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 the Blood Tribe/Kainai's TUS report on August 9, 2019. 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 LUA. Alberta Transportation invites the Blood Tribe/Kainai to participate in the engagement process for the LUA.</p> <p>In a letter dated October 21, 2019, 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</p>	<p>Blood Tribe/Kainai are interested in being involved in future land use discussions but are concerned about how it will be managed with multiple First Nations involved.</p> <p>At the meeting held on November 21, 2019, Blood Tribe/Kainai voiced concerns regarding the wording in Principle 6 ("Use of the lands by First Nations may be considered...") in the land use documents, as it does not frame First Nation use as a priority.</p> <p>On a phone call on April 23, 2020, Blood Tribe/Kainai expressed concerns about overcrowding if the Project area is opened up to all Treaty users.</p> <p>In a letter dated May 27, 2020, Blood Tribe/Kainai expressed concerns and provided recommendations about future land use:</p> <ul style="list-style-type: none"> Increased access for the public will deter Blood Tribe/Kainai use of the LUA. Allowing general access creates safety concerns for recreational users. The presence of additional users interferes with Blood Tribe/Kainai's preferred harvesting practice. Managing vegetation without limiting access. Management of the lands must be consistent with harvesting rights. Blood Tribe/Kainai recommends the establishment of a Management 	<p>Alberta Transportation developed <i>Draft Guiding Principles and Direction for Future Land Use</i> and provided these to Blood Tribe/Kainai for review and feedback.</p> <p>The final LUP will be developed following Project approval and will incorporate feedback obtained from the Indigenous engagement program.</p> <p>Key mitigations for concerns regarding access include:</p> <ul style="list-style-type: none"> The LUP will prioritize access to the area for the practice of Treaty rights and traditional uses Alberta Environment and Parks will work with First Nations to develop a Land Use Working Group to guide and facilitate the principles of the LUP and allow the exercise of Treaty rights and traditional uses in the LUA. Alberta Transportation recognizes that some land uses are competing uses and commits to exploring various management approaches to ensure safety of all users in the LUA. Alberta Transportation will maintain access to identified 	Ongoing: Working with First Nation

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	<p>Blood Tribe/Kainai to Alberta Transportation May 28, 2020</p> <p>Meeting between Blood Tribe/Kainai and Alberta Transportation September 24, 2020</p> <p>Group meeting with Alberta Transportation</p>		<p>purposes, subject to safety considerations related to flooding. If Area C will contain grazing options that are privately managed, the Proponent should work with private managers to ensure maximum access for Blood Tribe/Kainai hunters to the area</p> <p>The Proponent should work with Blood Tribe/Kainai to design an access management plan for Areas B and C. Such a plan could support Blood Tribe/Kainai's access to the area for hunting and other traditional purposes.</p> <p>Blood Tribe/Kainai said that hunting is a big question for their leadership.</p>	<p>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>At a meeting held on October 17, 2019, future land use was discussed and Alberta Transportation expressed their willingness to have further meetings to discuss future land use, and asked if Blood Tribe/Kainai had any feedback on how the land could be managed. During the meeting a date of November 21, 2019 was tentatively decided upon. Alberta Transportation also indicated that discussion documents would be forthcoming prior to the next meeting to help move the conversation along.</p> <p>Alberta Transportation sent future land use documents under cover 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 21, 2019, Alberta Transportation acknowledged the comment regarding the wording in Principle 6 and emphasized that uses other than flood mitigation and First Nations' use would be limited.</p> <p>Alberta Transportation responded to Blood Tribe/Kainai's technical reviews under cover dated December 16, 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 off-stream reservoir presents a unique opportunity because it requires the acquisition of private land by 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 Kanai First 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> <p>At the meeting held on May 28, 2020, Alberta Transportation indicated it was willing to continue having discussions on future land use. Alberta Transportation confirmed it was reviewing the May 27, 2020 letter and the request for an exclusive use area and would provide an answer at a later date.</p>	<p>Committee with the mandate to address access and safety issues, and to ensure the site is managed with treaty First Nations as a priority.</p> <ul style="list-style-type: none"> • Blood Tribe/Kainai recommends that areas that will not be subject to flooding be designated as areas for First Nations so they may construct staging areas/camps. • Blood Tribe/Kainai recommends Alberta Transportation set aside a portion of the unused land they will acquire for this Project as an area for the exclusive use of Blood Tribe/Kainai. <p>At the meeting held on May 28, 2020, Blood Tribe/Kainai were concerned about the uncertainty surrounding future use of the land use area and whether it will be meaningful mitigation. Blood Tribe/Kainai also requested an area for exclusive use for the Blood Tribe/Kainai based on a lease or land transfer.</p>	<p>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.</p> <ul style="list-style-type: none"> • The Government of Alberta will work with First Nations to identify a portion of land near the LUA that can be used by First Nations as a staging area (e.g., parking, setting up temporary campsites) or for activities, such as cultural ceremonies, transmittal of traditional knowledge to the youth, traditional activities. The staging area would be accessible to all First Nations engaged on the Project throughout the year except during the flood season when access to the area may be prohibited for safety reasons. • The Government of Alberta will create a First Nations Land Use Advisory Committee which will meet on a regular basis to guide and facilitate the implementation of the principles of the Land Use Plan and make recommendations to allow the exercise of Treaty rights and traditional uses in the LUA. • Alberta Transportation will appoint a Community Liaison (a representative from Alberta Transportation during construction and from AEP during operations) who will serve as point of contact 	

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				<p>At the meeting held on September 24, 2020, Alberta Transportation responded that as discussed previously, future land use will include hunting. The land will become Crown land and we will respect the right of First Nations to hunt on Crown Land and the Project area. Alberta Transportation also indicated more information on future land use would be coming soon.</p> <p>Alberta Transportation provided their response to IAAC 4-05, including the <i>Updated Draft Guiding Principles and Direction for Future Land Use</i>, via email on October 23, 2020.</p>		<p>with stakeholders; they will primarily communicate through the local representation for Indigenous groups, community associations, local businesses, government administration and local government officials. The Community Liaison would work with Indigenous groups in identifying preferred means of communication for each Indigenous group (e.g., phone call, emails, letters) for receiving information. Information from the First Nations Land Use Advisory Committee will be provided to the Community Liaison.</p>	
86	<p>June 25, 2018</p> <p><i>Springbank EIS Technical comments – Ermineskin Cree Nation and Blood Tribe.</i></p>	Land use	<p>The proponent has not demonstrated that there will be continued access to areas that will continue to provide opportunities to harvest elk or other species. The proponent should be directed to incorporate the TLU data and engage Kanai regarding the potential impacts of restricted access for traditional activities. [EIS Technical Comments Question 14]</p>	<p>In a letter dated October 21, 2019, 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 future land use documents under cover dated November 15, 2019. These documents included an overview, land use principles, land use examples in Alberta, and land use tools available.</p> <p>Alberta Transportation has met with Blood Tribe/Kainai October 17, 2019, November 21, 2019, and May 28, 2020 to discuss future land use and gather Blood Tribe/Kainai's feedback.</p> <p>Alberta Transportation responded to Blood Tribe/Kainai's technical reviews under cover dated December 16, 2019. The EIA considered best available TLRU information. Kainai First Nation submitted the interim TUS report to Alberta Transportation on March 13, 2017 jointly with Siksika Nation. However, permission to use the spatial information from the interim TUS has not been provided by Kanai First Nation. The Kainai First Nation TUS was not available to Alberta Transportation prior to</p>	<p>In a letter dated May 27, 2020, Blood Tribe/Kainai expressed concerns and provided recommendations about future land use:</p> <ul style="list-style-type: none"> • Increased access for the public will deter Blood Tribe/Kainai use of the LUA. Allowing general access creates safety concerns for recreational users. The presence of additional users interferes with Blood Tribe/Kainai's preferred harvesting practice. • Managing vegetation without limiting access. Management of the lands must be consistent with harvesting rights. • Blood Tribe/Kainai recommends the establishment of a Management Committee with the mandate to address access and safety issues, and to ensure the site is managed with treaty First Nations as a priority. • Blood Tribe/Kainai recommends that areas that will not be subject to flooding be designated as areas for First Nations so they may construct staging areas/camps. 	<p>Alberta Transportation developed <i>Draft Guiding Principles and Direction for Future Land Use</i> and provided these to Blood Tribe/Kainai for review and feedback.</p> <p>The final LUP will be developed following Project approval and will incorporate feedback obtained from the Indigenous engagement program.</p> <p>Key mitigations for concerns regarding access include:</p> <ul style="list-style-type: none"> • The LUP will prioritize access to the area for the practice of Treaty rights and traditional uses • Alberta Environment and Parks will work with First Nations to develop a Land Use Working Group to guide and facilitate the principles of the LUP and allow the exercise of Treaty rights and traditional uses in the LUA. 	Ongoing: Working with First Nation

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				<p>submission of the EIA. A final TUS Kanai First 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 Kanai First Nation addressing their comments and concerns. Alberta Transportation met with Kainai First Nation on October 17, 2019 to receive comments and feedback on the TUS response and to discuss the effectiveness of proposed mitigation.</p> <p>Kainai First Nation has advised Alberta Transportation that they would provide a formal written reply, however, Alberta Transportation has not yet received this reply. While the Kainai First Nation TUS provided more site-specific information about Kainai 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 Kainai First 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 off-stream reservoir presents a unique opportunity because it requires the acquisition of private land by 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 Kanai First 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.</p> <p>Alberta Transportation acknowledges that Kanai First Nation may access private land in the PDA for traditional uses with permission from</p>	<ul style="list-style-type: none"> Blood Tribe/Kainai recommends Alberta Transportation set aside a portion of the unused land they will acquire for this Project as an area for the exclusive use of Blood Tribe/Kainai. 	<ul style="list-style-type: none"> Alberta Transportation recognizes that some land uses are competing uses and commits to exploring various management approaches to ensure safety of all users in the LUA. 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. The Government of Alberta will work with First Nations to identify a portion of land near the LUA that can be used by First Nations as a staging area (e.g., parking, setting up temporary campsites) or for activities, such as cultural ceremonies, transmittal of traditional knowledge to the youth, traditional activities. The staging area would be accessible to all First Nations engaged on the Project throughout the year except during the flood season when access to the area may be prohibited for safety reasons. The Government of Alberta will create a First Nations Land Use Advisory Committee which will meet on a regular basis to guide and facilitate the implementation of the principles of the Land Use Plan and make recommendations to allow the exercise of Treaty rights 	

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				<p>landowners. Kainai First 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>Alberta Transportation is committed to working with Kainai First 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> <p>Alberta Transportation provided their response to IAAC 4-05, including the <i>Updated Draft Guiding Principles and Direction for Future Land Use</i>, via email on October 23, 2020.</p>		<p>and traditional uses in the LUA.</p> <ul style="list-style-type: none"> • Alberta Transportation will appoint a Community Liaison (a representative from Alberta Transportation during construction and from AEP during operations) who will serve as point of contact with stakeholders; they will primarily communicate through the local representation for Indigenous groups, community associations, local businesses, government administration and local government officials. The Community Liaison would work with Indigenous groups in identifying preferred means of communication for each Indigenous group (e.g., phone call, emails, letters) for receiving information. Information from the First Nations Land Use Advisory Committee will be provided to the Community Liaison. 	
87	<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 Blood Tribe/Kainai's technical reviews under cover dated December 16, 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 Kainai First 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.	<p>Alberta Transportation responded to this question in the response to Blood Tribe/Kainai's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.</p>	Ongoing: Working with First Nation

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88	November 21, 2019 Meeting between Blood Tribe/Kainai and Alberta Transportation	Land use	Blood Tribe/Kainai is concerned about allowing cattle on the land to graze, as cattle will prevent elk from being there and will eat the vegetation.	At the meeting held on November 21, 2019, Alberta Transportation explained there would not be long term grazing leases, but they were contemplating grazing permits as a vegetation management solution. Alberta Transportation expressed their interest in having First Nations graze their herds on the land when grazing was required for fire management.	None at this time.	None at this time.	Ongoing: Working with First Nation
89	June 25, 2018 <i>Springbank EIS Technical comments – Ermineskin Cree Nation and Blood Tribe.</i>	Recreational waters	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 Kainai TLU. [EIS Technical Comments Question 25]	Alberta Transportation responded to Blood Tribe/Kainai's technical reviews under cover dated December 16, 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 Kainai First Nation TUS, Kainai First Nation did not make reference to the use of waterways for recreational purposes. 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. 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]	None at this time.	Alberta Transportation responded to this question in the response to Blood Tribe/Kainai's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.	Ongoing: Working with First Nation
89	June 25, 2018 <i>Blood Tribe/Kainai Traditional Knowledge, Land, and Resource Use Study: Springbank Off-Stream Reservoir Project</i> by Oak Road Concepts Inc, dated June 2018.	Temporal boundaries Spatial boundaries	The temporal parameters are too narrow to be considered valid by the Blood Tribe/Kainai. The spatial parameters chosen for the TLRU assessment are flawed; i.e., only considering sites in the PDA but determining significance of effects using the RAA. The proponent conflates the PDA, LAA, an RAA in the residual effects significance determination. Absence of information on the spatial parameters of the TLRU/LAA.	Alberta Transportation responded under cover letter dated July 10, 2020. The methodology for the selection of temporal and spatial boundaries is provided in Volume 2, Section 5.3 of the EIA. The primary consideration used is the probable geographical extent of the environmental effects (i.e., the zone of influence) on each valued component (VC). The LAA is the maximum area within which Project environmental effects can be predicted or measured with a reasonable degree of accuracy and confidence. The RAA is the area within which the Project's environmental effects may interact or accumulate with the environmental effects of other projects or activities that have been or will be carried out such that cumulative environmental effects may potentially occur. For consistency, spatial boundaries for TLRU align with the largest relevant VC LAAs and RAAs (wildlife and biodiversity, and aquatic ecology) because there are links between TLRU activities identified by Indigenous groups and these assessments (e.g., hunting, trapping and fishing). While the TLRU assessment spatial boundaries align with the wildlife and biodiversity and aquatic ecology spatial boundaries, the assessment of effects on TLRU is not limited to the effects on the resources; the TLRU assessment also considers information about cultural importance and experiential values,	None at this time.	Alberta Transportation responded to this on July 10, 2020. Alberta Transportation offered to meet to discuss the response and did not receive any follow up questions or requests for clarification.	Ongoing: Working with First Nation

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				<p>and intangible values, where that information has been provided by Indigenous groups.</p> <p>While physical effects of the Project are not expected to extend beyond the RAA, information about traditional use sites, activities, and practices, including preferred harvesting sites, beyond the RAA is considered where that information has been provided by Indigenous groups.</p> <p>The temporal boundaries for the assessment are based on the timing and duration of Project activities and the nature of the interactions with each VC. The purpose of a temporal boundary is to identify when an environmental effect may occur in relation to specific Project phases and activities. In addition, temporal boundaries for TLRU recognize that current use must be understood in the context of past and future use that situates longstanding cultural practices in a contemporary context. For the TLRU assessment current use is defined as the present time to within the last 25 years, or one generation, which also considers cultural values, cultural transmission, and intergenerational knowledge transfer. The temporal and spatial boundaries established for the Project reflect those defined on other recent projects accepted by the IAAC.</p> <p>Alberta Transportation is committed to working with Indigenous groups to try to seek mutually acceptable solutions to the issues, concerns or recommendations identified. Alberta Transportation is committed to offering to meet with Indigenous groups to discuss their concerns regarding the consideration of Indigenous knowledge in the EIA, which includes scoping and selection of VCs, and the definition of temporal and spatial boundaries, how these have been considered in the EIA and where appropriate identify possible mitigation for any concerns that have not been adequately addressed. The issues that remain unresolved will be tracked through Alberta Transportation's ongoing Indigenous Engagement Program (please see response to CEAA Conformity IR2-06 for additional details; available at: https://www.alberta.ca/assets/documents/tr-springbank-response-to-agency-conformity-review-part-2.pdf).</p>			
90	January 5, 2018 Letter from JFK Law Corporation to Deputy Minister Barry Day on behalf of the Blood Tribe/Kainai	Timelines	<p>Requested clarification as to why Blood Tribe/Kainai is being asked for comments on the EIA, given that the EIA does not conform to the EIS 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 the Blood Tribe/Kainai. 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 <i>Table 7-7 SR1 Project Specific Concerns and Responses - Kainai First Nation</i> from the</p>	None at this time.	Alberta Transportation responded to this question in March 2018. Alberta did not receive any follow up questions or requests for clarification.	Ongoing: Working with First Nation

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				<p>March 2018 EIA: Following CEAA's non conformane review revisions to the EIA were underway to address regulator comments. In December 2017, Alberta Transportation was looking for feedback from the Blood Tribe/Kainai on the TLRU sections. As the TLRU was updated in early February, a revised draft TLRU section was sent to Blood Tribe/Kainai on February 5, 2018 and Alberta Transportation requested feedback on that document. Alberta Transportation offered a workshop with Blood Tribe/Kainai to better understand how the project potentially impacts Blood Tribe/Kainai and is awaiting on a suitable date to meet.</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>Alberta Transportation provided a response to Blood Tribe/Kainai's TUS report (submitted June 25, 2018) on August 8, 2019. Information from this study was used to respond to the federal and provincial regulator's information requests and will be used for further project planning and implementation purposes, where applicable.</p>			
91	January 5, 2018 Letter from JFK Law Corporation to Deputy Minister Barry Day on behalf of the Blood Tribe/Kainai	Resources, time, and funding provided to First Nation	Request sufficient time and resources to provide additional information regarding other areas of non-conformity.	<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 the Blood Tribe/Kainai. 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 <i>Table 7-7 SR1 Project Specific Concerns and Responses - Kainai First Nation</i> 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>The draft TLRU section (Volumes 3A and 3B) was sent to Blood Tribe/Kainai for review and comment on February 5, 2018. 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>Alberta Transportation provided a response to Blood Tribe/Kainai's TUS report (submitted June 25, 2018) on August 8, 2019. Information from this study was used to respond to the federal and provincial regulator's</p>	None at this time.	Alberta Transportation responded to this question in 2018. Alberta did not receive any follow up questions or requests for clarification.	Ongoing: Working with First Nation

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				information requests and will be used for further project planning and implementation purposes, where applicable.			
92	January 5, 2018 Letter from JFK Law Corporation to Deputy Minister Barry Day on behalf of the Blood Tribe/Kainai	Resources, time, and funding provided to First Nation	Request time to provide a report outlining Blood Tribe/Kainai's use of the project area.	<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 the Blood Tribe/Kainai. Alberta Transportation also welcomed written feedback on the updated Environmental Impact Assessment (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 <i>Table 7-7 SR1 Project Specific Concerns and Responses - Kainai First Nation</i> from the March 2018 EIA: An interim TUS report was delivered by the Blood Tribe/Kainai on March 13, 2017. The TUS study was used in the EIA. However, Permission to use the spatial information from the TUS study has not been received by Alberta Transportation, therefore the information regarding sites and areas has been generalized for use in the EIA and exact locations, including those in the project development area, are not provided.</p>	The Blood Tribe provided an interim joint TUS on March 13, 2017, and <i>Blood Tribe/Kainai Traditional Knowledge, Land, and Resource Use Study: Springbank Off-Stream Reservoir Project</i> on June 25, 2018.	Alberta Transportation funded a project-specific TUS report and responses to Blood Tribe/Kainai's TUS report on August 8, 2019. Information from this study was used to respond to the federal and provincial regulator's information requests and will be used for further project planning and implementation purposes, where applicable.	No further action required.
93	October 29, 2018 Blood Tribe/Kainai Government Open House	Design	Why the reservoir was not designed to hold more than the 2013 flood given the potential effects of climate change and increased flooding.	<p>At the open house held on October 29, 2018, Alberta Transportation explained that the 2013 flood is about a 1 in 200-year flood and would be a rare event.</p> <p>Alberta Transportation responded under cover letter dated July 10, 2020. As provided in Alberta Transportation's response to CEEA Conformity IR 3-01 (available at: https://www.alberta.ca/assets/documents/tr-springbank-response-to-agency-conformity-review-2.pdf), provisions for climate change are captured in Alberta through factors of safety in engineering design. The Project includes a 25% factor of safety in the design diversion rate and a 10% increase in the reservoir storage volume from what is needed to meet the project's intended purpose.</p> <p>Should climate change increase the frequency or magnitude of floods, the Project will still function as designed, and it will protect downstream communities from a flood that is similar in peak and volume to that which occurred in 2013.</p>	None at this time.	Alberta Transportation responded to this question in October 2018. Alberta did not receive any follow up questions or requests for clarification.	Ongoing: Working with First Nation
94	June 25, 2018 <i>Blood Tribe/Kainai Traditional Knowledge, Land, and Resource Use Study: Springbank Off-Stream Reservoir Project</i> by Oak	Project choice	Recommendation: Provide additional rationale to Blood Tribe/Kainai Elders over the choice of location for flood mitigation measures and	Alberta Transportation responded to the Blood Tribe/Kainai's TUS report on August 9, 2019. As noted in the Volume 1, Section 2.2.1, following the floods of June 2013, the Government of Alberta set up the Southern Alberta Flood Recovery Task Force. Five potential locations for flood mitigation measures on the Elbow River were identified, as follows:	None at this time.	Alberta Transportation responded to this question in the response to Blood Tribe/Kainai's TUS report. Alberta Transportation offered to meet to discuss the response and did not	Ongoing: Working with First Nation

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	Road Concepts Inc, dated June 2018.		discuss and clarify alternatives such as McLean Creek.	<ul style="list-style-type: none"> a dry dam on Quirk Creek near the upper reaches of the Elbow River: The Quirk Creek option was dismissed due to slope stability concerns. a dry dam on Canyon Creek, also near the upper reaches of the Elbow River: The Canyon Creek option was dismissed because the volume was too small for the amount required for flood mitigation. an underground diversion tunnel running east from Glenmore Reservoir and discharging into the Bow River. The Glenmore Reservoir diversion tunnel has a positive benefit/cost ratio in only two of the four scenarios considered, and it has a lower benefit/cost ratio than either the Project or the MC1 Option in all four of the scenarios. Consequently, the diversion tunnel was rejected from further consideration. an earth fill dam built on the main channel of the Elbow River near its confluence with McLean Creek and spanning the Elbow River valley (MC1 Option). This was dismissed, due to a variety of concerns, described in Volume 1, Table 2-2. an off-stream reservoir at Springbank Road was recommended in combination with local mitigation for Bragg Creek and Redwood Meadows. <p>An assessment of the MC1 Option is in Volume 1, Section 3 and Volume 4, Supporting Documentation). SR1 has gone through a rigorous selection process and is the preferred option for a variety of environmental, technical, economic and timing reasons. Alberta Transportation's response to information request CEAA, Package 3, IR3-45 provides additional information on the comparison of the MC1 Option, the Tri-River Joint Reservoir and the Micro-Watershed Impounding Concept. Alberta Transportation will provide this response to Blood Tribe/Kainai and, if requested, will discuss the response.</p>		receive any follow up questions or requests for clarification.	
95	August 7, 2018 Meeting between the Blood Tribe/Kainai, Alberta Transportation, and Stantec.	Frequency of use	With the flood mitigation at Bragg Creek causing more water to stay in the river, can the flood reach the diversion structure sooner? Does this trigger more use of the project and affect how often it is used?	At the meeting held on August 7, 2018, Alberta Transportation and Stantec committed to looking into this. In an email sent August 28, 2018, Alberta Transportation provided a link to a report done by Wood Group that shows there will be no effect on the SR1 project from the Bragg Creek mitigation.	None at this time.	Alberta Transportation responded to this question in 2018. Alberta did not receive any follow up questions or requests for clarification.	Ongoing: Working with First Nation
96	October 29, 2018 Blood Tribe/Kainai Government Open House	Landowners	Landowners in the area losing their land.	At the open house held on October 29, 2018, Alberta Transportation explained they are working with the landowners to purchase their lands voluntarily, but will move towards expropriation if necessary.	None at this time.	Alberta Transportation responded to this question in 2018. Alberta did not receive any follow up questions or requests for clarification.	Ongoing: Working with First Nation

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97	November 25, 2014 Initial SR1 Meeting held with Mike Oka, Blood Tribe/Kainai Consultation Coordinator, Stand Off Alberta.	Flooding	Concern about if the Waterton Dam breaks which would mean evacuating Stand Off.	At the meeting held on November 25, 2014, Alberta Transportation indicated that the Government of Alberta is looking at the larger flood potential in southern Alberta, however Alberta Transportation could not answer this concern directly.	None at this time.	The concern is not applicable to the SR1 Project.	No further action required.

Springbank SR1 - Specific Concerns and Response Table

First Nation or Metis Settlement: **Piikani Nation**

Date: **AUGUST 2014 – OCTOBER 2020**

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1	February 22, 2017 The Piikani Nation delivered a Traditional Use Report (TUS)	Treaty and Aboriginal Rights	Ongoing mitigation after the finalization of the SR1 Project to ensure no further derogation of Treaty and Aboriginal Rights are infringed upon in the designated SR1 Project Area.	<p>Alberta Transportation responded in a letter dated May 10, 2017: Some concerns fall outside of Alberta Transportation's jurisdiction. Concerns have been forwarded to the appropriate regulatory agencies.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-6 SR1 Project Specific Concerns and Responses - Piikani Nation</i> from the March 2018 EIA: Effects on potential or established Aboriginal or Treaty rights are addressed through the assessment of the current use of lands and resources for traditional purposes. By acknowledging a link between practice-based rights and current use, this assessment accepts 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 will have a consequent effect on the ability of Indigenous groups to exercise potential or established Aboriginal and Treaty rights. Given that the residual effects for the Project on traditional land and resource use are predicted to be not significant, no effects on potential or established Aboriginal or Treaty rights is expected to occur as a result of the Project.</p> <p>Mitigation measures for traditional land and resource use (TLRU) can be found in Volume 3A and 3B, section 14. Follow up and monitoring can be found in Volume 3C, Section 2.</p> <p>Alberta Transportation provided a detailed response to Piikani Nation's TUS report under cover dated December 20, 2019. The construction and management of the off-stream reservoir presents a unique opportunity because it requires the acquisition of private land by Crown. The GoA will be engaging with First Nations and stakeholders to finalize principles for future land use for a portion of the Project Development Area (PDA) known as the land use area (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 Piikani 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. Alberta Transportation is committed to ongoing consultation with Piikani Nation, including heritage resources mitigation prior to construction.</p> <p>In a letter dated October 21, 2019, Alberta Transportation provided an update on the 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</p>	None at this time.	<p>Alberta Transportation has developed draft monitoring plans, which were provided to Piikani Nation for review and feedback. Alberta Transportation offered funding for Piikani Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Alberta Transportation developed <i>Draft Guiding Principles and Direction for Future Land Use</i> and provided these to Piikani Nation for review and feedback.</p> <p>The final Land Use Plan (LUP) will be developed following Project approval and will incorporate feedback obtained from the Indigenous engagement program.</p> <p>Key mitigations for concerns regarding access include:</p> <ul style="list-style-type: none"> • The LUP will prioritize access to the area for the practice of Treaty rights and traditional uses • Alberta Environment and Parks will work with First Nations to develop a Land Use Working Group to guide and facilitate the principles of the LUP and allow the exercise of Treaty rights and traditional uses in the LUA. • Alberta Transportation recognizes that some land uses are competing uses and 	Ongoing: Working with First Nation

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				<p>feedback on the draft Plan, 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 15, 2019, the draft IPP was sent to Piikani Nation. The draft IPP contained an overview of economic opportunities available for the Project, including monitoring.</p> <p>At the meeting held on December 12, 2019, the IPP was reviewed.</p> <p>Alberta Transportation sent the draft Wildlife Mitigation and Monitoring Plan, 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.</p> <p>Alberta Transportation provided the draft Fish Rescue and Fish Health Monitoring and Mitigation Programs and the draft Air Quality Monitoring Plan via email on July 22, 2020, with an offer to discuss further if Piikani Nation was interested.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Piikani Nation to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Piikani Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Piikani Nation wished to submit a budget for review.</p> <p>Alberta Transportation provided their response to IAAC 4-05, including the <i>Updated Draft Guiding Principles and Direction for Future Land Use</i>, via email on October 23, 2020.</p>		<p>commits to exploring various management approaches to ensure safety of all users in the LUA.</p> <ul style="list-style-type: none"> • 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. • The Government of Alberta will work with First Nations to identify a portion of land near the LUA that can be used by First Nations as a staging area (e.g., parking, setting up temporary campsites) or for activities, such as cultural ceremonies, transmittal of traditional knowledge to the youth, traditional activities. The staging area would be accessible to all First Nations engaged on the Project throughout the year except during the flood season when access to the area may be prohibited for safety reasons. • The Government of Alberta will create a First Nations Land Use Advisory Committee which will meet on a regular basis to guide and facilitate the implementation of the principles of the Land Use Plan and make recommendations to allow the exercise of Treaty rights and traditional uses in the LUA. • Alberta Transportation will appoint a Community Liaison (a representative from Alberta Transportation during construction and from AEP 	

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						<p>during operations) who will serve as point of contact with stakeholders; they will primarily communicate through the local representation for Indigenous groups, community associations, local businesses, government administration and local government officials. The Community Liaison would work with Indigenous groups in identifying preferred means of communication for each Indigenous group (e.g., phone call, emails, letters) for receiving information. Information from the First Nations Land Use Advisory Committee will be provided to the Community Liaison.</p>	
2	<p>June 15, 2018 Piikani Nation Letter of Objection Springbank Off-Stream Reservoir Project June 2018.</p>	<p>Treaty and Aboriginal rights</p>	<p>In the Letter of Objection, Piikani Nation indicated the project will impact the rights and interests of their members and the natural resources upon which they depend.</p>	<p>Alberta Transportation sent a letter dated January 28, 2019 that requested Piikani Nation provide its views and perspectives on its Aboriginal and Treaty rights, cultural and experiential values, and country foods. The letter listed four specific topics that Alberta Transportation was requesting input on to help answer Canadian Environmental Assessment Agency (CEAA) IR2-01, IR2-02, and IR2-08.</p> <p>Alberta Transportation responded under cover letter dated July 22, 2020. Alberta Transportation acknowledges that the specific conditions that support the exercise of Treaty rights and traditional uses may be identified by First Nations. Alberta Transportation has been conducting consultation with First Nations prior to and throughout the environmental impact assessment process, which includes sharing Springbank Off-stream Reservoir Project information and updates, on-going communication about the Project, face-to-face meetings, facilitation of site visits, and funding for Project-specific Traditional Use Studies (TUS).</p> <p>The construction and management of the off-stream reservoir presents a unique opportunity because it requires the acquisition of private land by 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 Piikani 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>None at this time.</p>	<p>Alberta Transportation responded to this question on July 22, 2020. Alberta Transportation offered to meet to discuss the response and did not receive any follow up questions or requests for clarification.</p>	<p>Ongoing: Working with First Nation Alberta Transportation sent a letter dated July 30, 2018, acknowledging receipt of the Letter of Objection, Statement of Concern, and the Technical Review, all provided on June 15, 2018.</p>

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				<p>Alberta Transportation is committed to consultation with First Nations, including Piikani Nation, to better understand how the Project may affect the exercise of Treaty rights and traditional uses. Alberta Transportation has met with Piikani Nation on seven occasions to discuss Piikani Nation's concerns about the Project and possible means to address or mitigate potential effects of the Project on their Treaty rights and traditional uses, which includes providing feedback on how those rights and uses have been considered in the EIA.</p> <p>The EIA (filed March 2018) concluded that because the effects of the Project on TLRU will not result in the long-term loss of availability of traditional use resources or access to lands currently relied on for traditional use practices or the permanent loss of traditional use sites and areas in the Regional Assessment Area, overall effects on TLRU are determined to be not significant. Localized effects within the Project development area may result in loss of particular TLRU sites that may occur within the area of permanent structures and areas of temporary physical disturbance. Effects to these sites was conservatively considered to be high magnitude even though information on the location, frequency and nature of use of these sites is unavailable.</p> <p>Following submission of the EIA, on January 28, 2019 Alberta Transportation wrote to Piikani Nation inviting Piikani Nation to provide its views and perspectives on the impact of the Project on Treaty rights and traditional uses, including cultural and experiential values, and country foods. Alberta Transportation notes that to date, Piikani Nation has not provided the requested information.</p> <p>Alberta Transportation is committed to continued consultation with Piikani Nation to discuss potential impacts to Treaty rights and traditional uses and discuss mitigation measures to address those concerns.</p>			
3	<p>June 15, 2018</p> <p>Piikani Nation Statement of Concern Springbank off-Stream Reservoir Project June 2018.</p> <p>June 15, 2018</p> <p>Piikani Nation Technical Review of Alberta Transportation Springbank Off-Stream Reservoir Project Environmental Impact Study, prepared by Schaldemose & Associates Inc., dated June 2018.</p>	Project planning	Piikani Nation requests that Alberta Transportation discusses how issues of concern to Piikani Nation, their Treaty and Aboriginal Rights, traditional knowledge, and its traditional and contemporary land uses has been used in Project planning and site selection. [Technical Review Question 46]	<p>Alberta Transportation responded to Piikani Nation's technical review under cover dated December 16, 2019. Alberta Transportation commenced consultation with Piikani Nation in August 2014 concerning the Project and the nature and extent of the exercise of their section 35 rights in relation to the Project, including the context and setting for traditional uses in the Project area. Alberta Transportation has been conducting Indigenous engagement prior to and throughout the environmental assessment process, which includes sharing of Project information and updates, on-going communication about the Project, face-to-face meetings, facilitation of site visits, and funding for Project-specific TUS. The engagement summary and consolidated Specific Concerns and Response Tables (SCRT) for Piikani Nation are provided in Alberta Transportation's response to Round 1 CEAA Package 2, IR2-01, Appendix IR1-1.</p> <p>Regarding site selection, Alberta Transportation has sited the Project on lands that are predominately private that have been used for ranching and agriculture since the late 1800s and, therefore, the ability to conduct traditional land and resource activities has already been substantially constrained (see Volume 3A, Section 14.4). As noted in Alberta Transportation's response to Round 1 CEAA, Package 2, IR2-01, section</p>	None at this time.	Alberta Transportation responded to this question in the response to Piikani Nation's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.	Ongoing: Working with First Nation

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				<p>35 rights are generally not exercisable within the PDA at present, 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. As such, the effects of the Project on the exercise of section 35 rights within the PDA are predicted to be low in magnitude and negligible on the exercise of section 35 rights beyond the PDA.</p> <p>As issues of concern to Piikani Nation, their section 35 Rights and traditional knowledge were made available to Alberta Transportation, as described in Alberta Transportation's response to Round 1 CEAA Package 2, IR2-06 this information was reviewed for inclusion or representation within the EIA. Consideration of feedback from Piikani Nation also includes evaluating whether Alberta Transportation's planned mitigation would effectively manage the identified potential interactions, or whether additional or refined mitigation is warranted. For instance, Volume 3A, Section 14, Table 14-6 lists mitigation measures suggested by Indigenous groups, including Piikani Nation, aimed at avoiding or reducing potential effects on availability of traditional resources. As such, in addition to the resource-specific measures described in the EIA that will mitigate effects on resources that support TLRU, Alberta Transportation's proposed measures to mitigate potential effects the Project on TLRU activities include:</p> <ul style="list-style-type: none"> • maintaining access to identified current use sites (located outside of the designated construction areas and PDA) during construction and operations, including for hunting and fishing, and advising Indigenous groups on post-construction land access management. • notifying Indigenous groups regarding Project activities and schedules, including provision of Project maps and design components, and discussing key traditional harvesting periods. • avoiding substantial interference with public navigation of Elbow River by AEP through the following design practices: <ul style="list-style-type: none"> - as part of construction, a permanent portage will be developed around the in-stream water intake components. - signs directing traffic to detours will be installed during construction of road realignments and modifications. - signs will be installed along the existing Elbow River channel. Multiple signs will be placed upstream and downstream of the water intake components on both banks of Elbow River. These signs will warn users on Elbow River that they are approaching instream water intake components and directing them to a portage location. <p>Additionally, as described in response to Piikani Nation Question 33, Alberta Transportation is committed to designing final monitoring programs that will respond to future refinement of Project planning/design and the results of ongoing engagement with Indigenous groups, including Piikani Nation, and stakeholders.</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</p>			

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				<p>and stakeholders to finalize principles for future land use for a portion of the PDA known as the Land Use Area. 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 First Nations and stakeholders 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>As noted in response to Piikani Nation Question 35, Alberta Transportation has committed to providing responses to Piikani Nation's TUS and welcomes further discussion regarding the outcomes of the TUS and Alberta Transportation's proposed measures to mitigate Project-related effects on issues of concern to Piikani Nation. Alberta 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. [Technical Review Response 46]</p> <p>Alberta Transportation provided a detailed response to Piikani Nation's TUS report under cover dated December 20, 2019 and offered to meet to discuss.</p>			
4	November 7, 2014 Initial SR1 Meeting	Medicinal Plants Traditional Ecological Knowledge	<p>Piikani Nation inquired about getting access to the Springbank SR1 Site.</p> <p>The Piikani Nation wanted to have their Elders involved in site visits on SR1 to assess impacts to medicinal plants and Blackfoot traditional knowledge.</p> <p>The Piikani Nation indicated they would like to complete a TUS of the SR1 Project area.</p>	<p>Alberta Transportation provided funding for the Piikani Nation to conduct a TUS on the project lands (privately and publicly held).</p> <p>Piikani Nation conducted a TUS (13 field days) in summer/fall of 2016. The Piikani Nation delivered a TUS on February 22, 2017.</p> <p>The TUS study was used to inform the Traditional Land and Resource Use (TLRU) sections of the Environmental Impact Assessment (EIA) (Volumes 3A and 3B).</p>	Piikani Nation submitted a TUS report February 22, 2017.	Alberta Transportation funded Piikani Nation's site visits and TUS report.	No further action required.
5	February 22, 2017 The Piikani Nation delivered a Traditional Use Report	Information use	Concerns expressed over how information shared by Piikani Nation will be handled by the authorities.	<p>At the meeting held on January 18, 2017 meeting, Stantec stated that they could include input on traditional ecological knowledge and land use into the EIA and report Indigenous findings subject to confidentiality issues.</p> <p>In an email to Piikani Nation on January 30, 2017, Alberta Transportation had stated they will accept an abbreviated TUS rather than the full report, if Piikani Nation would prefer to keep some knowledge internal.</p>	None at this time.	Alberta Transportation responded to this question and has not received any follow up questions since 2017. Alberta Transportation presumes the response adequately addressed the question.	No further action required.
6	June 15, 2018 Piikani Nation Statement of Concern Springbank off-Stream Reservoir Project June 2018. June 15, 2018	Historical resources Traditional use	Alberta Transportation should review the information in EIA Tables 14-3 and 14-5 at a workshop so that Piikani Nation use of resources is accurately captured. With so many camps it is likely that water was	<p>In a letter dated October 21, 2019, Alberta Transportation committed to holding a workshop to discuss Tables 14-3 and 14-5, and suggested holding it following Alberta Transportation's submission of their written response to Piikani Nation's technical review.</p> <p>Alberta Transportation responded to Piikani Nation's technical review under cover dated December 16, 2019. Alberta Transportation would be</p>	None at this time.	Alberta Transportation offered to discuss Tables 14-3 and 14-5 at a workshop.	Ongoing: Working with First Nation

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	Piikani Nation Technical Review of Alberta Transportation Springbank Off-Stream Reservoir Project Environmental Impact Study, prepared by Schaldemose & Associates Inc., dated June 2018.		harvested from the Elbow River and other waterways and that a variety of food and medicinal plants were historically harvested from these areas. Request review of Table 14-3 at a workshop to ensure Piikani Nation use of resources is accurately captured. [Technical Review Question 63]	pleased to discuss Volume 3A, Table 14-3 with the Piikani Nation at an upcoming meeting and/or workshop. [Technical Review Response 63]			
7	June 15, 2018 Piikani Nation Statement of Concern Springbank off-Stream Reservoir Project June 2018.	Consultation	No consultation has yet occurred with Alberta or Canada. Piikani Nation requests direct consultation to address the project specific and cumulative loss of lands and natural resources and resulting loss of meaningful opportunities for the exercise of Piikani's treaty and aboriginal rights and interests.	Alberta Transportation has been consulting with Piikani Nation since 2014 and has met with them seven times to discuss the Project, Piikani Nation's concerns, and responses to those concerns.	None at this time.	None at this time.	Ongoing: Working with First Nation
8	December 17, 2018 Meeting between Alberta Transportation, Stantec, and Piikani Nation	Consultation	The Piikani Nation voiced concerns that their concerns would not be taken into account.	At the meeting held on December 17, 2018, Alberta Transportation reassured Piikani Nation that they were listening to their concerns and taking them into account for the project. Alberta Transportation provided a detailed response to Piikani Nation's TUS report under cover dated December 20, 2019. Alberta Transportation is committed to working with interested Indigenous groups 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.	None at this time.	None at this time.	Ongoing: Working with First Nation
9	June 15, 2018 Piikani Nation Technical Review of Alberta Transportation Springbank Off-Stream Reservoir Project Environmental Impact Study, prepared by Schaldemose & Associates Inc., dated June 2018.	Consultation	Request a workshop with Piikani Nation consultation office and knowledge holders where commitments related to avoidance measures, mitigation, management, and accommodation strategies will be made prior to any permits or approvals. [Technical Review Question 48]	Alberta Transportation responded to Piikani Nation's technical review under cover dated December 16, 2019. Alberta Transportation would be pleased to hold a workshop with the Piikani Nation consultation office and knowledge holders to discuss Piikani Nation's concerns with the Project and how they might be addressed such as through avoidance and other mitigation measures. [Technical Review Response 48] Alberta Transportation sent the draft Wildlife Mitigation and Monitoring Plan, the draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan, the draft Groundwater Monitoring Plan, and the draft 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 draft Plans at a meeting or workshop. Alberta Transportation provided the draft Fish Rescue and Fish Health Monitoring and Mitigation Programs and the draft Air Quality Monitoring Plan via email on July 22, 2020, with an offer to discuss further if Piikani Nation was interested.	None at this time.	Alberta Transportation offered to hold the requested workshop and also invited Piikani Nation to group meetings to discuss the draft monitoring plans.	Ongoing: Working with First Nation

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				<p>In a letter dated August 4, 2020, Alberta Transportation invited Piikani Nation to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Piikani Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Piikani Nation wished to submit a budget for review.</p>			
10	<p>August 8, 2016 Site Visit</p> <p>August 9, 2016 Site Visit</p> <p>August 16, 2016 Site Visit</p> <p>August 30, 2016 Site Visit</p> <p>August 31, 2016 Site Visit</p> <p>January 18, 2017 Alberta Transportation meeting with the Piikani Nation, Blood Tribe/Kainai, and Siksika Nation in Lethbridge, Alberta.</p> <p>February 22, 2017 The Piikani Nation delivered a Traditional Use Report</p> <p>September 18-19, 2018 Meetings between Alberta Transportation, Stantec, and Piikani Nation</p>	Historic Resources	<p>The Piikani Nation Consultation Technicians and Elders while walking property #21, and #24 (██████████), on both sides of an unnamed creek near the proposed outlet of the reservoir the Piikani Consultation team found what they believed to be evidence of tipi rings (██████████, ██████████, ██████████, ██████████). Piikani Nation inspected a possible tipi ring (██████████, ██████████, ██████████, ██████████). Piikani Nation expressed concern that the tipi rings will be lost if this area is excavated for the SR1 outfall to drain the dry reservoir after a flood event.</p> <p>The Piikani Nation Elders and Consultation technicians while walking SR1 properties #4 and #86 (██████████, ██████████, ██████████) inspected two possible tipi ring locations (██████████, ██████████) an old camp site (██████████, ██████████) fire hearth stones (located outside the Project area: ██████████).</p>	<p>At the time, the engineering and design work for the SR1 outlet was still underway. The concerns expressed by the Piikani Nation were noted and passed on for consideration as the engineering and design continued for the outlet.</p> <p>In emailed on January 7 and 12, 2017, Alberta Transportation requested the Piikani Nation's TUS prior to the meeting on January 18, 2017, so they could review any detailed site-specific concerns and be prepared to discuss potential mitigation measures.</p> <p>Alberta Transportation brought Stantec (Alberta Transportation's consultant) to the January 18, 2017 meeting to share information on their EIA field data collection program and methodologies and to gain an understanding of the traditional knowledge and traditional uses component required in the EIA.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-6 SR1 Project Specific Concerns and Responses - Piikani Nation</i> from the March 2018 EIA: Project activities within the project development area would disturb 11 precontact period and 11 historic period archaeological sites. No traditional land use sites of very high heritage value, such as spiritual sites or human burial sites have been identified within the project development area. Identified sites include isolated finds, artifact scatters, campsites and historic remains such as homesteads and a school. Effects to historical resources are detailed in the EIA, Volume 3A and 3B, section 13.</p> <p>There will be some limited excavation at the outfall structure (18m) to reduce the speed of the water entering the natural channel. Beyond 18m from the outfall no excavation is proposed.</p> <p>ACT independently assesses the heritage value of historic resources, determines the need for, and scope of, any avoidance or mitigation measures, and issues Project approval under the <i>Historical Resources Act</i>. If the Project is approved Alberta Transportation will follow all the requirements for the protection of historic resources as determined by ACT.</p> <p>At the meetings held on September 18-19, 2018, Alberta Transportation discussed creating a map with Piikani Nation identified sites so specific risks and mitigation could be discussed at future meeting.</p>	<p>At the meetings held on September 18-19, 2018, Piikani Nation agreed to having a map of traditional land use (TLU) sites made as long as the map is kept confidential.</p> <p>At the meeting held on December 17, 2018, Piikani Nation requested that Alberta Transportation look into avoiding sites identified near the end of the floodplain berm. Piikani Nation also voiced concerns about protecting sites within the outflow channel requesting that flow control measures be looked into in that area.</p>	None at this time.	Ongoing: Working with First Nation

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		<p>(██████████), and the old North South Trail (██████████).</p> <p>The Piikani Nation are concerned the evidence of these wintering camp grounds and tipi rings will be lost if this area is excavated for the SR1 diversion dikes.</p> <p>The Piikani Nation Elders and Consultation technicians re-inspected the areas on SR1 properties #21 and #24 (██████████). Concerns were expressed that there were wintering campgrounds on the east and west side of the unnamed creek which could be destroyed if this area were excavated for the outlet channel which could have a serious impact on Blackfoot cultural items that might exist in these areas.</p> <p>(██████████)</p> <p>(██████████)</p> <p>(██████████)</p> <p>(██████████)</p> <p>Possible tipi rings discovered.</p> <p>The Piikani Nation Consultation team expressed an interest in having monitors in place during the construction so that they could observe the work being undertaken and to protect Blackfoot artifacts.</p> <p>The Piikani Nation Elders and Consultation technicians re-inspected the areas on SR1 property #4 (██████████). Concerns were expressed that there were possible tipi rings identified at this location.</p> <p>(██████████)</p>	<p>At the meeting held on December 17, 2018, Alberta Transportation stated their willingness to discuss monitoring programs, and that this was a discussion they were also having with Alberta Environment and Parks (AEP) (the eventual owner and operator of SR1).</p> <p>At the meeting held on December 17, 2018, Alberta Transportation provided a map showing Piikani Nation identified sites in relation to the Project components. Alberta Transportation committed to discussing moving the tail of the floodplain berm with their engineers, as well as looking into the flows at the outflow channel and how that will affect the sites there.</p> <p>Under cover letter dated July 20, 2020, Alberta Transportation invited Piikani Nation to observe the archaeological work planned for fall 2020, as well as visit the cultural sites identified by Piikani Nation to confirm potential adverse impacts and mitigation measures.</p> <p>Via a voicemail on October 23, 2020 and email on October 28, 2020, Alberta Transportation invited Piikani Nation to visit the cultural sites identified in their TUS report within NE 3-24-4-W5M to confirm the locations and nature of the sites so Alberta Transportation could determine any potential impacts from the SR1 Project.</p>			

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			<p>██████████ ██████████ ██████████ ██████████</p> <p>The Piikani Nation Elders and Consultation technicians were concerned over the potential loss of Blackfoot artifacts by the SR1 construction in this location.</p> <p>Concerns were raised related to impacts on cultural sites by the SR1 during and after construction.</p> <p>Concerned about cultural sites</p>				
11	<p>November 7, 2014 Initial SR1 Meeting</p> <p>September 15, 2016 Alberta Transportation meeting with the Piikani Nation, Blood Tribe/Kainai, and Siksika Nation at Head Smashed In Buffalo Jump</p> <p>January 18, 2017 Alberta Transportation meeting with the Piikani Nation, Blood Tribe/Kainai, and Siksika Nation in Lethbridge, Alberta.</p>	Historic Resources	<p>Piikani Nation inquired on the availability of the Historic Resources Impact Assessment (HRIA).</p> <p>Piikani Nation requested archaeological information gathered during the SR1 site investigations.</p> <p>Lack of sharing archaeological data for SR1 is a concern.</p>	<p>At the meeting held on January 18, 2017, Alberta Transportation indicated that the impacts to historical resources is under Alberta Culture and Tourism's (ACT) jurisdiction, and Stantec/Alberta Transportation are not able to provide that information at this time. Requests for the archaeological studies would have to go through ACT. Should ACT approve the request for the information, Alberta Transportation could then share it.</p> <p>In a letter dated May 10, 2017, Alberta Transportation indicated they had forwarded Piikani Nation's archaeological concerns to ACT, and the Treaty 7 contact would be available to them to discuss their concerns.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-6 SR1 Project Specific Concerns and Responses - Piikani Nation</i> from the March 2018 EIA: Alberta Transportation is not authorized to disclose the information requested directly to the Piikani Nation. Alberta Transportation contacted ACT and obtained the Treaty 7 representative contact details and passed those details to the Piikani Nation. The Piikani Nation can make their request for the information directly to this individual.</p>	None at this time.	Alberta Transportation cannot provide the requested information. Alberta Transportation provided the contact information for the Treaty 7 contact at ACT to whom Piikani Nation can make the request.	No further action required.
12	<p>June 15, 2018 Piikani Nation Technical Review of Alberta Transportation Springbank Off-Stream Reservoir Project Environmental Impact Study, prepared by Schaldemose & Associates Inc., dated June 2018.</p>	Historic resources	<p>Request Alberta Transportation's support in better data sharing between ACT and stakeholders to obtain HRIA reports. [Technical Review Question 53]</p> <p>Request Piikani Nation inclusion in discussions with ACT related to further investigations of identified sites within the construction boundary. [Technical Review Question 54]</p>	<p>Alberta Transportation responded to Piikani Nation's technical review under cover dated December 16, 2019. Alberta Transportation will forward the recommendation to Alberta Culture, Multiculturalism and Status of Women and will offer to facilitate this meeting. [Response 53]</p> <p>Alberta Transportation has contacted Alberta Culture, Multiculturalism and Status of Women regarding the Piikani's request and, from this, have been asked to have the Piikani Nation directly contact a representative with Alberta Culture, Multiculturalism and Status of Women. The contacted representative is open to discussing and addressing any concerns or information requests the Piikani Nation may have related to the Project. The representative's contact information is provided [in the technical review response]. Alberta Culture, Multiculturalism and Status of Women have also indicated to Alberta Transportation that, if there is a need, they would accommodate and attend meetings or site visits with Indigenous</p>	None at this time.	Alberta Transportation responded to this question in the response to Piikani Nation's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.	Ongoing: Working with First Nation

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				groups to discuss concerns regarding cultural and traditional sites. [Technical Review Response 54]			
13	June 15, 2018 Piikani Nation Statement of Concern Springbank off-Stream Reservoir Project June 2018.	Historical resources	The EIA did not make any specific commitments to protect/avoid TLRU and cultural sites, or any specific commitments to mitigate or accommodate tangible and intangible cultural impacts to Blackfoot culture, traditions and practices that will occur as a result of the Project.	At the meetings held on September 18-19, 2018, Alberta Transportation discussed creating a map with Piikani Nation's identified TLU sites so specific risks and mitigation could be discussed at future meeting. At the meeting held on December 17, 2018, Alberta Transportation provided a map showing Piikani Nation identified sites in relation to the Project components. Alberta Transportation committed to discussing moving the tail of the floodplain berm with their engineers, as well as looking into the flows at the outflow channel and how that will affect the sites there. Alberta Transportation provided a detailed response to Piikani Nation's TUS report under cover dated December 20, 2019. Alberta Transportation is committed to ongoing engagement with Piikani 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. Under cover letter dated July 20, 2020, Alberta Transportation invited Piikani Nation to observe the archaeological work planned for fall 2020, as well as visit the cultural sites identified by Piikani Nation to confirm potential adverse impacts and mitigation measures. Via a voicemail on October 23, 2020 and email on October 28, 2020, Alberta Transportation invited Piikani Nation to visit the cultural sites identified in their TUS report within NE¼ 3-24-4-W5M to confirm the locations and nature of the sites so Alberta Transportation could determine any potential impacts from the SR1 Project.	At the meetings held on September 18-19, 2018, Piikani Nation agreed to having a map of TLU sites made as long as the map is kept confidential. At the meeting held on December 17, 2018, Piikani Nation requested that Alberta Transportation look into avoiding sites identified near the end of the floodplain berm. Piikani Nation also voiced concerns about protecting sites within the outflow channel requesting that flow control measures be looked into in that area.	None at this time.	Ongoing: Working with First Nation
14	September 15, 2016 Alberta Transportation meeting with the Piikani Nation, Blood Tribe/Kainai, and Siksika Nation at Head Smashed In Buffalo Jump June 15, 2018 Piikani Nation Technical Review of Alberta Transportation Springbank Off-Stream Reservoir Project Environmental Impact Study, prepared by Schaldemose & Associates Inc., dated June 2018.	Wildlife Vegetation Information sharing	Piikani Nation requested information on Species at Risk (Wildlife and Plants) gathered during the SR-1 investigations. Request Species at Risk wildlife impact information gathered during the project site investigations. [Technical Review Question 36]	Possible impacts and mitigation measures related to concerns raised by the Piikani Nation (Plant and Wildlife Species at Risk) will be addressed as part of the EIA. On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-6 SR1 Project Specific Concerns and Responses - Piikani Nation</i> from the March 2018 EIA: Twenty-six species of management concern, including 15 birds and 11 mammals were observed during wildlife field surveys between 2015 and 2017. No plant species at risk were recorded during field surveys. Results of the field work are provided in the EIA; Volume 4, Appendix H and L, and Vol 3A sections 10 and 11. At the meetings held on September 18-19, 2018, Alberta Transportation described the mitigation for wildlife that is present in the EIA. This includes: wildlife friendly fencing; vegetated and gentle slopes; observing restricted activity periods and setbacks during construction; and camera monitoring programs. At the meeting held on December 17, 2018, Alberta Transportation reiterated the mitigation measures for wildlife. Alberta Transportation responded to Piikani Nation's technical review under cover dated December 16, 2019. The potential effects of the Project	At the meetings held on September 18-19, 2018, Piikani Nation mentioned that the animals may see the area as safe and use it more after the project is built because there will be no more ranching or grazing.	Alberta Transportation responded to this question in the response to Piikani Nation's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification. Alberta Transportation has developed a draft Wildlife Mitigation and Monitoring Plan, which was provided to Piikani Nation for review and feedback. Alberta Transportation offered funding for Piikani Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss.	Ongoing: Working with First Nation

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				<p>on wildlife including species at risk and species of cultural importance is discussed in Volume 3A, Section 11 and Volume 3B, Section 11 for construction and dry operations and flood and post-flood operations, respectively. The results of the wildlife baseline surveys are provided in the EIA, Volume 4, Appendix H, which includes species at risk observations (Section 3.8, Table 3-12).</p> <p>In addition, as stated in Section 7.1.1.6 of the draft Wildlife Mitigation and Monitoring Plan (WMMP) (Alberta Transportation's response to CEAA IR1-09), remote camera monitoring results will be made available to Indigenous groups and public stakeholders at the end of each monitoring year, and camera results will show the presence of certain traditional species of concern, such as elk, deer, and grizzly bear. The WMMP and the IPP will also outline opportunities for Indigenous groups to participate in monitoring activities, and the results of monitoring activities such as preconstruction nest surveys would be made available to Indigenous groups and public stakeholders including observations of species at risk.</p> <p>Alberta Transportation commits to providing the results of preconstruction and wildlife monitoring surveys to the Piikani Nation on an annual basis as described above. Any species at risk identified during a pre-construction nest survey would be made available after survey completion. Any species at risk identified during a pre-construction nest survey would be made available after survey completion. [Technical Review Response 36]</p> <p>Alberta Transportation sent the draft Wildlife Mitigation and Monitoring Plan via email on April 20, 2020. The email indicated Alberta Transportation welcomes written feedback and would also be available to discuss the draft Plan at a meeting or workshop.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Piikani Nation to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Piikani Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Piikani Nation wished to submit a budget for review.</p>		<p>The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> • Pre-construction surveys will be conducted to identify wildlife features (e.g., nests, dens) and appropriate site-specific mitigation developed. • Temporary workspaces will be reclaimed according to the Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan. • Sections of side slopes and bottom of the diversion channel, and side slopes of the floodplain berm and off-stream dam will be vegetated. Vegetated areas will provide a more conducive material for wildlife to move across. • Hwy 22 bridge over the diversion channel is designed to facilitate wildlife movement through open-span dimensions and filling rip-rap with finer material under the bridge. • Where fencing is proposed around the PDA, wildlife-friendly fencing will be installed to allow ungulate passage (except for fencing around the diversion structure control building). • If construction activities occur within 100 m of an amphibian SOMC breeding wetland during the breeding season (approximately May 1 to September 30), install silt fencing around the perimeter of the wetlands to prevent 	

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						<p>amphibians from moving into active construction areas.</p> <ul style="list-style-type: none"> Waste will be stored in wildlife-proof containers and wildlife awareness training will be provided to staff on site to reduce human-wildlife conflict (e.g., bears). A remote camera monitoring program will be implemented to evaluate the effectiveness of mitigation measures designed to reduce potential effects of the Project on wildlife movement. During flood operations, a migratory bird salvage program will be implemented in the off-stream reservoir footprint to reduce mortality risk to ground nesting birds within the constraints of a limited advance flood warning (two to three days) and worker safety. 	
15	September 18-19, 2018 Meetings between Alberta Transportation, Stantec, and Piikani Nation	Wildlife Wildlife habitat	Concerned about the wildlife and wildlife habitat in the area.	<p>At the meetings held on September 18-19, 2018, Alberta Transportation described the mitigation for wildlife that is present in the EIA. This includes: wildlife friendly fencing; vegetated and gentle slopes; observing restricted activity periods and setbacks during construction; and camera monitoring programs.</p> <p>At the meeting held on December 17, 2018, Alberta Transportation reiterated the mitigation measures for wildlife and offered to meet to discuss the draft Wildlife Mitigation and Monitoring Plan.</p> <p>Alberta Transportation sent the draft Wildlife Mitigation and Monitoring 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> <p>In a letter dated August 4, 2020, Alberta Transportation invited Piikani Nation to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Piikani Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Piikani Nation wished to submit a budget for review.</p>	At the meetings held on September 18-19, 2018, Piikani Nation mentioned that the animals may see the area as safe and use it more after the project is built because there will be no more ranching or grazing.	<p>Alberta Transportation has developed a draft Wildlife Mitigation and Monitoring Plan, which was provided to Piikani Nation for review and feedback. Alberta Transportation offered funding for Piikani Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> Pre-construction surveys will be conducted to identify wildlife features (e.g., nests, dens) and appropriate site-specific mitigation developed. 	Ongoing: Working with First Nation

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						<ul style="list-style-type: none"> • Temporary workspaces will be reclaimed according to the Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan. • Sections of side slopes and bottom of the diversion channel, and side slopes of the floodplain berm and off-stream dam will be vegetated. Vegetated areas will provide a more conducive material for wildlife to move across. • Hwy 22 bridge over the diversion channel is designed to facilitate wildlife movement through open-span dimensions and filling rip-rap with finer material under the bridge. • Where fencing is proposed around the PDA, wildlife-friendly fencing will be installed to allow ungulate passage (except for fencing around the diversion structure control building). • If construction activities occur within 100 m of an amphibian SOMC breeding wetland during the breeding season (approximately May 1 to September 30), install silt fencing around the perimeter of the wetlands to prevent amphibians from moving into active construction areas. • Waste will be stored in wildlife-proof containers and wildlife awareness training will be provided to staff on site to reduce human-wildlife conflict (e.g., bears). • A remote camera monitoring program will be implemented to evaluate the effectiveness of mitigation measures designed to reduce potential 	

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						<p>effects of the Project on wildlife movement.</p> <ul style="list-style-type: none"> • During flood operations, a migratory bird salvage program will be implemented in the off-stream reservoir footprint to reduce mortality risk to ground nesting birds within the constraints of a limited advance flood warning (two to three days) and worker safety. 	
16	<p>June 15, 2018 Piikani Nation Statement of Concern Springbank off-Stream Reservoir Project June 2018.</p> <p>June 15, 2018 Piikani Nation Technical Review of Alberta Transportation Springbank Off-Stream Reservoir Project Environmental Impact Study, prepared by Schaldemose & Associates Inc., dated June 2018.</p>	Wildlife	<p>Alberta Transportation should provide supporting information to demonstrate that successful ungulate crossings can be achieved with the proposed cover materials for rip-rap and revise the significance rating to reflect the predicted measurable change in the abundance and distribution of ungulates in the Local Assessment Area (LAA).</p> <p>Requests information to demonstrate that ungulate crossing can be achieved with the proposed cover and rip-rap. [Technical Review Question 40]</p> <p>Revise significance rating to reflect predicted change in abundance of ungulates in LAA. [Technical Review Question 40]</p>	<p>At the meetings held on September 18-19, 2018, Alberta Transportation described the mitigation for wildlife that is present in the EIA. This includes: wildlife friendly fencing; vegetated and gentle slopes; observing restricted activity periods and setbacks during construction; and camera monitoring programs.</p> <p>Alberta Transportation responded to Piikani Nation's technical review under cover dated December 16, 2019. The initial design for riprap in the diversion channel under the bridges of Range Road 242 and Highway 22 did not include additional fill material. However, through public engagement, stakeholders and Indigenous groups have shown concern for potential Project effects on wildlife movement; therefore, to help facilitate the movement of wildlife through the diversion channel under the bridges, the riprap in the diversion channel beneath the bridges will be filled with finer material on the bottom to create a more conducive substrate for wildlife to walk on (Clevenger 2011). Most crossable sections of the diversion channel will be soil that is vegetated with grasses.</p> <p>An updated effects assessment is not required because the assessment conclusion for effects on wildlife movement would not change based on the information available. However, there is some uncertainty related to wildlife movement and how various species might respond to the filled riprap. A monitoring program using remote cameras will be designed to identify whether permanent features of the Project, such as the diversion channel, act as a barrier to wildlife movement, especially for ungulates (see Volume 3C, Section 2.10). A draft WMMP is provided [in the technical review response] as Appendix 40-1. [Technical Review Response 40]</p>	None at this time.	<p>Alberta Transportation responded to these questions in the response to Piikani Nation's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.</p> <p>Alberta Transportation has developed a draft Wildlife Mitigation and Monitoring Plan, which was provided to Piikani Nation for review and feedback. Alberta Transportation offered funding for Piikani Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> • Temporary workspaces will be reclaimed according to the Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan. • Sections of side slopes and bottom of the diversion 	Ongoing: Working with First Nation

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						<p>channel, and side slopes of the floodplain berm and off-stream dam will be vegetated. Vegetated areas will provide a more conducive material for wildlife to move across.</p> <ul style="list-style-type: none"> • Hwy 22 bridge over the diversion channel is designed to facilitate wildlife movement through open-span dimensions and filling rip-rap with finer material under the bridge. • Where fencing is proposed around the PDA, wildlife-friendly fencing will be installed to allow ungulate passage (except for fencing around the diversion structure control building). • A remote camera monitoring program will be implemented to evaluate the effectiveness of mitigation measures designed to reduce potential effects of the Project on wildlife movement. 	
17	<p>June 15, 2018 Piikani Nation Statement of Concern Springbank off-Stream Reservoir Project June 2018.</p> <p>June 15, 2018 Piikani Nation Technical Review of Alberta Transportation Springbank Off-Stream Reservoir Project Environmental Impact Study, prepared by Schaldemose & Associates Inc., dated June 2018.</p>	Wildlife	<p>The proponent should consult members of all potentially affected indigenous groups to: (i) validate lists of traditionally important wildlife species, (ii) add unique or overlooked species of traditional importance, and (iii) identify if indigenous members have specific knowledge about wildlife patterns within the LAA.</p> <p>Requests collaboration with Piikani Nation to validate inventories to traditionally important wildlife species, and identify if Indigenous members have specific knowledge about wildlife patterns within the LAA. [Technical Review Question 35]</p>	<p>Alberta Transportation responded to Piikani Nation's technical review under cover dated December 16, 2019. Volume 3A, Section 11.1.3 describes information about wildlife species of cultural importance obtained through the Indigenous engagement process for the Project, including through available TUS, and publicly available literature. Alberta Transportation received a TUS report from Piikani Nation prior to filing the EIA. In addition, Alberta Transportation provided an updated assessment for each species of cultural importance in response to Round 1 CEAA Package 2, IR2-11. [Technical Review Response 35]</p> <p>Alberta Transportation provided a response to Piikani Nation's TUS on December 20, 2019 and welcomes further discussion regarding the outcomes of the TUS and Alberta Transportation's proposed measures to mitigate Project-related effects on traditionally important wildlife species.</p>	None at this time.	<p>Alberta Transportation responded to this question in the response to Piikani Nation's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.</p>	Ongoing: Working with First Nation

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18	June 15, 2018 Piikani Nation Statement of Concern Springbank off-Stream Reservoir Project June 2018.	Habitat	Alberta Transportation should collect more data to calibrate habitat suitability models for specific key indicators and validate assessment predictions.	Alberta Transportation responded to Piikani Nation's technical review under cover dated December 16, 2019. As stated in EIA Volume 4, Appendix H, Attachment 11A, sufficient species occurrence data in the LAA to externally verify the habitat suitability models was unavailable. However, the models provide a reasonable prediction of habitat suitability based on current knowledge and peer-reviewed literature of each key indicator's ecology and habitat requirements. [Technical Review Response 37]	None at this time.	Alberta Transportation responded to this question in the response to Piikani Nation's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.	Ongoing: Working with First Nation
19	June 15, 2018 Piikani Nation Technical Review of Alberta Transportation Springbank Off-Stream Reservoir Project Environmental Impact Study, prepared by Schaldemose & Associates Inc., dated June 2018.	Wildlife	Concerned that revegetation measures are insufficiently detailed in describing the benefits of the mitigation on wildlife habitat reinstatement. [Technical Review Question 39]	<p>At the meetings held on September 18-19, 2018, Alberta Transportation described the mitigation for wildlife that is present in the EIA. This includes: wildlife friendly fencing; vegetated and gentle slopes; observing restricted activity periods and setbacks during construction; and camera monitoring programs.</p> <p>Alberta Transportation responded to Piikani Nation's technical review under cover dated December 16, 2019. A draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan is provided in the response to Piikani Nation Question 18, Appendix 18-1 [in the technical review response]. The draft plan identifies target revegetation goals, including vegetation cover, seeding prescriptions and plantings, for areas disturbed by project activities. The Plan should help re-establish vegetation cover and plant species diversity of areas disturbed by Project activities which should mitigate wildlife habitat loss.</p> <p>Indigenous engagement and consultation with Piikani Nation specifically are ongoing and will guide monitoring and revegetation plans. The final plan will be developed following Project approval and be based on provincial and federal approval conditions. [Technical Review Response 39]</p> <p>Alberta Transportation sent the draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan via email on April 20, 2020. The email indicated Alberta Transportation welcomes written feedback and would also be available to discuss the draft Plan at a meeting or workshop.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Piikani Nation to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Piikani Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Piikani Nation wished to submit a budget for review.</p>	None at this time.	<p>Alberta Transportation responded to this question in the response to Piikani Nation's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.</p> <p>Alberta Transportation has developed a draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan, which was provided to Piikani Nation for review and feedback. Alberta Transportation offered funding for Piikani Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> • Construction activities will be restricted to the approved construction footprint. • All equipment will arrive at the Project site clean and free of soil and vegetative debris. • Field visit with Indigenous Elders will be conducted prior to construction to identify 	Ongoing: Working with First Nation

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						<p>priority areas for harvest of traditional plants</p> <ul style="list-style-type: none"> • Where possible, temporary workspaces and access roads will be in areas that avoid wildlife features and native vegetation (e.g., shrubland, treed areas, wetlands). • Where there are permanent or temporary access roads, cross drainage will be maintained to allow water to move freely from one side of the road to the other. • Cover crop seed mixture will be applied to assist in weed and erosion control on exposed soils where warranted. • Native areas disturbed by the Project will be reseeded using an Alberta Transportation native seed mix customized for the Project. Roots will be retained from cleared native areas and used to assist with revegetation. Selected seed mix will incorporate input on native species to be used from Indigenous groups. • Areas of sediment deposition where wind erosion may be an issue may be hydroseeded with native plant species and a tackifier to reduce erosion. An operation and maintenance plan for the reservoir will be developed that would include sediment stabilization and debris management. • Vegetation cover establishment will be monitored, and areas of poor cover re-seeded as needed. • Disturbed areas will be monitored for noxious and prohibited noxious weeds 	

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						<p>and species controlled as identified in the Alberta Weed Control Act and associated regulations.</p> <ul style="list-style-type: none"> Herbicide will not be applied within 30 m of plant species or ecological communities of management concern, wetland or waterbody. Spot spraying, wicking, mowing, or hand picking are acceptable measures for control of regulated weeds in these areas. 	
20	<p>June 15, 2018</p> <p>Piikani Nation Technical Review of Alberta Transportation Springbank Off-Stream Reservoir Project Environmental Impact Study, prepared by Schaldemose & Associates Inc., dated June 2018.</p>	Wildlife habitat	Requests more information on the four-class wildlife habitat rating scheme. [Technical Review Question 37]	<p>Alberta Transportation responded to Piikani Nation's technical review under cover dated December 16, 2019. For each key indicator species, the classes in the four-class wildlife habitat rating scheme are explained under Ratings Assumptions (see Volume 4, Appendix H, Attachment 11A, Section 11A.2 for olive-sided flycatcher, Sprague's pipit, northern leopard frog, elk, and grizzly bear and Volume 3A, Section 11.4.7.1 for sora), where all relevant land cover types associated with the key indicator are assigned a rating of high (1), moderate (2), or low (3). All other land cover types are ranked as very low to nil (4). [Technical Review Response 37]</p>	None at this time.	<p>Alberta Transportation responded to this question in the response to Piikani Nation's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.</p>	Ongoing: Working with First Nation
21	<p>February 22, 2017</p> <p>The Piikani Nation delivered a Traditional Use Report</p>	Wildlife Medicinal plants	Impacts to wildlife and medicinal plants, especially if one species is altered or annihilated, and how this will affect the ecosystem.	<p>Alberta Transportation responded in a letter dated May 10, 2017: Possible impacts and mitigation measures related to concerns raised by the Piikani Nation (wildlife, plants) will be addressed as part of the EIA.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-6 SR1 Project Specific Concerns and Responses - Piikani Nation</i> 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>With the application of mitigation and environmental protection measures, residual environmental effects on wildlife, including migratory birds, species at risk, biodiversity, and provisions to maintain ungulate movement which was recommended by Indigenous groups are predicted to be not significant. The residual effects on change in habitat, movement, and mortality risk are unlikely to pose a long-term threat to the persistence or viability of a wildlife species including migratory birds and species.</p> <p>At the meetings held on September 18-19, 2018, Alberta Transportation described the mitigation for wildlife that is present in the EIA. This includes: wildlife friendly fencing; vegetated and gentle slopes; observing</p>	<p>At the meetings held on September 18-19, 2018, Piikani Nation mentioned that the animals may see the area as safe and use it more after the project is built because there will be no more ranching or grazing.</p>	<p>Alberta Transportation responded to this question in the response to Piikani Nation's TUS. Alberta Transportation offered to meet to discuss the TUS and did not receive any follow up questions or requests for clarification.</p> <p>Alberta Transportation has developed a draft Wildlife Mitigation and Monitoring Plan, which was provided to Piikani Nation for review and feedback. Alberta Transportation offered funding for Piikani Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p>	Ongoing: Working with First Nation

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				<p>restricted activity periods and setbacks during construction; and camera monitoring programs.</p> <p>At the meeting held on December 17, 2018, Alberta Transportation reiterated the mitigation measures for wildlife.</p> <p>Alberta Transportation provided a detailed response to Piikani Nation's TUS report under cover dated December 20, 2019. In addition to the measures proposed to mitigate potential effects on wildlife and biodiversity, and on vegetation and wetlands, as described above, Alberta Transportation will implement the following measures to mitigate potential effects on plant harvesting:</p> <ul style="list-style-type: none"> • 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 provide opportunities for harvesting or relocating medicinal and ceremonial plants prior to construction. • 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 access management. <p>Alberta Transportation sent the draft Wildlife Mitigation and Monitoring Plan and draft Vegetation and Wetland Mitigation via email on April 20, 2020. The email indicated Alberta Transportation welcomes written feedback and would also be available to discuss the draft Plans at a meeting or workshop.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Piikani Nation to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Piikani Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Piikani Nation wished to submit a budget for review.</p>		<p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> • Pre-construction surveys will be conducted to identify wildlife features (e.g., nests, dens) and appropriate site-specific mitigation developed. • Temporary workspaces will be reclaimed according to the Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan. • Sections of side slopes and bottom of the diversion channel, and side slopes of the floodplain berm and off-stream dam will be vegetated. Vegetated areas will provide a more conducive material for wildlife to move across. • Hwy 22 bridge over the diversion channel is designed to facilitate wildlife movement through open-span dimensions and filling rip-rap with finer material under the bridge. • Where fencing is proposed around the PDA, wildlife-friendly fencing will be installed to allow ungulate passage (except for fencing around the diversion structure control building). • If construction activities occur within 100 m of an amphibian SOMC breeding wetland during the breeding season (approximately May 1 to September 30), install silt fencing around the perimeter of the wetlands to prevent amphibians from moving into active construction areas. • Waste will be stored in wildlife-proof containers and wildlife awareness training will be provided to staff on 	

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						<p>site to reduce human-wildlife conflict (e.g., bears).</p> <ul style="list-style-type: none"> A remote camera monitoring program will be implemented to evaluate the effectiveness of mitigation measures designed to reduce potential effects of the Project on wildlife movement. During flood operations, a migratory bird salvage program will be implemented in the off-stream reservoir footprint to reduce mortality risk to ground nesting birds within the constraints of a limited advance flood warning (two to three days) and worker safety. 	
22	February 22, 2017 The Piikani Nation delivered a Traditional Use Report	Wildlife Fish	Impacts to wildlife and stranding of fish in the reservoir during flood events.	<p>Alberta Transportation responded in a letter dated May 10, 2017: Possible impacts and mitigation measures related to concerns raised by the Piikani Nation (wildlife) will be addressed as part of the EIA.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-6 SR1 Project Specific Concerns and Responses - Piikani Nation</i> from the March 2018 EIA: The Project will result in the permanent loss of 1,854 m² fish habitat at the diversion structure. This area has been identified as suitable foraging habitat for trout including, mountain whitefish, brown trout and rainbow trout. The area that will be lost is small compared to the habitat available within the local assessment area, which is approximately 3,100,000 m². Given the limited extent of the habitat affected impacts to fish and fish habitat are predicted to be not significant. The assessment of effects to fish and fish habitat are provided in the EIA Volumes 3A and 3B, section 8.</p> <p>After a flood, the water flows in the diversion channel will be gradually reduced and the reservoir slowly drained to facilitate the movement of fish from the reservoir, back to the Elbow River with the receding water. The outlet will be designed and operated in a manner that allows fish egress out of the reservoir, downstream into the outlet channel. Drainage areas within the reservoir will be graded to reduce stranding of fish during release of stored flood water from the reservoir. During draining of the reservoir, monitoring will be undertaken to identify isolated pools and the potential that fish may become stranded. If potential fish stranding is identified, a fish rescue program will be undertaken to return the fish to the river.</p> <p>With the application of mitigation and environmental protection measures, residual environmental effects on wildlife, including migratory birds, species at risk, biodiversity, and provisions to maintain ungulate</p>	At the meetings held on September 18-19, 2018, Piikani Nation commented that the animals may see the area as safe and use it more after the project is built because there will be no more ranching or grazing.	<p>Alberta Transportation has developed a draft Wildlife Mitigation and Monitoring Plan, which was provided to Piikani Nation for review and feedback. Alberta Transportation offered funding for Piikani Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> Pre-construction surveys will be conducted to identify wildlife features (e.g., nests, dens) and appropriate site-specific mitigation developed. Temporary workspaces will be reclaimed according to the Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan. 	Ongoing: Working with First Nation Piikani Nation attended the September 17, 2020 group meeting on the draft Surface Water Monitoring Plan and the draft Fish Rescue and Fish Health Monitoring and Mitigation Programs Plan.

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				<p>movement which was recommended by Indigenous groups are predicted to be not significant. The residual effects on change in habitat, movement, and mortality risk are unlikely to pose a long-term threat to the persistence or viability of a wildlife species including migratory birds and species.</p> <p>At the meetings held on September 18-19, 2018, Alberta Transportation described the mitigation for wildlife that is present in the EIA. This includes: wildlife friendly fencing; vegetated and gentle slopes; observing restricted activity periods and setbacks during construction; and camera monitoring programs.</p> <p>At the meetings held on September 18-19, 2018, Alberta Transportation described that stranded fish will be rescued after the reservoir is emptied.</p> <p>At the meeting held on December 17, 2018, Alberta Transportation reiterated the mitigation measures for fish and wildlife.</p> <p>Alberta Transportation provided a detailed response to Piikani Nation's TUS report under cover dated December 20, 2019. Alberta Transportation has developed proposed mitigation measures to address the potential for the stranding of fish caused by the draining of the temporary lake which would form and for fish passage. Modelling for fish passage velocities was completed up to the expected maximum 3-day delay of a 1:10 year magnitude flood. Modelled results for water depth and velocities (see EIA Volume 4, Appendix M, Attachment 8A) indicate that the water velocities and flow patterns in Elbow River post-construction are similar to the pre-construction state. Mitigation for fish passage, including boulder clusters and v-weirs, would be constructed downstream of the structure gates and include features that mimic natural fish habitats in cobble bed rivers, such as those altered during the construction of the diversion structure. With the implementation of mitigation, the Project is unlikely to reduce the productivity or sustainability of resident fish as defined by the Fisheries Act.</p> <p>Alberta Transportation is in the process of developing a formal fish rescue program. Fish rescue efforts will be maximized to the extent possible when safe to do so by increasing manpower to multiple fish rescue teams. This added manpower will mitigate potential effects to fish as a result of change in temperature by increasing fish rescue efforts and the rate of capture to the extent possible.</p> <p>The contours and elevations of the reservoir will inherently pool water to a deeper central area; this topography will increase depth. Cover in the form of depth will be offered in the reservoir as refuge to potential predation.</p> <p>Alberta Transportation provided the Draft Fish Rescue and Fish Health Monitoring and Mitigation Programs via email on July 22, 2020, with an offer to discuss further if Piikani Nation was interested.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Piikani Nation to attend group online meetings to discuss the draft monitoring plans and the fish offsetting options. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Piikani Nation preferred.</p>		<ul style="list-style-type: none"> Sections of side slopes and bottom of the diversion channel, and side slopes of the floodplain berm and off-stream dam will be vegetated. Vegetated areas will provide a more conducive material for wildlife to move across. Hwy 22 bridge over the diversion channel is designed to facilitate wildlife movement through open-span dimensions and filling rip-rap with finer material under the bridge. Where fencing is proposed around the PDA, wildlife-friendly fencing will be installed to allow ungulate passage (except for fencing around the diversion structure control building). If construction activities occur within 100 m of an amphibian SOMC breeding wetland during the breeding season (approximately May 1 to September 30), install silt fencing around the perimeter of the wetlands to prevent amphibians from moving into active construction areas. Waste will be stored in wildlife-proof containers and wildlife awareness training will be provided to staff on site to reduce human-wildlife conflict (e.g., bears). A remote camera monitoring program will be implemented to evaluate the effectiveness of mitigation measures designed to reduce potential effects of the Project on wildlife movement. During flood operations, a migratory bird salvage program will be implemented in the off-stream reservoir 	

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				<p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Piikani Nation wished to submit a budget for review.</p>		<p>footprint to reduce mortality risk to ground nesting birds within the constraints of a limited advance flood warning (two to three days) and worker safety.</p> <p>Alberta Transportation has developed a draft Fish Rescue and Fish Health Monitoring and Mitigation Programs Plan, which was provided to Piikani Nation for review and feedback. Alberta Transportation offered funding for Piikani Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> rescue fish from the reservoir following flood operation; the fish rescue will be initiated once conditions are safe to enter the reservoir release fish back to Elbow River following rescue from the reservoir monitor fish that have been released to Elbow River for signs of behavioural or physical distress. 	
23	<p>September 15, 2016 Alberta Transportation meeting with the Piikani Nation, Blood Tribe/Kainai, and Siksika Nation at Head Smashed In Buffalo Jump</p>	<p>Fish Fish habitat Information sharing</p>	<p>Piikani Nation requested impact information on fish and fish habitat resulting from the SR-1 project.</p>	<p>Possible impacts and mitigation measures related to concerns raised by the Piikani Nation (fish, fish habitat) will be addressed as part of the EIA.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-6 SR1 Project Specific Concerns and Responses - Piikani Nation</i> from the March 2018 EIA: The Project will result in the permanent loss of 1,854 m² fish habitat at the diversion structure. This area has been identified as suitable foraging habitat for trout including, mountain whitefish, brown trout and rainbow trout. The area that will be lost is small compared to the habitat available within the local assessment area, which is approximately</p>	<p>None at this time.</p>	<p>Alberta Transportation has developed a draft Fish Rescue and Fish Health Monitoring and Mitigation Programs Plan, which was provided to Piikani Nation for review and feedback. Alberta Transportation offered funding for Piikani Nation to provide written feedback and provided multiple opportunities to provide oral</p>	<p>Ongoing: Working with First Nation Piikani Nation attended the September 17, 2020 group meeting on the draft Surface Water Monitoring Plan and the draft Fish Rescue and Fish Health Monitoring and</p>

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				<p>3,100,000 m². Given the limited extent of the habitat affected impacts to fish and fish habitat are predicted to be not significant. The assessment of effects to fish and fish habitat are provided in the EIA Volumes 3A and 3B, section 8.</p> <p>At the meetings held on September 18-19, 2018, Alberta Transportation described the effects to fish and fish habitat and the mitigation proposed, including that structures will allow fish passage along the Elbow River as well as into and out of the reservoir, and there will be rescue of stranded fish after the reservoir is emptied.</p> <p>At the meeting held on December 17, 2018, Alberta Transportation reiterated the mitigation measures for fish.</p> <p>Alberta Transportation provided the Draft Fish Rescue and Fish Health Monitoring and Mitigation Programs via email on July 22, 2020, with an offer to discuss further if Piikani Nation was interested.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Piikani Nation to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Piikani Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Piikani Nation wished to submit a budget for review.</p>		<p>feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> • rescue fish from the reservoir following flood operation; the fish rescue will be initiated once conditions are safe to enter the reservoir • release fish back to Elbow River following rescue from the reservoir • monitor fish that have been released to Elbow River for signs of behavioural or physical distress. <p>The Surface Water Monitoring Plan outlines key mitigations to protect fish passage during construction and dry operations; key mitigation measures in the Plan are:</p> <ul style="list-style-type: none"> • Boulders will be added to increase the bed roughness of the river channel immediately downstream of the diversion structure, which will increase water depths and reduce velocities. • Boulder V-weir structures will be constructed in the river channel downstream of the gates to provide slower velocity and deeper resting zones. • A monitoring plan will be undertaken to identify if fish passage is impeded for 	<p>Mitigation Programs Plan.</p>

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						<p>migratory salmonids or other fish species.</p> <ul style="list-style-type: none"> To maintain upstream fish passage in Elbow River after a flood has occurred, debris will be cleaned from the structure gates after a flood recedes to allow unimpeded fish passage upstream over the structure. Maintenance, debris removal on the structure, and on the fish passage structures will occur immediately to accommodate fish passage. 	
24	<p>September 15, 2016 Alberta Transportation meeting with the Piikani Nation, Blood Tribe/Kainai, and Siksika Nation at Head Smashed In Buffalo Jump June 15, 2018 Piikani Nation Technical Review of Alberta Transportation Springbank Off-Stream Reservoir Project Environmental Impact Study, prepared by Schaldemose & Associates Inc., dated June 2018.</p>	Fish	<p>Piikani Nation requested information on how the design of the SR-1 is being undertaken to ensure that during a flood event that the mortality of fish is limited.</p> <p>Request confirmation that fish entrainment will be monitored and a fish salvage plan be put in place. [Technical Review Question 12]</p>	<p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-6 SR1 Project Specific Concerns and Responses - Piikani Nation</i> from the March 2018 EIA: After a flood, the water flows in the diversion channel will be gradually reduced and the reservoir slowly drained to facilitate the movement of fish from the reservoir, back to the Elbow River with the receding water. The outlet will be designed and operated in a manner that allows fish egress out of the reservoir, downstream into the outlet channel. Drainage areas within the reservoir will be graded to reduce stranding of fish during release of stored flood water from the reservoir. During draining of the reservoir, monitoring will be undertaken to identify isolated pools and the potential that fish may become stranded. If potential fish stranding is identified, a fish rescue program will be undertaken to return the fish to the river.</p> <p>At the meetings held on September 18-19, 2018, Alberta Transportation described the effects to fish and fish habitat and the mitigation proposed, including that structures will allow fish passage along the Elbow River as well as into and out of the reservoir, and there will be rescue of stranded fish after the reservoir is emptied.</p> <p>At the meeting held on December 17, 2018, Alberta Transportation reiterated the mitigation measures for fish.</p> <p>Alberta Transportation responded to Piikani Nation's technical review under cover dated December 16, 2019. Alberta Transportation will develop a detailed plan to monitor and rescue fish entrained in the off-stream reservoir. A summary of the fish rescue monitoring plan is below:</p> <p>Post-flood operations will include monitoring fish in the off-stream reservoir to manage fish entrained in the reservoir. The low-level outlet structure will be operated in a manner that allows fish egress from the off-stream reservoir and into the unnamed creek. Fish monitoring will be necessary to identify shallow areas in the off-stream reservoir that become isolated and</p>	None at this time.	<p>Alberta Transportation responded to this question in the response to Piikani Nation's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.</p> <p>Alberta Transportation has developed a draft Fish Rescue and Fish Health Monitoring and Mitigation Programs Plan, which was provided to Piikani Nation for review and feedback. Alberta Transportation offered funding for Piikani Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> rescue fish from the reservoir following flood 	<p>Ongoing: Working with First Nation</p> <p>Piikani Nation attended the September 17, 2020 group meeting on the draft Surface Water Monitoring Plan and the draft Fish Rescue and Fish Health Monitoring and Mitigation Programs Plan.</p>

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				<p>strand fish as the water levels drop. This monitoring will be done to inform fish rescue activities.</p> <p>Monitoring for fish rescue activities will include the following:</p> <ul style="list-style-type: none"> • During the release of water, isolated pools will be identified and the potential for fish to become stranded will be assessed. • Monitoring in and around the outlet structure will be done to observe if and how fish congregate around the outlet and if conditions permit their movement out of the reservoir. Visual monitoring will also include assessing for potential harm or mortality of fish caused by movement through the outlet. A sampling of fish that are injured (e.g., swimming on side and cannot maintain balance) or dead will be captured when safe to do so using dip nets. Observations and photographs of external physical damage to fish will be recorded. • Water quality in the off-stream reservoir will be monitored using hand-held meters to assess water temperature and dissolved oxygen to inform fish capture and handling methods. If conditions in the reservoir become unfavorable (i.e., low oxygen and elevated temperatures), additional fish rescue crews and equipment will be mobilized. • Monitoring methods will vary according to conditions and may include the use of a drone to identify isolated pools; accessing shallow pools by crews in boats (e.g., airboats, light rafts with oars and jet motor, kayaks); or by crews on foot if the depth and substrate conditions are safe to wade in. • When the water has been fully drained from the reservoir, it will be surveyed to identify isolated pools where fish might be stranded. • Fish will be handled according to conditions set out in the Fish Research License (FRL). Fish in captivity will be monitored (e.g., water temperature, air bubblers, signs of respiration, acclimation time) and appropriate adjustments in handling will be made as needed for fish survival. • Monitoring will be undertaken at a frequency that allows for successful fish rescue based on environmental conditions, including ambient air temperature and the rate of the receding water level. • Shoreline surveys immediately downstream of the confluence of the unnamed tributary with Elbow River will be completed periodically to assess if potentially translocated fish show signs of stress (e.g., swimming on side) or mortality. Adjustments in returning fish to Elbow River will be made, as needed, to mitigate stress to fish (e.g., increase acclimation time). [Technical Review Response 12] <p>Alberta Transportation provided the Draft Fish Rescue and Fish Health Monitoring and Mitigation Programs via email on July 22, 2020, with an offer to discuss further if Piikani Nation was interested.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Piikani Nation to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Piikani Nation preferred.</p>		<p>operation; the fish rescue will be initiated once conditions are safe to enter the reservoir</p> <ul style="list-style-type: none"> • release fish back to Elbow River following rescue from the reservoir • monitor fish that have been released to Elbow River for signs of behavioural or physical distress. <p>The Surface Water Monitoring Plan outlines key mitigations to protect fish passage during construction and dry operations; key mitigation measures in the Plan are:</p> <ul style="list-style-type: none"> • Boulders will be added to increase the bed roughness of the river channel immediately downstream of the diversion structure, which will increase water depths and reduce velocities. • Boulder V-weir structures will be constructed in the river channel downstream of the gates to provide slower velocity and deeper resting zones. • A monitoring plan will be undertaken to identify if fish passage is impeded for migratory salmonids or other fish species. • To maintain upstream fish passage in Elbow River after a flood has occurred, debris will be cleaned from the structure gates after a flood recedes to allow unimpeded fish passage upstream over the structure. • Maintenance, debris removal on the structure, and on the fish passage structures will occur 	

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				In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Piikani Nation wished to submit a budget for review.		immediately to accommodate fish passage.	
25	<p>June 15, 2018 Piikani Nation Statement of Concern Springbank off-Stream Reservoir Project June 2018.</p> <p>June 15, 2018 Piikani Nation Technical Review of Alberta Transportation Springbank Off-Stream Reservoir Project Environmental Impact Study, prepared by Schaldemose & Associates Inc., dated June 2018.</p>	Fish habitat Consultation	<p>Piikani Nation community representatives should be consulted about plans to provide fish habitat replacement or offset, including the DFO consultation and authorization process.</p> <p>Request a copy of the Fisheries and Oceans Canada application, and request Piikani Nation be consulted with about plans to provide fish habitat replacement or offset. [Technical Review Question 11]</p>	<p>Alberta Transportation responded to Piikani Nation's technical review under cover dated December 16, 2019. Applications to Fisheries and Oceans Canada (DFO) have not yet been submitted. Alberta Transportation is committed with working with the Piikani Nation on the identification and development of offsetting options to satisfy DFO and Fisheries Act requirements for the Project. A section 35(2) authorization under the Fisheries Act will be applied for by Alberta Transportation as part of the regulatory process for the Project. The application will include an offsetting plan as required by DFO.</p> <p>The final approval of any proposed project and associated offset will be authorized by DFO; Alberta Transportation is willing to share the Authorization with Piikani Nation. [Technical Review Response 11]</p> <p>Under a cover letter dated June 30, 2020, Alberta Transportation sent a letter regarding Fisheries and Oceans Canada and fish offsetting requirements for the SR1 Project, with an indication that they would like to meet in late July-August to discuss the options and get feedback from Piikani Nation.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Piikani Nation to attend group online meetings to discuss the fish offsetting plans.</p>	None at this time.	None at this time.	Ongoing: Working with First Nation
26	<p>June 15, 2018 Piikani Nation Statement of Concern Springbank off-Stream Reservoir Project June 2018.</p> <p>June 15, 2018 Piikani Nation Technical Review of Alberta Transportation Springbank Off-Stream Reservoir Project Environmental Impact Study, prepared by Schaldemose & Associates Inc., dated June 2018.</p>	Vegetation	<p>Alberta Transportation should complete additional surveys in the 1-km buffer between the PDA and LAA to ground-truth all mapped ecosites and to determine if there are any rare plants, rare plant communities, and/or traditional use species that should be considered for mitigation.</p> <p>Concerned about the lack of survey sites within the 1 km buffer between the PDA and LAA, and requests additional surveys and ground truthing be done to determine if there are any rare plants and/or traditional species. [Technical Review Question 21]</p> <p>Requests data on how many surveys were completed for each ecosite. [Technical Review Question 22]</p>	<p>Alberta Transportation responded to Piikani Nation's technical review under cover dated December 16, 2019. As is common practice for environmental impact assessment, baseline surveys targeted ecosite phases representative of the vegetation LAA and areas of higher rare plant potential (e.g., wetlands, riparian areas, exposed soil). Two-hundred and fifty site locations were surveyed in the LAA: twenty locations in the spring and 28 in the summer for rare plants, and 202 wetland surveys. Survey locations were well distributed throughout the PDA. All common vegetation cover types were surveyed; six non-anthropogenic vegetation community types were not surveyed in the PDA and only one of the unsurveyed community types, b5 grassland – submesic/medium, occupies more than 1% of the PDA (Table 21-1). Thirty-five sites were also surveyed between the PDA and LAA. See Table 21-1 for details on the number of survey sites assessed in each ecosite phase of the PDA and LAA.</p> <p>Overall, all locations with higher rare plant potential were surveyed and all vascular plants present at a survey site were recorded. Most of the land cover between the PDA and the 1 km LAA buffer is agricultural land or otherwise disturbed land and surveys in the buffer were focused on native vegetation communities near Elbow River. Additional surveys elsewhere in the buffer would not change effects conclusions as Project effects are expected to be restricted to the PDA. [Technical Review Response 21/22]</p>	None at this time.	Alberta Transportation responded to these questions in the response to Piikani Nation's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.	Ongoing: Working with First Nation

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27	<p>June 15, 2018</p> <p>Piikani Nation Statement of Concern Springbank off-Stream Reservoir Project June 2018.</p> <p>June 15, 2018</p> <p>Piikani Nation Technical Review of Alberta Transportation Springbank Off-Stream Reservoir Project Environmental Impact Study, prepared by Schaldemose & Associates Inc., dated June 2018.</p>	<p>Consultation</p> <p>Traditional Plants</p> <p>Vegetation</p>	<p>Alberta Transportation did not consult with Piikani Nation members to: include rare traditional plants in the rare surveys, determine if the rare species identified in the Regional Assessment Area (RAA) and LAA were traditionally important plants, or to develop species-specific mitigation plans for the three specifics of management concern (SOMC) that might be removed by the Project.</p> <p>Alberta Transportation should consult members of all potentially affected Indigenous groups to ensure accuracy of conclusions in the EIA for traditional use plants and the completeness of the underlying data and analysis.</p> <p>Concerned that Piikani Nation was not consulted about rare plants. Requests Alberta Transportation work with Piikani Nation to identify if rare species in the LAA are traditionally important, and develop mitigation measures. [Technical Review Question 27]</p> <p>Recommend engaging with Indigenous communities to validate traditional plant inventories and identify if traditional plants within the LAA are being used by Indigenous people. [Technical Review Question 28]</p>	<p>Alberta Transportation responded to Piikani Nation's technical review under cover dated December 16, 2019. Engagement with Indigenous groups and stakeholders is ongoing and will guide monitoring and revegetation plans, including the potential to revegetate specifically with species of interest for traditional and medicinal use. Only one rare plant, slender cress (<i>Rorippa tenerrima</i>), was identified in the PDA (see the response to Piikani Nation Question 23, Figure 23-1). This occurrence will not be affected by Project construction but may be affected by flooding. Seeds of the rare plant will be collected prior to construction and opportunities for seeding in a similar off-site habitat will be explored. Technical Review [Response 27]</p> <p>Alberta Transportation is committed to working with Piikani Nation to further understand the request to validate traditional plant inventories.</p> <p>Alberta Transportation is committed to Indigenous participation in the Project, including training, employment, 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 interested Indigenous groups potentially affected by the Project, including Piikani Nation. 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. The draft IPP was sent to Piikani Nation on November 15, 2019 and Alberta Transportation is committed to meeting with Piikani Nation to discuss the Plan. [Technical Review Response 28]</p> <p>Alberta Transportation sent the draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan via email on April 20, 2020. The email indicated Alberta Transportation welcomes written feedback and would also be available to discuss the draft Plan at a meeting or workshop.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Piikani Nation to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Piikani Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Piikani Nation wished to submit a budget for review.</p>	None at this time.	<p>Alberta Transportation responded to these questions in the response to Piikani Nation's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.</p> <p>Alberta Transportation is committed to working with Piikani Nation to further understand the request to validate traditional plant inventories.</p>	Ongoing: Working with First Nation
28	<p>June 15, 2018</p> <p>Piikani Nation Statement of Concern Springbank off-Stream Reservoir Project June 2018.</p> <p>June 15, 2018</p> <p>Piikani Nation Technical Review of Alberta</p>	<p>Vegetation</p> <p>Traditional plants</p>	<p>The impact assessment of traditional use plant species (Section 10.2.3.2) for Flood and Post-flood Operations should be revised to reflect the loss of traditional use plant species that will be lost with upland and wetland communities</p>	<p>Alberta Transportation responded to Piikani Nation's technical review under cover dated December 16, 2019. To clarify, the impact assessment concludes no traditional use species will be lost from the LAA due to the Project. The abundance and distribution of traditional use plant species may be altered. Although existing upland tree and shrub communities are expected to become modified grassland, and inundated swamps are expected to become graminoid marshes or areas of open water following a design flood, traditional use plant species are not expected to be lost because community recovery is anticipated once flood waters recede and soil moisture levels return to baseline conditions. Plants that are lost</p>	None at this time.	<p>Alberta Transportation responded to this question in the response to Piikani Nation's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.</p>	Ongoing: Working with First Nation

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<p>Transportation Springbank Off-Stream Reservoir Project Environmental Impact Study, prepared by Schaldemose & Associates Inc., dated June 2018.</p>		<p>submerged during the design flood.</p> <p>Concerned that the impact assessment for traditional use plant species is misleading for the loss of traditional plant species and other vegetation during Flood and Pos-flood Operations. [Technical Review Question 29]</p>	<p>during flooding would be replaced, in time, by the seedbank, surviving propagules or those that can seed-in from surrounding areas. [Technical Review Response 29]</p> <p>Alberta Transportation sent the draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan via email on April 20, 2020. The email indicated Alberta Transportation welcomes written feedback and would also be available to discuss the draft Plan at a meeting or workshop.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Piikani Nation to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Piikani Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Piikani Nation wished to submit a budget for review.</p>		<p>Alberta Transportation has developed a draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan, which was provided to Piikani Nation for review and feedback. Alberta Transportation offered funding for Piikani Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> • Construction activities will be restricted to the approved construction footprint. • All equipment will arrive at the Project site clean and free of soil and vegetative debris. • Field visit with Indigenous Elders will be conducted prior to construction to identify priority areas for harvest of traditional plants • Where possible, temporary workspaces and access roads will be in areas that avoid wildlife features and native vegetation (e.g., shrubland, treed areas, wetlands). • Where there are permanent or temporary access roads, cross drainage will be maintained to allow water to move freely from one side of the road to the other. • Cover crop seed mixture will be applied to assist in weed and erosion control on exposed soils where warranted. 	

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						<ul style="list-style-type: none"> Native areas disturbed by the Project will be reseeded using an Alberta Transportation native seed mix customized for the Project. Roots will be retained from cleared native areas and used to assist with revegetation. Selected seed mix will incorporate input on native species to be used from Indigenous groups. Areas of sediment deposition where wind erosion may be an issue may be hydroseeded with native plant species and a tackifier to reduce erosion. An operation and maintenance plan for the reservoir will be developed that would include sediment stabilization and debris management. Vegetation cover establishment will be monitored, and areas of poor cover re-seeded as needed. Disturbed areas will be monitored for noxious and prohibited noxious weeds and species controlled as identified in the Alberta Weed Control Act and associated regulations. Herbicide will not be applied within 30 m of plant species or ecological communities of management concern, wetland or waterbody. Spot spraying, wicking, mowing, or hand picking are acceptable measures for control of regulated weeds in these areas. 	
29	June 15, 2018 Piikani Nation Technical Review of Alberta Transportation Springbank Off-Stream Reservoir Project Environmental Impact Study,	Vegetation	Concerned about inconsistent reporting about species of management concern (SOMC) (rare plants) in the PDA. [Technical Review Question 26]	Alberta Transportation responded to Piikani Nation's technical review under cover dated December 16, 2019. Three plant SOMC were observed in the LAA: blunt-leaved water cress (<i>Rorippa curvipes</i>), slender cress (<i>Rorippa tenerrima</i>) and dwarf bulrush (<i>Tricophorum pumilum</i>) (see the response to Piikani Nation Question 23, Figure 23-1).	None at this time.	Alberta Transportation responded to this question in the response to Piikani Nation's technical review. Alberta Transportation offered to meet to discuss the technical review and	Ongoing: Working with First Nation

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	prepared by Schaldemose & Associates Inc., dated June 2018.			Volume 3A, Section 10.2.2.3 incorrectly stated three occurrences were observed in the PDA. Only one rare plant, slender cress (<i>Rorippa tenerrima</i>), was identified in the PDA, but was located outside the construction area. This occurrence will not be affected by Project construction but may be affected by flooding. Seeds of the rare plant will be collected prior to construction and opportunities for seeding in a similar off-site habitat will be explored. [Technical Review Response 26]		did not receive any follow up questions or requests for clarification.	
30	June 15, 2018 Piikani Nation Technical Review of Alberta Transportation Springbank Off-Stream Reservoir Project Environmental Impact Study, prepared by Schaldemose & Associates Inc., dated June 2018.	Vegetation	Concerned about misleading and unsupported arguments relating to vegetation loss and recovery and requests that Alberta Transportation: i. corrects misleading statements and inconsistencies in the Summary of Project Residual Effects and Conclusions sections in the Effects Assessment for Flood and Post-flood Operations; ii. provides supporting information to demonstrate that successful grassland and marsh recovery can be achieved; and iii. revises the assessment rankings and conclusions to reflect the significant loss of natural vegetation types due to Project construction and flooding. [Technical Review Question 30]	Alberta Transportation responded to Piikani Nation's technical review under cover dated December 16, 2019. The Summary of Project Residual Effects and the Conclusion sections in the Effects Assessment for Flood and Post-flood operations (Volume 3B, Section 10) are consistent with each other and reflect the predicted effects of flood and post-flood conditions on vegetation communities. Permanent vegetation community loss is not predicted. Upland forest and shrubland would be converted to grassland during post-design flood, but surviving propagules, in addition to seeds from the surrounding area, would begin to grow and recolonize affected areas after flood waters recede and soil moisture levels return to baseline condition. [Response 30] provides additional detail to support the conclusion that affected communities can recover following flood events. Upland vegetation cover types, including grasslands, and wetlands will likely be unaltered if deposited sediment is less than 3 cm deep. Wang et al. (2013) found that sedimentation of less than 3 cm did not significantly affect germination rates in wetland plant communities. Information on the effect of sedimentation on the germination of upland plant species is not available in the literature; however, the effect of sediment on germination is presumed to be similar for upland and wetland plant species because it is known that changes to the microsite in which a seed settles affects the probability of seed germination, seedling emergence and survival. Kui and Stella (2016) have shown that burial of plants by more than 10 cm of sediment results in total mortality. Species that were partially buried, where greater than 20 cm of the stem was exposed, tended to survive. Vegetation conditions will be evaluated following construction and post-flood operations to determine if appropriate plant cover and desired plant species are present or establishing in the reservoir. [Technical Review Response 30]	None at this time.	Alberta Transportation responded to this question in the response to Piikani Nation's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.	Ongoing: Working with First Nation
31	June 15, 2018 Piikani Nation Technical Review of Alberta Transportation Springbank Off-Stream Reservoir Project Environmental Impact Study, prepared by Schaldemose & Associates Inc., dated June 2018.	Vegetation	Piikani Nation is concerned that revegetation measures lack necessary detail and requests that Alberta Transportation develops: i. a more detailed reclamation plan that outlines projected target ecosites and planting prescriptions needed to achieve equivalent capability and sustained traditional uses on reclaimed areas; and	Alberta Transportation responded to Piikani Nation's technical review under cover dated December 16, 2019. A draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan is provided in the response to Piikani Nation Question 18, Appendix 18-1. The draft plan identifies target revegetation goals, including vegetation cover, seeding prescriptions and plantings, for areas disturbed by Project activities. Target ecosites and planting prescriptions will be determined following Indigenous group and stakeholder engagement. Indigenous group and stakeholder engagement are ongoing and will guide monitoring and revegetation plans. Alberta Transportation aims to obtain Piikani Nation, other Indigenous groups and stakeholder comments regarding the draft plan, the final of which will identify how that feedback	None at this time.	Alberta Transportation responded to this question in the response to Piikani Nation's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification. Alberta Transportation has developed a draft Vegetation and Wetland Mitigation, Monitoring	Ongoing: Working with First Nation

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			<p>ii. develops details of the reclamation plan in close collaboration with members of the Piikani Nation to restore traditional land use opportunities in the Project area. [Technical Review Question 31]</p>	<p>has been incorporated, as appropriate. 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 to them. Variations will support diversification of vegetation communities and traditional use, and wildlife habitat. Traditionally used forbs and shrubs will also be included with species following feedback from Indigenous groups. [Technical Review Response 31]</p> <p>Alberta Transportation sent the draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan via email on April 20, 2020. The email indicated Alberta Transportation welcomes written feedback and would also be available to discuss the draft Plan at a meeting or workshop.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Piikani Nation to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Piikani Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Piikani Nation wished to submit a budget for review.</p>		<p>and Revegetation Plan, which was provided to Piikani Nation for review and feedback. Alberta Transportation offered funding for Piikani Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> • Construction activities will be restricted to the approved construction footprint. • All equipment will arrive at the Project site clean and free of soil and vegetative debris. • Field visit with Indigenous Elders will be conducted prior to construction to identify priority areas for harvest of traditional plants • Where possible, temporary workspaces and access roads will be in areas that avoid wildlife features and native vegetation (e.g., shrubland, treed areas, wetlands). • Where there are permanent or temporary access roads, cross drainage will be maintained to allow water to move freely from one side of the road to the other. • Cover crop seed mixture will be applied to assist in weed and erosion control on exposed soils where warranted. • Native areas disturbed by the Project will be reseeded using an Alberta 	

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						<p>Transportation native seed mix customized for the Project. Roots will be retained from cleared native areas and used to assist with revegetation. Selected seed mix will incorporate input on native species to be used from Indigenous groups.</p> <ul style="list-style-type: none"> • Areas of sediment deposition where wind erosion may be an issue may be hydroseeded with native plant species and a tackifier to reduce erosion. An operation and maintenance plan for the reservoir will be developed that would include sediment stabilization and debris management. • Vegetation cover establishment will be monitored, and areas of poor cover re-seeded as needed. • Disturbed areas will be monitored for noxious and prohibited noxious weeds and species controlled as identified in the Alberta Weed Control Act and associated regulations. • Herbicide will not be applied within 30 m of plant species or ecological communities of management concern, wetland or waterbody. Spot spraying, wicking, mowing, or hand picking are acceptable measures for control of regulated weeds in these areas. 	
32	<p>June 15, 2018 Piikani Nation Statement of Concern Springbank off-Stream Reservoir Project June 2018.</p> <p>June 15, 2018 Piikani Nation Technical Review of Alberta</p>	<p>Seeding Reclamation Consultation Traditional land use</p>	<p>Alberta Transportation should collaborate with Indigenous communities to ensure that the seed mix (and revegetation plan more generally) includes species of importance to the Piikani Nation and other Indigenous communities.</p>	<p>At the meetings held on September 18-19, 2018, Alberta Transportation committed to discussing the opportunity for Piikani Nation to be involved in reclamation.</p> <p>Alberta Transportation responded to Piikani Nation's technical review under cover dated December 16, 2019. Alberta Transportation is committed to Indigenous participation, including training, employment, monitoring, and contracting opportunities. To this end, Alberta Transportation is preparing an IPP with the goal to create training, employment, monitoring, and contracting opportunities with interested</p>	None at this time.	<p>Alberta Transportation responded to these questions in the response to Piikani Nation's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.</p>	Ongoing: Working with First Nation

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<p>Transportation Springbank Off-Stream Reservoir Project Environmental Impact Study, prepared by Schaldemose & Associates Inc., dated June 2018.</p> <p>September 18-19, 2018</p> <p>Meetings between Alberta Transportation, Stantec, and Piikani Nation</p>		<p>It is necessary that Alberta Transportation engages affected Indigenous communities when developing reclamation monitoring plans to help define meaningful monitoring criteria and indicators for traditional land use objectives and targets including planning for biodiversity potential to support traditional land uses on the post-reclamation landscape. [Technical Review Question 33]</p> <p>Alberta Transportation should provide a more detailed reclamation plan that outlines how revegetation efforts will mitigate wildlife habitat loss and develop a detailed reclamation plan in collaboration with members of Piikani and other Indigenous communities. [Technical Review Question 39]</p> <p>Concerned that the Project's revegetation measures did not address species of importance to Indigenous people. [Technical Review Question 20]</p> <p>Request collaboration with Piikani Nation to develop a revegetation plan and seed mix. [Technical Review Question 20]</p> <p>Requests only plant species native to region are used in revegetation program.</p> <p>Request discussion of availability of vegetation, fish and wildlife species for food, traditional medicinal and cultural purposes in the LAA and RAA in the conservation and reclamation plan. [Technical Review Question 65]</p> <p>Piikani Nation would like the opportunity to provide input on reclamation/seed mixes.</p>	<p>Indigenous groups potentially affected by the Project, including Piikani Nation. Alberta Transportation aims to obtain Indigenous comment and feedback on the draft Plan, the final draft of which will identify how that feedback was incorporated. The draft IPP was sent to Piikani Nation on November 15, 2019 and Alberta Transportation is committed to meeting with Piikani Nation to discuss the Plan. [Technical Review Response 33]</p> <p>A draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan is provided in the response to Piikani Nation Question 18, Appendix 18-1 [in the technical review response]. The draft plan identifies target revegetation goals, including vegetation cover, seeding prescriptions and plantings, for areas disturbed by project activities. The Plan should help re-establish vegetation cover and plant species diversity of areas disturbed by Project activities which should mitigate wildlife habitat loss. Engagement with Indigenous groups and stakeholders is currently ongoing and will guide monitoring and revegetation plans, including the potential to revegetate with species of importance to the Piikani Nation and other Indigenous groups. [Technical Review Response 20/39]</p> <p>Alberta Transportation will use the developed seed mixes to revegetate disturbed areas to be reclaimed areas and soil stockpiles. [Technical Review Response 20]</p> <p>Post-construction availability of vegetation, fish and wildlife species is described in the following four monitoring plans are presented in the following locations in [the technical review response] package:</p> <ul style="list-style-type: none"> •Draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan is provided in the response to Piikani Nation Question 18, Appendix 18-1 •Draft Wildlife Mitigation and Monitoring Plan is provided in the response to Piikani Nation Question 40, Appendix 40-1 •Draft Surface Water Quality Monitoring Plan is provided in the response to Piikani Nation Question 65, Appendix 65-1 •Draft Groundwater Monitoring Plan is provided in the response to Piikani Nation Question 2, Appendix 2-1 <p>The vegetation and wetland mitigation, monitoring and revegetation plan includes revegetation of native communities affected by the Project with native plant species. A native seed mix is proposed, and alterations will be made in consideration of site-specific conditions of vegetation communities and input from Piikani Nation and other Indigenous groups as to species that are culturally important. [Technical Review Response 65]</p> <p>Alberta Transportation sent the draft Wildlife Mitigation and Monitoring Plan, 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.</p> <p>Alberta Transportation provided the draft Fish Rescue and Fish Health Monitoring and Mitigation Programs and the draft Air Quality Monitoring</p>		<p>Alberta Transportation has developed a draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan, which was provided to Piikani Nation for review and feedback. Alberta Transportation offered funding for Piikani Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> • Construction activities will be restricted to the approved construction footprint. • All equipment will arrive at the Project site clean and free of soil and vegetative debris. • Field visit with Indigenous Elders will be conducted prior to construction to identify priority areas for harvest of traditional plants • Where possible, temporary workspaces and access roads will be in areas that avoid wildlife features and native vegetation (e.g., shrubland, treed areas, wetlands). • Where there are permanent or temporary access roads, cross drainage will be maintained to allow water to move freely from one side of the road to the other. • Cover crop seed mixture will be applied to assist in weed and erosion control on exposed soils where warranted. 	

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				<p>Plan via email on July 22, 2020, with an offer to discuss further if Piikani Nation was interested.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Piikani Nation to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Piikani Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Piikani Nation wished to submit a budget for review.</p>		<ul style="list-style-type: none"> Native areas disturbed by the Project will be reseeded using an Alberta Transportation native seed mix customized for the Project. Roots will be retained from cleared native areas and used to assist with revegetation. Selected seed mix will incorporate input on native species to be used from Indigenous groups. Areas of sediment deposition where wind erosion may be an issue may be hydroseeded with native plant species and a tackifier to reduce erosion. An operation and maintenance plan for the reservoir will be developed that would include sediment stabilization and debris management. Vegetation cover establishment will be monitored, and areas of poor cover re-seeded as needed. Disturbed areas will be monitored for noxious and prohibited noxious weeds and species controlled as identified in the Alberta Weed Control Act and associated regulations. Herbicide will not be applied within 30 m of plant species or ecological communities of management concern, wetland or waterbody. Spot spraying, wicking, mowing, or hand picking are acceptable measures for control of regulated weeds in these areas. 	
33	June 15, 2018 Piikani Nation Statement of Concern Springbank off-Stream Reservoir Project June 2018.	Reclamation	There are several instances in the EIA in which Alberta Transportation cited "reclamation of temporary disturbances" as the basis for assessing residual project	Alberta Transportation responded to Piikani Nation's technical review under cover dated December 16, 2019. Alberta Transportation expects Project reclamation to be successful in the Project-area landscape. Site reclamation is planned and includes provisions for soil replacement and revegetation.	None at this time.	Alberta Transportation responded to this question in the response to Piikani Nation's technical review. Alberta Transportation offered to meet to discuss the technical review and	Ongoing: Working with First Nation

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<p>June 15, 2018</p> <p>Piikani Nation Technical Review of Alberta Transportation Springbank Off-Stream Reservoir Project Environmental Impact Study, prepared by Schaldemose & Associates Inc., dated June 2018.</p>		<p>effects as not significant or low in magnitude, but did not present adequate information (e.g., scientific evidence and/or case studies) to demonstrate that successful reclamation could be achieved.</p> <p>Concerned about unsupported arguments relating to vegetation recovery. [Technical Review Question 45]</p>	<p>Soil handling and revegetation measures focus on establishing a stable, self-sustaining landscape (Alberta Environment 2000) that will function with minimal intervention during dry operations. The goal of reclamation is therefore not to specifically provide a full pre-disturbance suite of native plant and animal species to the Project-area landscape. Alberta Transportation commits to revegetating with native species (EIA Volume 4 Appendix D, Section 5.3 and the draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan, Section 7.1, provided in the response to Piikani Nation Question 18, Appendix 18-1 [in the technical review response]).</p> <p>Revegetation will be based on end land uses as identified through the engagement process with First Nations and stakeholders (Round 1 CEAA Package 2, IR2-09), along with any applicable GoA policies and procedures.</p> <p>Based on Alberta Transportation's soil replacement, revegetation and monitoring plan, Alberta Transportation considers that reclamation will be successful, and the EIA is complete. [Technical Review Response 45]</p> <p>Alberta Transportation sent the draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan via email on April 20, 2020. The email indicated Alberta Transportation welcomes written feedback and would also be available to discuss the draft Plan at a meeting or workshop.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Piikani Nation to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Piikani Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Piikani Nation wished to submit a budget for review.</p>		<p>did not receive any follow up questions or requests for clarification.</p> <p>Alberta Transportation has developed a draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan, which was provided to Piikani Nation for review and feedback. Alberta Transportation offered funding for Piikani Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> • Where possible, temporary workspaces and access roads will be in areas that avoid wildlife features and native vegetation (e.g., shrubland, treed areas, wetlands). • Cover crop seed mixture will be applied to assist in weed and erosion control on exposed soils where warranted. • Native areas disturbed by the Project will be reseeded using an Alberta Transportation native seed mix customized for the Project. Roots will be retained from cleared native areas and used to assist with revegetation. Selected seed mix will incorporate input on native species to be used from Indigenous groups. • Areas of sediment deposition where wind erosion may be an issue may be 	

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						<p>hydroseeded with native plant species and a tackifier to reduce erosion. An operation and maintenance plan for the reservoir will be developed that would include sediment stabilization and debris management.</p> <ul style="list-style-type: none"> Vegetation cover establishment will be monitored, and areas of poor cover re-seeded as needed. Disturbed areas will be monitored for noxious and prohibited noxious weeds and species controlled as identified in the Alberta Weed Control Act and associated regulations. 	
34	<p>June 15, 2018 Piikani Nation Statement of Concern Springbank off-Stream Reservoir Project June 2018. June 15, 2018 Piikani Nation Technical Review of Alberta Transportation Springbank Off-Stream Reservoir Project Environmental Impact Study, prepared by Schaldemose & Associates Inc., dated June 2018.</p>	Landscape	<p>Alberta Transportation should revise the Project's residual effects on landscape diversity change to significant and irreversible.</p> <p>Concerned that linear density is already above ecosystem thresholds. Requests reassessment of landscape diversity change. [Technical Review Question 44]</p>	<p>Alberta Transportation responded to Piikani Nation's technical review under cover dated December 16, 2019. It is recognized that linear features, including roads, trails, seismic lines, pipelines and utility corridors, can contribute to habitat fragmentation. In the habitat fragmentation literature, there are linear density thresholds, which are used as indicators to assess landscape or ecosystem condition (Forman and Alexander 1998; Farr et al. 2018).</p> <p>The assessment of change in landscape diversity did not consider linear density because the Project is not considered a linear project. Furthermore, the LAA is dominated by agricultural lands (i.e., tame pasture) and not linear features (see Volume 3A, Section 10.4.3, Table 10-12). The assessment of change in landscape diversity included the number and size of vegetation patches as well as patch edge length. As discussed in Volume 3A, Section 10.4.1 these metrics are appropriate and accepted landscape metrics to assess habitat fragmentation. Overall, the Project will not contribute to linear density because the limited number of permanent access roads that will be built within the PDA are largely parallel to dam infrastructure. [Technical Review Response 44]</p>	None at this time.	<p>Alberta Transportation responded to this question in the response to Piikani Nation's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.</p>	Ongoing: Working with First Nation
35	<p>June 15, 2018 Piikani Nation Statement of Concern Springbank off-Stream Reservoir Project June 2018. June 15, 2018 Piikani Nation Technical Review of Alberta Transportation Springbank Off-Stream Reservoir Project Environmental Impact Study,</p>	Soil	<p>An assessment of how changes to soil quality and quantity might impact other terrestrial resources, including biodiversity, productivity, and ecological integrity, must be completed and should involve revisions to the determination of significance for the soil quality and quantity section.</p> <p>Concerned about the questionable determination of</p>	<p>Alberta Transportation responded to Piikani Nation's technical review under cover dated December 16, 2019. In the assessment for soils and terrain, the conclusion of not significant (for change in land use) is incorrect. The operation of the Project will result in a significant effect on land use within the PDA. The correction to the significance conclusion is based on using the definition in Volume 3B, Section 9.3, whereby operation of the Project would result in a significant effect on soil because there will be a change in soil quality or quantity resulting in a reduction in agricultural land capability that cannot be offset through mitigation or compensation measures within the off-stream reservoir. However, the context for this conclusion is that it is a highly conservative evaluation of potential effects on agricultural capability only. This assessment does not</p>	None at this time.	<p>Alberta Transportation responded to this question in the response to Piikani Nation's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.</p>	Ongoing: Working with First Nation

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<p>prepared by Schaldemose & Associates Inc., dated June 2018.</p>		<p>significance for soil quality and quantity, and requests an assessment of how changes to soil quality and quantity might impact other terrestrial resources. [Technical Review Question 16]</p>	<p>account for the positive effects associated with the offsetting of potential flood damage to agricultural land and reduced agricultural capability downstream which are expected to be mitigated by the Project. Further details on the change of significance is in Alberta Transportation's response to Round 1 AEP IR393.</p> <p>Flooding will result in sediment deposition in the off-stream reservoir, although at spatially variable thicknesses. When sediment is deposited in the off-stream reservoir following a flood, the intent is that it will mostly be left in place where deposited (movement and regrading within the PDA will only occur to maintain positive drainage to the low-level outlet and functionality of Project components). After a large flood event (e.g., 1:100 and design flood), five new soil types are probable within the off-stream reservoir (see Volume 3B, Section 9, Table 9-5). These soil types are DEP1, DEP2, DEP3, DEP4 and DEP5, which are defined for the various thicknesses of flood sediment that will be deposited within the off-stream reservoir post flood. These thicknesses will vary from 0.2 m to 1.0 m for the DEP1, DEP2 and DEP3 and exceed 1.0 m in thickness for the DEP4 and DEP5 units. Overall, soil types DEP1 to DEP5 will be most closely related to the Twin Bridges soil series (TBR soil series)1 currently found along the Elbow River floodplain. The areas of sediment deposition will have chemical and physical properties similar, or less than, areas of the TBR soil series observed in existing soils (Table 16-1).</p> <p>Despite the changes identified with the new soil series that will develop within the off-stream reservoir, the reservoir will still maintain the capability to allow for biodiversity, vegetation recovery and the development of wildlife habitat. The time required for the establishment of vegetation is dependent on the sedimentation patterns created post-flood, which means that sedimentation will have both positive and adverse effects on wildlife habitat and biodiversity. As stated in Volume 3A, Section 10.2.2, areas of complete burial and full existing plant loss (i.e., 10 cm and greater) will likely take the longest to revegetate, be at the greatest risk of weed establishment, and potentially delay forage and cover availability for ungulates. This will limit revegetation from existing sources and greater assisted recovery measures (e.g., seeding) may be required. For areas under 3 cm to 10 cm of sedimentation, weeds may also establish in these areas; however, reviewed literature indicates most upland and wetland plant species will persist and only small changes in species diversity and abundance are expected (Volume 3B, Section 10.2.2). Positive effects related to increases in nutrients would occur where sedimentation is less than 10 cm and water immersion of vegetation is for shorter periods.</p> <p>To mitigate the potential changes in soil type expected for the areas of sediment deposition (soil units DEP1, DEP2, DEP3, DEP4, DEP5) Alberta Transportation will complete revegetation to help withdraw soil water (evapotranspiration) gained during flood and thereby help restore aerobic conditions in the root zone as well as fertilization to increase available nutrient concentrations for new vegetation (nitrogen, phosphorus, potassium). [Technical Review Response 16]</p>			

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36	June 15, 2018 Piikani Nation Technical Review of Alberta Transportation Springbank Off-Stream Reservoir Project Environmental Impact Study, prepared by Schaldemose & Associates Inc., dated June 2018.	Soil	Concerned about the lack of overlay of soil inspection locations relative to the development area. [Technical Review Question 15]	Alberta Transportation responded to Piikani Nation's technical review under cover dated December 16, 2019. A total of 360 soil profiles were classified in the LAA, 18 of which were sampled, by horizon, for subsequent laboratory analysis of key properties. Locations of soil inspection and sampling sites that were used to provide a baseline for the assessment of Project effects on terrestrial and riparian soils are presented in EIA Volume 4, Appendix G, Figure 3-1. The figure also shows the PDA and the terrain and soils LAA. The Project components and construction footprint are presented in EIA Volume 4, Appendix D, Figure 4-1. Figure 15-1 provides the location of soil inspections (as presented in EIA Volume 4, Appendix G, Figure 3-1) relative to permanent and temporary Project components within both the PDA and soils and terrain LAA. [Technical Review Response 15]	None at this time.	Alberta Transportation responded to this question in the response to Piikani Nation's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.	Ongoing: Working with First Nation
37	June 15, 2018 Piikani Nation Technical Review of Alberta Transportation Springbank Off-Stream Reservoir Project Environmental Impact Study, prepared by Schaldemose & Associates Inc., dated June 2018.	Soil	Concerned that the Project's mitigation measures did not address direct placement of salvaged surface soils. [Technical Review Question 19]	Alberta Transportation responded to Piikani Nation's technical review under cover dated December 16, 2019. Alberta Transportation understands the value of direct placement of surface soils in conservation and reclamation planning. Direct placement is most effective for projects such as open pit mines where construction takes place over extended time frames (e.g., decades) and over large areas. Construction of the Project does not follow a sequential pattern over a large area as it would with a mine. Instead, construction will take place over a limited area. For example, the diversion channel will be built at the same time as the off-stream dam (and materials extracted from the diversion channel will be used to construct the off-stream dam); therefore it is unlikely that soil or land will be available for direct placement reclamation; however, Alberta Transportation will examine possible opportunities for direct placement of materials as construction planning progresses. Alberta Transportation is committed to ongoing consultation with Piikani Nation including identifying opportunities for Piikani Nation to participate in Project activities. [Technical Review Response 19]	None at this time.	Alberta Transportation responded to this question in the response to Piikani Nation's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.	Ongoing: Working with First Nation
38	February 22, 2017 The Piikani Nation delivered a Traditional Use Report	Wetlands	General concerns expressed related to impact on wetlands.	Alberta Transportation responded in a letter dated May 10, 2017: Possible impacts and mitigation measures related to concerns raised by the Piikani Nation (wetlands) will be addressed as part of the EIA. On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-6 SR1 Project Specific Concerns and Responses - Piikani Nation</i> from the March 2018 EIA: The Project would result in the loss of 8 ha of estimated high value wetland area and 13 ha of moderate wetland area in the local assessment area. Approximately 312 ha of the local assessment area contains wetland cover types. No vegetation and wetland land units are completely lost, and therefore no significant effects on vegetation and wetlands are predicted. Effects to wetlands are assessed in the EIA in Volumes 3A and 3B section 10. At the meetings held on September 18-19, 2018, Alberta Transportation discussed the effects to wetlands and the mitigation measures. Lost wetlands will be compensated.	None at this time.	Alberta Transportation has developed a draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan, which was provided to Piikani Nation for review and feedback. Alberta Transportation offered funding for Piikani Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.	Ongoing: Working with First Nation

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				<p>Alberta Transportation provided a detailed response to Piikani Nation's TUS report under cover dated December 20, 2019:</p> <ul style="list-style-type: none"> • 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 provide opportunities for harvesting or relocating medicinal and ceremonial plants prior to construction. • Restrict construction activities to the approved construction footprint. • Reduce the removal of vegetation in wetlands to the extent possible. • Where possible, conduct ground level cutting/mowing/mulching of wetland vegetation instead of grubbing. • 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. • Native areas disturbed by the Project would be reseeded using an Alberta Transportation native custom seed mix. • Alberta Transportation will not apply herbicide within 30 m of plant species or ecological communities of management concern, wetland or waterbody. Spot spraying, wicking, mowing, or hand picking are acceptable measures for control of regulated weeds in this area. • A licensed industrial pesticide applicator would be contracted to select and apply all herbicide in compliance with the procedures as outlined in the Code of Practice for Pesticides (Government of Alberta 2010b) <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>Following construction, areas disturbed by construction that are not required for operation and maintenance will be topsoiled and seeded with a native custom seed mix to meet AEP 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</p>		<p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> • Construction activities will be restricted to the approved construction footprint. • All equipment will arrive at the Project site clean and free of soil and vegetative debris. • Field visit with Indigenous Elders will be conducted prior to construction to identify priority areas for harvest of traditional plants • Where possible, temporary workspaces and access roads will be in areas that avoid wildlife features and native vegetation (e.g., shrubland, treed areas, wetlands). • Where there are permanent or temporary access roads, cross drainage will be maintained to allow water to move freely from one side of the road to the other. • Cover crop seed mixture will be applied to assist in weed and erosion control on exposed soils where warranted. • Native areas disturbed by the Project will be reseeded using an Alberta Transportation native seed mix customized for the Project. Roots will be retained from cleared native areas and used to assist with revegetation. Selected seed mix will incorporate input on native species to be used from Indigenous groups. • Areas of sediment deposition where wind erosion may be an issue may be hydroseeded with native plant species and a tackifier to reduce erosion. An 	

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				<p>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> <p>Alberta Transportation sent the draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan via email on April 20, 2020. The email indicated Alberta Transportation welcomes written feedback and would also be available to discuss the draft Plan at a meeting or workshop.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Piikani Nation to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Piikani Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Piikani Nation wished to submit a budget for review.</p>		<p>operation and maintenance plan for the reservoir will be developed that would include sediment stabilization and debris management.</p> <ul style="list-style-type: none"> Vegetation cover establishment will be monitored, and areas of poor cover re-seeded as needed. Disturbed areas will be monitored for noxious and prohibited noxious weeds and species controlled as identified in the Alberta Weed Control Act and associated regulations. Herbicide will not be applied within 30 m of plant species or ecological communities of management concern, wetland or waterbody. Spot spraying, wicking, mowing, or hand picking are acceptable measures for control of regulated weeds in these areas. 	
39	February 22, 2017 The Piikani Nation delivered a Traditional Use Report	Upstream and downstream effects	General concerns expressed related to upstream and downstream effects.	<p>Alberta Transportation responded in a letter dated May 10, 2017: Possible impacts and mitigation measures related to concerns raised by the Piikani Nation (upstream/downstream effects) will be addressed as part of the EIA.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-6 SR1 Project Specific Concerns and Responses - Piikani Nation</i> from the March 2018 EIA: Upstream effects as a result of the Project are not anticipated. Some backup of flood water when the diversion structure is in operation is expected, however the backup would reach approximately 500m upstream from the diversion structure, Volume 3A, Section 18 Figure 18-3.</p> <p>The purpose of the Project is to protect lands and communities downstream. The EIA details the potential effects on all valued components during both construction and dry operations and during a flood.</p> <p>At the meetings held on September 18-19, 2018 Alberta Transportation discussed the upstream/downstream effects. There will be no difference to present conditions during dry operations. Flood condition effects will be lessened as a result of the excess flows being diverted into the off-stream reservoir.</p> <p>At the meeting held on December 17, 2018, Alberta Transportation described that there may be some naturally occurring erosion from the</p>	At the meeting held on December 17, 2018, Piikani Nation voiced concerns about increased river flows and erosion downstream of the gates.	<p>Alberta Transportation has developed a draft Surface Water Monitoring Plan, which was provided to Piikani Nation for review and feedback. Alberta Transportation offered funding for Piikani Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> A site-specific Erosion and Sediment Control Plan will be developed by the selected construction contractor as part of the Project-specific 	Ongoing: Working with First Nation

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			<p>flood flow, but they have designed the project so that the instream gates do not increase flows on the river and therefore erosion would not be increased. The diversion channel will have some armouring to prevent erosion at vulnerable spots.</p> <p>Alberta Transportation provided a detailed response to Piikani Nation's TUS report under cover dated December 20, 2019:</p> <ul style="list-style-type: none"> • During construction, the water management plan, which complies with regulatory requirements, will be used to manage dewatering and discharge of water on the construction site. • A Care of Water Plan will be developed by the contractor to manage dewatering and discharge of water on the construction site. At locations where flows from care of water operations are discharged into waterbodies, test the water quality at discharge locations and monitor the total suspended sediment (TSS) to ensure the water quality is made equal to or better than the initial water source. • Water will be discharged in a manner to avoid erosion using turbidity barriers, containment berms and settling ponds. Dewatering will be in accordance with the terms and conditions of the Environmental Protection and Enhancement Act approval conditions, and Water Act approval and the federal Fisheries Act and Navigable Waters Protection Act. • Instream work areas will be isolated from the main river flow by using cofferdams, silt fences and turbidity barriers. TSS will be monitored and measured for conformance with Alberta Transportation's Turbidity and Monitoring specifications. • Clean granular fill with less than 5% fines passing the 80um sieve size will be used for instream work such as cofferdams, causeways, access ramps, Bailey bridges, river channel diversions. Fine grained soils may be used, provided only clean granular fill is exposed to the river at any time during construction and restoration operations. • Bank and riparian areas disturbed during construction will be rehabilitated and re-vegetated. Silt fences, turbidity barriers and riprap materials will be used to prevent future bank erosion. <p>Alberta Transportation sent the draft Groundwater Monitoring Plan and the draft 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 draft Plans at a meeting or workshop.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Piikani Nation to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Piikani Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Piikani Nation wished to submit a budget for review.</p>		<p>ECO Plan, and implemented during the various phases of construction and should include site-specific mitigation measures to suit the site and finalized design and construction plans.</p> <ul style="list-style-type: none"> • Flows in Elbow River will be maintained downstream of the Project (e.g., bypass channel). • Measures for managing water flowing onto the site, as well as water being pumped/diverted from the site will be implemented such that sediment is filtered out before the water enters a waterbody (e.g., silt fences, turbidity barriers, pumping/diverting water to a vegetated area, constructing a settling basin, or other filtration system). • Sediment laden dewatering discharge will be pumped into a vegetated area or settling basin to allow sediment to settle out before returning it to the water body. Silt fences, turbidity barriers and clean granular berms will be used to contain the sediment and other deleterious substances and to prevent it from entering a watercourse or water body. • Energy dissipaters will be used at pump outlets to prevent erosion. <p>Alberta Transportation has developed a draft Groundwater Monitoring Plan, which was provided to Piikani Nation for review and feedback. Alberta Transportation offered funding for Piikani Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group</p>	

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						<p>meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> • Existing water wells within the off-stream reservoir footprint will be decommissioned to prevent groundwater contamination. • Implement an ECO Plan for dewatering and other construction activities. • Seepage into the dry diversion channel will be allowed to infiltrate back into the ground or will flow back to Elbow River, thus retaining existing regional water balances. • Mitigation for potential artesian flowing conditions include turning on well pumps to lower water levels, or shutting in the well at the wellhead to control flows to surface. • Effects related to groundwater discharges to ground surface would be mitigated by controlling the flows through proper conveyance (ditches or piping) and managing resulting water quality issues through implementation of erosion and sediment controls. • Mitigation for potential basement flooding caused by rising shallow groundwater levels include raising the topographic elevation of the land surface near these residents, and potentially constructing subsurface 	

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						<p>drains (e.g., weeping tile systems, interceptor trenches) to collect and control shallow groundwater.</p> <ul style="list-style-type: none"> Mitigation for lowering of groundwater levels due to dewatering or in areas where permanent lowering of groundwater levels is anticipated (e.g., near the diversion channel) could involve deepening of existing wells where possible, outright replacement of the well with a deeper one where deepening isn't possible, or providing an alternative water source(s) (i.e., trucking). 	
40	<p>January 18, 2017 Alberta Transportation meeting with the Piikani Nation, Blood Tribe/Kainai, and Siksika Nation in Lethbridge, Alberta.</p>	<p>Flooding Downstream effects</p>	<p>Concern raised regarding the effect on the environment after a flood, and what mitigation will occur when the area is flooded.</p>	<p>Possible impacts and mitigation measures related to concerns raised by the Piikani Nation will be addressed as part of the EIA.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-6 SR1 Project Specific Concerns and Responses - Piikani Nation</i> from the March 2018 EIA: The potential effects on the environment after a flood are detailed in the EIA, Volume 3B, including mitigation measures for post flood activities. Follow up and monitoring will occur after a flood, the details of which are presented in the EIA, Volume 3C, section 2.</p> <p>Alberta Transportation sent the draft Wildlife Mitigation and Monitoring Plan, 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.</p> <p>Alberta Transportation provided the draft Fish Rescue and Fish Health Monitoring and Mitigation Programs and the draft Air Quality Monitoring Plan via email on July 22, 2020, with an offer to discuss further if Piikani Nation was interested.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Piikani Nation to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Piikani Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Piikani Nation wished to submit a budget for review.</p>	<p>None at this time.</p>	<p>Alberta Transportation has developed draft monitoring plans, which were provided to Piikani Nation for review and feedback. Alberta Transportation offered funding for Piikani Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including group meetings and offering individual meetings to discuss. The plans will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p>	<p>Ongoing: Working with First Nation.</p>

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41	February 22, 2017 The Piikani Nation delivered a Traditional Use Report	Surface water Downstream effects	Impact of the silt shadow on downstream forests and river valleys.	<p>Alberta Transportation responded in a letter dated May 10, 2017: Possible impacts and mitigation measures related to concerns raised by the Piikani Nation (downstream effects) will be addressed as part of the EIA.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-6 SR1 Project Specific Concerns and Responses - Piikani Nation</i> from the March 2018 EIA: Flood-operations would occur when suspended sediment concentrations in the Elbow River are already high. The Project would not substantially change these high concentrations during diversion. During the last few days of water release back into Elbow River, suspended sediment concentrations are predicted to increase in the low-level outlet and cause a short-term peak.</p> <p>Suspended sediment concentrations are expected to be high during Elbow River floods and settle out of the water when the water is retained in the reservoir. Most of the settled sediment would stay in reservoir during water release.</p> <p>At the meetings held on September 18-19, 2018, Alberta Transportation explained that sediment will remain in the reservoir after a flood and it is expected that natural vegetation will re-establish. Grass seed can also be applied.</p> <p>Alberta Transportation provided a detailed response to Piikani Nation's TUS report under cover dated December 20, 2019. Post-flood sediment in the off-stream reservoir will be retained, although it may be moved within the reservoir if it interferes with drainage to the low-level outlet or functioning of the reservoir or associated components. Sediment will be moved away from other Project components:</p> <ul style="list-style-type: none"> • diversion channel to the extent necessary to maintain the flow of water into the reservoir during diversion and maintain channel capacity • dam embankment at the inner toe of the dam to the degree required to maintain functionality of the access road and the dam drainage ditch low-level outlet works to the degree required to maintain optimal functionality <p>Removal of sediment from the reservoir to another off-site location is not planned.</p> <p>Alberta Transportation sent the draft 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 draft Plan at a meeting or workshop.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Piikani Nation to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Piikani Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to</p>	None at this time.	<p>Alberta Transportation has developed a draft Surface Water Monitoring Plan, which was provided to Piikani Nation for review and feedback. Alberta Transportation offered funding for Piikani Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <p>A site-specific Erosion and Sediment Control Plan will be developed by the selected construction contractor as part of the Project-specific ECO Plan, and implemented during the various phases of construction and should include site-specific mitigation measures to suit the site and finalized design and construction plans. The Plan would include, but not be limited to, the following practices where applicable:</p> <ul style="list-style-type: none"> • Instream work areas will be isolated from the main river flow by using cofferdams, silt fences and turbidity barriers. TSS will be monitored and measured in conformance with Alberta Transportation's Turbidity and Monitoring specifications. • Silt fences, turbidity barriers and riprap materials will be used to prevent future bank erosion. • Erosion and sediment control measures will be installed before starting work to 	Ongoing: Working with First Nation

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				review the draft monitoring plans was available if Piikani Nation wished to submit a budget for review.		<p>prevent sediment from entering the water body.</p> <ul style="list-style-type: none"> • Erosion and sediment control measures will be regularly inspected daily and maintained during construction and repaired immediately if damage occurs. • Sediment and erosion control devices will be constructed to withstand anticipated flows during construction. If necessary, the outside face of granular berms may be lined with heavy poly-plastic to make them impermeable to water. • Excavated materials and debris will be stockpiled above the highwater mark and in such a way as they do not enter the watercourse. Silt fences will be used to contain soil erosion. 	
42	<p>June 15, 2018 Piikani Nation Statement of Concern Springbank off-Stream Reservoir Project June 2018.</p> <p>June 15, 2018 Piikani Nation Technical Review of Alberta Transportation Springbank Off-Stream Reservoir Project Environmental Impact Study, prepared by Schaldemose & Associates Inc., dated June 2018.</p>	Groundwater Traditional uses	<p>Alberta Transportation should confirm that it has considered potential traditional groundwater use in any culturally sensitive areas and if traditionally used, develop mitigative measures to protect these sensitive areas. Alberta Transportation should also consult with community members to inform and participate in related monitoring activities.</p> <p>Clarify if potential traditional groundwater use in any culturally sensitive areas has been considered. [Technical Review Question 5]</p>	<p>Alberta Transportation responded to Piikani Nation's technical review under cover dated December 16, 2019. Potential traditional groundwater use in culturally sensitive areas has been considered and is described in Alberta Transportation's response to Round 1 CEAA Package 3, IR3-19, Table IR19-1. Potential traditional groundwater use in culturally sensitive areas, as indicated by the outcomes of the engagement program to date, are consistent with the activities that were assessed for effects on TLRU and for which mitigation measures were developed.</p> <p>That table IR19-1 lists measures to mitigate potential effects on groundwater-dependent on traditional uses and culturally sensitive areas and those that also contribute to natural groundwater flow include:</p> <ul style="list-style-type: none"> •Water will be discharged in a manner to avoid erosion using turbidity barriers, containment berms and settling ponds. Dewatering will be in accordance with the terms and conditions of the Environmental Protection and Enhancement Act approval conditions, and Water Act approval and the federal Fisheries Act and Navigable Waters Protection Act. •A care of water plan will include the use of cofferdams, pumping systems, sumps, pipelines, channels, flumes, drains, and other dewatering works to permit construction of the work in the dry. •At locations where flows from care of water operations are discharged into waterbodies, test the water quality at discharge locations and monitor 	None at this time.	<p>Alberta Transportation responded to this question in the response to Piikani nation's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.</p> <p>Alberta Transportation has developed a draft Groundwater Monitoring Plan, which was provided to Piikani Nation for review and feedback. Alberta Transportation offered funding for Piikani Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into</p>	Ongoing: Working with First Nation

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				<p>the total suspended sediment (TSS) to verify the water quality is made equal to or better than the receiving waters.</p> <ul style="list-style-type: none"> •Total suspended solids (TSS) levels will be controlled and reduced using silt fences and turbidity barriers to ensure the water quality from care of water system discharges is made equal to or better than the initial water quality. TSS levels will be monitored by carrying out frequent water quality testing. •Construction dewatering will be minimized through construction planning. •Existing water wells within the reservoir footprint will be decommissioned and plugged off to prevent groundwater contamination. •Regional-scale effects on groundwater quantity can be mitigated by allowing seepage in the dry diversion channel to infiltrate back into the subsurface, or flow back into Elbow River by surface water drainage pathways. Silt fences and turbidity barriers will be used to control TSS and to ensure the water quality discharges is made equal to or better than the initial water quality by carrying out frequent water quality testing. <p>Additional mitigation measures to reduce or avoid potential effects on groundwater were presented in the EIA (Volume 4, Appendix C, Table C-1 (pages C.4 and C.5), Table C-2 (pages C.28 and C.35)). These mitigation measures may also serve to reduce or avoid effects on groundwater dependent traditional uses and culturally sensitive areas. These proposed mitigation measures are:</p> <ul style="list-style-type: none"> •Existing water wells within the reservoir footprint will be decommissioned and plugged off to prevent groundwater contamination and to prevent flood waters from infiltrating nearby water wells. •During construction, the water management plan, which complies with regulatory requirements, will be implemented for managing dewatering and discharging of water on the construction site. •Dewatering will be in accordance with the terms and conditions of the Environmental Protection and Enhancement Act approval conditions, and Water Act approval and the federal Fisheries Act and Navigable Waters Protection Act. •During construction, silt fences and turbidity barriers will be used to control TSS so that the water quality from care of water system discharges is equal to or better than the initial water quality. This will be monitored via frequent water quality testing. •A Care of Water Plan will be developed by the contractor to manage dewatering and discharge of water on the construction site. At locations where flows from care of water operations are discharged into waterbodies, water quality will be tested at the discharge locations and the TSS will be monitored. Discharged water quality will be equal to or better than the receiving waters. •Water will be discharged in a manner to avoid erosion by using turbidity barriers, containment berms and settling ponds. 		<p>account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> • Existing water wells within the off-stream reservoir footprint will be decommissioned to prevent groundwater contamination. • Implement an ECO Plan for dewatering and other construction activities. • Seepage into the dry diversion channel will be allowed to infiltrate back into the ground or will flow back to Elbow River, thus retaining existing regional water balances. • Mitigation for potential artesian flowing conditions include turning on well pumps to lower water levels, or shutting in the well at the wellhead to control flows to surface. • Effects related to groundwater discharges to ground surface would be mitigated by controlling the flows through proper conveyance (ditches or piping) and managing resulting water quality issues through implementation of erosion and sediment controls. • Mitigation for potential basement flooding caused by rising shallow groundwater levels include raising the topographic elevation of the land surface near these residents, and potentially constructing subsurface drains (e.g., weeping tile systems, interceptor trenches) to collect and control shallow groundwater. 	

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				<p>•Regional-scale effects on groundwater quality will be mitigated by allowing seepage in the diversion channel to infiltrate back into the subsurface or flow back into Elbow River by surface water drainage pathways.</p> <p>Alberta Transportation is committed to Indigenous participation in the Project, including training, employment, 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 interested Indigenous groups potentially affected by the Project, including Piikani Nation. 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. The draft IPP was sent to Piikani Nation on November 15, 2019 and Alberta Transportation is committed to meeting with Piikani Nation to discuss the Plan. In addition, Alberta Transportation will engage with the Piikani Nation to further develop the draft Groundwater Monitoring Plan. [Technical Review Response 5]</p> <p>Alberta Transportation sent the draft Groundwater Monitoring Plan via email on April 20, 2020. The email indicated Alberta Transportation welcomes written feedback and would also be available to discuss the draft Plan at a meeting or workshop.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Piikani Nation to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Piikani Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Piikani Nation wished to submit a budget for review.</p>		<ul style="list-style-type: none"> Mitigation for lowering of groundwater levels due to dewatering or in areas where permanent lowering of groundwater levels is anticipated (e.g., near the diversion channel) could involve deepening of existing wells where possible, outright replacement of the well with a deeper one where deepening isn't possible, or providing an alternative water source(s) (i.e., trucking). 	
43	<p>June 15, 2018 Piikani Nation Statement of Concern Springbank off-Stream Reservoir Project June 2018.</p> <p>June 15, 2018 Piikani Nation Technical Review of Alberta Transportation Springbank Off-Stream Reservoir Project Environmental Impact Study, prepared by Schaldemose & Associates Inc., dated June 2018.</p>	Groundwater Monitoring	<p>Additional monitoring is required to validate assessment predictions to better understand potential effects on groundwater quality and quantity in the RAA.</p> <p>Adequate groundwater (levels and quality) monitoring during construction and dry operation of the Project will be necessary to confirm the localized effects on groundwater surface water interaction.</p> <p>Piikani Nation requests Alberta Transportation monitor the effects of dewatering during construction. [Technical Review Question 4]</p>	<p>Alberta Transportation responded to Piikani Nation's technical review under cover dated December 16, 2019. The draft groundwater monitoring plan is provided in the response to Piikani Nation Question 2, Appendix 2-1 [in the technical review response]. It describes monitoring and mitigation related to the effects of construction dewatering. The monitoring of dewatering effects will be focused on the Project interactions that could potentially arise in a localized area due to construction activities.</p> <p>The draft groundwater monitoring plan includes monitoring groundwater levels and quality around the diversion channel during the construction and dry operations phases of the Project. [Technical Review Response 4]</p> <p>Alberta Transportation sent the draft Groundwater 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.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Piikani Nation to attend group online meetings to discuss the draft monitoring</p>	None at this time.	<p>Alberta Transportation responded to these questions in the response to Piikani Nation's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.</p> <p>Alberta Transportation has developed a draft Groundwater Monitoring Plan, which was provided to Piikani Nation for review and feedback. Alberta Transportation offered funding for Piikani Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group</p>	Ongoing: Working with First Nation

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				<p>plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Piikani Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Piikani Nation wished to submit a budget for review.</p>		<p>meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> • Existing water wells within the off-stream reservoir footprint will be decommissioned to prevent groundwater contamination. • Implement an ECO Plan for dewatering and other construction activities. • Seepage into the dry diversion channel will be allowed to infiltrate back into the ground or will flow back to Elbow River, thus retaining existing regional water balances. • Mitigation for potential artesian flowing conditions include turning on well pumps to lower water levels, or shutting in the well at the wellhead to control flows to surface. • Effects related to groundwater discharges to ground surface would be mitigated by controlling the flows through proper conveyance (ditches or piping) and managing resulting water quality issues through implementation of erosion and sediment controls. • Mitigation for potential basement flooding caused by rising shallow groundwater levels include raising the topographic elevation of the land surface near these residents, and potentially constructing subsurface 	

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						<p>drains (e.g., weeping tile systems, interceptor trenches) to collect and control shallow groundwater.</p> <ul style="list-style-type: none"> Mitigation for lowering of groundwater levels due to dewatering or in areas where permanent lowering of groundwater levels is anticipated (e.g., near the diversion channel) could involve deepening of existing wells where possible, outright replacement of the well with a deeper one where deepening isn't possible, or providing an alternative water source(s) (i.e., trucking). 	
44	<p>June 15, 2018</p> <p>Piikani Nation Technical Review of Alberta Transportation Springbank Off-Stream Reservoir Project Environmental Impact Study, prepared by Schaldemose & Associates Inc., dated June 2018.</p>	<p>Hydrogeology</p> <p>Water quality</p>	<p>Piikani Nation requests Alberta Transportation conduct additional water quality sampling from more wells, long-term monitoring of more wells, updates Piikani Nation of these results, and consults with Piikani Nation about mitigation plans should there be unexpected effects to groundwater quality in the RAA. [Technical Review Question 2]</p>	<p>Alberta Transportation responded to Piikani Nation's technical review under cover dated December 16, 2019. A draft groundwater monitoring plan is provided [in the technical review response] as Appendix 2-1. The overall scope and intent of the monitoring plan are presented therein, including potential locations of monitoring wells to be used, and the phased approach to the monitoring program including pre-construction baseline monitoring. Final monitoring well locations will be selected using a tiered approach that includes multiple tiers of wells to be used during pre-construction and operating phases of the Project. Long term monitoring will be conducted as part of the Project and is outlined in the plan. The exact number of wells to be used for long term monitoring will be defined as the groundwater monitoring program is refined, however, the program will be based on more than 10 wells and will involve a combination of domestic wells and dedicated monitoring wells.</p> <p>A report detailing the results of monitoring events will be provided to Alberta Environment and Parks (AEP) by December 31 of the monitoring year. The report would include monitoring results for the current monitoring year, together with historical monitoring results such that seasonal variations and longer-term temporal trends can be interpreted and discussed. This information will also be made available to interested Indigenous groups and public stakeholders.</p> <p>Alberta Transportation welcomes the opportunity to consult with the Piikani Nation concerning the groundwater effects mitigation measures that are included in the draft groundwater monitoring plan and in the EIA. [Technical Review Response 2]</p> <p>Alberta Transportation sent the draft Groundwater Monitoring Plan via email on April 20, 2020. The email indicated Alberta Transportation welcomes written feedback and would also be available to discuss the draft Plan at a meeting or workshop.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Piikani Nation to attend group online meetings to discuss the draft monitoring</p>	None at this time.	<p>Alberta Transportation responded to this question in the response to Piikani Nation's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.</p> <p>Alberta Transportation has developed a draft Groundwater Monitoring Plan, which was provided to Piikani Nation for review and feedback. Alberta Transportation offered funding for Piikani Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> Existing water wells within the off-stream reservoir footprint will be 	<p>Ongoing: Working with First Nation</p> <p>During the meetings held on September 18-19, 2018, Alberta Transportation committed to responding to the technical review.</p>

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				plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Piikani Nation preferred.		<p>decommissioned to prevent groundwater contamination.</p> <ul style="list-style-type: none"> • Implement an ECO Plan for dewatering and other construction activities. • Seepage into the dry diversion channel will be allowed to infiltrate back into the ground or will flow back to Elbow River, thus retaining existing regional water balances. • Mitigation for potential artesian flowing conditions include turning on well pumps to lower water levels, or shutting in the well at the wellhead to control flows to surface. • Effects related to groundwater discharges to ground surface would be mitigated by controlling the flows through proper conveyance (ditches or piping) and managing resulting water quality issues through implementation of erosion and sediment controls. • Mitigation for potential basement flooding caused by rising shallow groundwater levels include raising the topographic elevation of the land surface near these residents, and potentially constructing subsurface drains (e.g., weeping tile systems, interceptor trenches) to collect and control shallow groundwater. • Mitigation for lowering of groundwater levels due to dewatering or in areas where permanent lowering of groundwater levels is anticipated (e.g., near the diversion channel) could involve deepening of existing 	

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						wells where possible, outright replacement of the well with a deeper one where deepening isn't possible, or providing an alternative water source(s) (i.e., trucking).	
45	June 15, 2018 Piikani Nation Technical Review of Alberta Transportation Springbank Off-Stream Reservoir Project Environmental Impact Study, prepared by Schaldemose & Associates Inc., dated June 2018.	Hydrology	Piikani Nation requests clarification on the operation of the diversion channel when natural flows are between 160 m ³ /s and 200 m ³ /s (i.e., <1 in 10 year flood events). [Technical Review Question 6]	At the meeting held on December 17, 2019, Alberta Transportation described how the project would be used when flows are over 160 m ³ /s. Alberta Transportation responded to Piikani Nation's technical review under cover dated December 16, 2019. In Alberta Transportation's response to Round 1 CEAA Package 3, IR3-08, Alberta Transportation clarified that "the Project will activate when flow rates in the Elbow River are above 160 m ³ /s." For flood events greater than 160 m ³ /s and less than a 1:10 year flood (less than 200 m ³ /s), diversion would occur per the proposed operations plan. For instance, if flows in the river are 180 m ³ /s, then 20 m ³ /s would be diverted, and the remaining 160 m ³ /s would flow downstream. [Technical Review Response 6]	None at this time.	Alberta Transportation responded to this question in the response to Piikani Nation's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.	Ongoing: Working with First Nation
46	June 15, 2018 Piikani Nation Statement of Concern Springbank off-Stream Reservoir Project June 2018. June 15, 2018 Piikani Nation Technical Review of Alberta Transportation Springbank Off-Stream Reservoir Project Environmental Impact Study, prepared by Schaldemose & Associates Inc., dated June 2018.	Water levels	Further monitoring of the existing network along with additional further water level monitoring at locations at further distances from the RAA are recommended to help verify model predictions and reduce uncertainty. Piikani Nation requests Alberta Transportation conduct additional water level monitoring and updates Piikani on the results. [Technical Review Question 3]	Alberta Transportation responded to Piikani Nation's technical review under cover dated December 16, 2019. The hydrogeology RAA has been expanded to include areas south of Elbow River. In addition, both the 3D Conceptual Site Model (CSM) and the numerical groundwater model have been expanded to include additional information from south of Elbow River, within the Elbow River watershed, including additional water level information. The updated 3D CSM included an additional 1,368 well records (2,050 unique well records total). Revised maps of the geologic/hydrogeologic information used (including monitoring wells, geotechnical boreholes, and domestic well information) in the expanded RAA are in Section 3 of the Hydrogeology Technical Data Report (TDR) Update (see Alberta Transportation's response to Round 1 Canadian Environmental Assessment Agency (CEAA) Package 3, IR3-14, Appendix IR14-1, Figure 2-3). Additional data have been incorporated into the numerical groundwater model, including water levels from wells that were used to calibrate the updated model. Section 4 of the TDR Update describes the updated model and calibration. Attachment A of the TDR Update presents borehole logs for all Project specific wells installed in the Project development area (PDA). The results confirm the conclusions in Volume 3A, Section 5.7 and 3B, Section 5.5; effects on groundwater would be limited to areas north of Elbow River near Project components including the diversion channel and off-stream reservoir area. Effects on groundwater do not extend laterally southward beyond the Elbow River valley. A report detailing the results of future groundwater monitoring events will be provided to AEP by December 31 of the monitoring year. The report would include monitoring results for the current monitoring year, together with historical monitoring results such that seasonal variations and longer-term temporal trends can be interpreted and discussed. This information will be used on an ongoing basis to validate the result of the numerical	None at this time.	Alberta Transportation responded to this question in the response to Piikani Nation's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.	Ongoing: Working with First Nation

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				model simulations. The annual groundwater monitoring report will also be made available to interested Indigenous groups and stakeholders. [Technical Review Response 3]			
47	<p>June 15, 2018 Piikani Nation Statement of Concern Springbank off-Stream Reservoir Project June 2018.</p> <p>June 15, 2018 Piikani Nation Technical Review of Alberta Transportation Springbank Off-Stream Reservoir Project Environmental Impact Study, prepared by Schaldemose & Associates Inc., dated June 2018.</p>	Cyanobacteria Water quality	<p>Alberta Transportation should provide an assessment of the potential for the off-stream reservoir to develop cyanobacterial blooms, which might result in the production of microcystin toxins that could be introduced downstream during water release to the Elbow River and the drinking water supply, Glenmore Reservoir and develop and communicate contingency plans.</p> <p>Concerns related to water quality, water quality monitoring, and cyanobacteria blooms. [Technical Review Question 13]</p>	<p>Alberta Transportation responded to Piikani Nation's technical review under cover dated December 16, 2019. Water quality sample analysis for nutrients from the Project monitoring programs will use analytical methods with detection limits less than relevant regulatory guideline levels.</p> <p>Cyanobacteria comprise a diverse group of microorganisms with functional traits allowing them to inhabit many habitats. A number of freshwater planktonic groups are known to affect drinking water and recreational resources. Several environmental factors are involved in the development of these communities in aquatic habitats including water, temperature, light attenuation, nutrient levels and nutrient ratios (nitrogen, phosphorus and carbon), water mixing, turbidity, and waterbody residence time (Mantzoui et al. 2016; Stroom and Kardinaal 2016; Komarek 2003; Gkelis et al. 2017). The potential for cyanobacteria to bloom in the off-stream reservoir is low and the reasons are discussed in the five points below.</p> <p>1. Nutrient availability and eutrophication are the most important factors leading to nuisance cyanobacterial blooms; nitrogen, phosphorus and carbon are needed to varying degrees for growth.</p> <p>Several functional groups are known nitrogen fixers and, therefore, can sequester N₂ (nitrogen as gas or dissolved phase in the water column) for their nitrogen needs. However, phosphorus may not be as readily available for uptake and, thus, becomes the limiting factor for continued growth. In some cases, cyanobacteria can be controlled by regulating phosphorus entering a waterbody.</p> <p>Carbon is used by cyanobacteria in photosynthesis to produce sugar. Atmospheric carbon dioxide will diffuse into the water column from the surface; if it is depleted, it can also be a limiting factor for growth. Volume 3B, Section 7.4.2, page 7.23 predicts that nutrients will settle with suspended sediments in the reservoir and will have no effect on dissolved nutrients. Nutrients will be unavailable for phytoplankton growth; this includes cyanobacteria growth.</p> <p>Trophic status is discussed in Volume 4, Appendix K (Surface Water Quality), Section 2.2.4.6 page 2-29. The productivity or trophic status of an aquatic system is based on total phosphorus concentrations as follows (CCME 2019):</p> <ul style="list-style-type: none"> • ultra-oligotrophic, less than 0.004 mg/L • oligotrophic, 0.004-0.010 mg/L • mesotrophic, 0.010-0.020 mg/L • meso-eutrophic: 0.020-0.035 mg/L • eutrophic, 0.035-0.100 mg/L • hyper-eutrophic, greater than 0.100 mg/L 	None at this time.	<p>Alberta Transportation responded to this question in the response to Piikani Nation's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.</p> <p>Alberta Transportation has developed a draft Surface Water Monitoring Plan, which was provided to Piikani Nation for review and feedback. Alberta Transportation offered funding for Piikani Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p>	Ongoing: Working with First Nation

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				<p>Based on reported median total phosphorus concentrations, Elbow River is considered oligotrophic (see Volume 4 Appendix K, Section 3, Figure 3.5). Low total phosphorus concentrations correspond with low productivity (CCME 2004). The trophic status will not change due to the Project; therefore, the water quality parameters that depend on the trophic status will not be changed.</p> <p>Water quality in Elbow River upstream of Calgary is considered oligotrophic (as stated above) and occasionally mesotrophic; nutrient levels tend to be low. The median total phosphorus levels, for example, in the spring and summer at Bragg Creek and Highway 22 generally ranged between 0.002 and 0.003 mg/L; however, the June median level was 0.0055 mg/L. The median total nitrogen levels were between 0.1 mg/L and 0.3 mg/L. Guideline exceedances at these two locations for total phosphorus and total nitrogen between from 2010 to 2014 occurred in less than 3% of samples collected and reported by the City of Calgary (2012). Cyanobacterial blooms are associated with total phosphorus concentrations between 0.020 mg/L and 0.030 mg/L (greater by a factor of 10) when other favorable conditions are present (e.g., stratification, water temperature, available carbon); thus, the risk for cyanobacteria to bloom is low.</p> <p>2. Nutrients entering the off-stream reservoir will largely be particle bound and associated with suspended sediments; these concentrations will settle out and be unavailable for biological uptake. Because the reservoir is shallow and aeration of water from wind action will be occurring, water is predicted to remain well oxygenated. Thus, nutrients will stay in particulate form; they will not dissolve and diffuse into the water column and, thereby, not become available for biological uptake.</p> <p>3. Cyanobacteria compete with algae for resources in aquatic habitats including nutrients and light. In the unlikely event conditions changed and cyanobacteria were to bloom (as suggested in the question) pioneer algae species will take advantage of limited resources including nutrients, preventing cyanobacteria from establishing at nuisance levels. Downing et al. (2001) showed that cyanobacteria did not become the dominant phytoplankton until total phosphorus concentrations were above 0.08 mg/L to 0.09 mg/L. Algae typically use resources quickly and out compete slower developing cyanobacteria in the short term. Low concentrations nutrients, particularly phosphorus, will be taken up by algae, thus leaving cyanobacteria colonies with fewer resources.</p> <p>4. Waterbodies may be subject to the development of nuisance cyanobacteria colonies because of environmental conditions that developed in previous seasons. This includes favorable overwintering or resting conditions in benthic sediments that support recruitment of cyanobacterial colonies. Because of the short term, temporary and infrequent nature of operating the off-stream reservoir and given the low likelihood of a major flood (requiring diversion) during the spring season, there will not be any overwintering or resting habitat or populations in the off-stream reservoir; therefore, a nuisance bloom will not occur.</p>			

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				<p>5. Cyanobacteria have sets of functional traits allowing them to respond to multiple environmental conditions happening simultaneously. This allows them to be competitive and successful in stable habitats.</p> <p>For instance, under stratified water conditions such as in a deep lake, vertical mixing is limited; cyanobacteria have gas vesicles allowing them to regulate their position in the water column. This allows them to rise and take advantage of higher light levels required for photosynthesis and dissolved carbon dioxide concentrations. Additionally, during periods of heavy growth, blooms can attenuate available light, thus limiting the growth of planktonic algae at lower levels in the water. Conversely, in shallow reservoirs and waterbodies, such as the off-stream reservoir, environmental conditions tend to be less stable. Wind action will cause mixing through the reservoir that prevents cyanobacteria from taking advantage of a position in the upper water column. Thus, cyanobacteria will not be able to effectively use their functional traits to outcompete algae.</p> <p>Project-related effects from water quality will be monitored by collecting water samples in the off-stream reservoir just prior to and during release of water from the reservoir. Monitoring results will be used to inform downstream water users and assist their water use and treatment decisions. [Technical Review Response 13]</p> <p>Alberta Transportation sent the draft 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 draft Plan at a meeting or workshop.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Piikani Nation to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Piikani Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Piikani Nation wished to submit a budget for review.</p>			
48	<p>June 15, 2018 Piikani Nation Statement of Concern Springbank off-Stream Reservoir Project June 2018.</p> <p>June 15, 2018 Piikani Nation Technical Review of Alberta Transportation Springbank Off-Stream Reservoir Project Environmental Impact Study, prepared by Schaldemose &</p>	<p>Sediment deposition Sediment transport</p>	<p>Alberta Transportation should explain and clarify what measures will be in place to maintain coarse sediment and/or bedload transport downstream in the Elbow River downstream of the diversion channel; how storage capacity would be maintained on an annual basis when it might be reduced due to sediment deposition within the reservoir and how the integrity of</p>	<p>Alberta Transportation responded to Piikani Nation's technical review under cover dated December 16, 2019. Coarse sediment and/or bedload transport downstream will be altered in Elbow River downstream of the diversion channel. The primary goal of the Project is to maintain 160 m³/s in Elbow River downstream of the diversion. Flow diversion starts operating when flows exceed 160 m³/s with increasing diversion occurring until flows in the diversion channel reach a maximum of 600 m³/s. Any flows remaining in Elbow River above 760 m³/s (i.e., 160 m³/s plus 600 m³/s) are allowed to pass downstream while 600 m³/s is continuously diverted into the diversion channel until the reservoir is filled. For example, an event with a peak flow of 900 m³/s, would result in 600 m³/s being diverted into the reservoir and 300 m³/s left in Elbow River.</p>	None at this time.	<p>Alberta Transportation responded to this question in the response to Piikani Nation's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.</p>	Ongoing: Working with First Nation

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<p>Associates Inc., dated June 2018.</p>		<p>the low-level outlet channel would be maintained.</p> <p>Clarify how coarse sediment transport downstream will be maintained if discharges >160 m³/s will no longer occur. Importance of sediment deposition and resuspension dynamics should be discussed. [Technical Review Question 7]</p> <p>Clarify how reservoir storage capacity would be confirmed and maintained, as storage capacity may be reduced due to sediment deposition. [Technical Review Question 8]</p>	<p>As provided in Volume 3B, Section 6, Section 6.4.4.1, in general, the effect of the diversion in Elbow River will be a reduction in shear stress downstream due to the flow diversion at discharges greater than 160 m³/s. The Project will change the nature of bedload transport and supply in Elbow River downstream of the diversion and this change will manifest in downstream changes in channel morphology. These changes are a function of the reduced shear-stresses and its effect on the reduction in sediment mobility and, hence movement of coarse sediment. The morphological changes associated with the reduced mobility and supply would likely take the form of reduced mobilization of coarse sediment on bar heads, decreases in degradation and aggradation, and potential changes in channel planform.</p> <p>The overall effect on bedload transport would be changes in bed mobility during large, low probability floods, which would, overtime, modify substrate composition and structure. The effects of changes in bedload transport as a result of the Project were examined by comparing the net change in aggradation and degradation for the unnamed creek and for Elbow River. Volume 3B, Section 6, Table 6-10 presents the maximum degradation, aggradation and net change in the geomorphology of Elbow River and the unnamed creek.</p> <p>This response assumes that the question refers to bedload deposition and entrainment dynamics, which is not the same as resuspension dynamics. Suspended sediment would be expected to remain in suspension at the flows modelled near the diversion structure. At flows less than 160 m³/s, there will be no effects on streamflow or bedload deposition and entrainment dynamics near the diversion structure. During operation, 160 m³/s will still be flowing in Elbow River downstream of the diversion structure. Based on historical information, the operation of the diversion structure is anticipated to have a duration of 1 day to 4 days. There are three sections of channel that will experience different effects depending on their location: within the diversion channel, upstream of the diversion structure within Elbow River and downstream of the diversion structure within Elbow River.</p> <p>Within the diversion channel, computer generated 2D hydrodynamic model simulations predict deposition of a sediment wedge, extending 800 m downstream within the diversion channel within the diversion channel, during a design flood. Sediment deposited within the diversion channel would not be reintroduced to Elbow River.</p> <p>During operation, it is anticipated that coarse sediment is transported and deposited within the channel segment upstream of the diversion structure.</p> <p>Velocities and shear stresses upstream of the diversion structure are expected to decrease during operation of the diversion because of the backwater created when the service spillway gates are closed. When the service spillway gates are opened, the velocities and shear stresses are expected to increase, entraining some of the sediment that was deposited within the channel during operation of the service spillway. Sediment deposited on the floodplain would likely not be entrained.</p>			

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				<p>Sediment deposition and entrainment in Elbow River downstream of the diversion structure will be altered as a result of the Project. During operation, the flow in Elbow River downstream of the service spillway gates is sediment starved because of the deposition of sediment upstream of the diversion structure and deposition within the diversion channel, essentially the downstream movement of sediment is temporarily halted when the gates are raised. Downcutting of the channel downstream of the structure (closer to the reservoir) would be expected to occur. The effect of sediment starvation on channel processes has been extensively studied downstream of dams (e.g., Kondolf 1997). Generally, channels down-cut and coarsen downstream of dams when the grain size is mobile within the range of flows that are experienced following the construction of the dam. The extent of this downcutting would depend on the availability of coarse sediment immediately downstream of the structure. This effect would be attenuated in Elbow River with increasing distance downstream of the diversion structure.</p> <p>The benefit of this Project, when compared to a permanent dam, is that once flows recede to 160 m³/s or less, the gates will be reopened, and water will not be diverted into the reservoir. This will result in the entrainment of some portion of the sediment deposited upstream in the backwater areas and transported downstream into areas scoured during the active diversion. [Technical Review Response 7]</p> <p>The off-stream reservoir is designed to hold the volume required for a 2013 flood plus 10%. This excess capacity is designed to account for sediment and debris accumulation over the life of the Project. Post-flood sediment and debris will not be removed from the reservoir. Certain areas may be re-contoured within the reservoir if they interfere with drainage out of the reservoir or the integrity of the dam. [Technical Review Response 8]</p>			
49	June 15, 2018 Piikani Nation Technical Review of Alberta Transportation Springbank Off-Stream Reservoir Project Environmental Impact Study, prepared by Schaldemose & Associates Inc., dated June 2018.	Hydrology	Clarify how the low-level outlet channel would be designed to maintain the integrity of the existing channel, limit bank erosion, and maintain environmental values. [Technical Review Question 9]	<p>Alberta Transportation responded to Piikani Nation's technical review under cover dated December 16, 2019. The low-level outlet will be modified only to the extent necessary to connect with the low-level outlet works conduit and convey flows safely away from the dam. The flows will then be discharged into the existing channel (unnamed creek) and floodplain that will convey flows to Elbow River.</p> <p>Volume 3B, Section 6 describes the potential effects of reservoir drawdown on sediment transport, channel erosion and deposition within Elbow River.</p> <p>Following flood operations and reservoir drawdown, the unnamed creek will be monitored and observed for damage to aquatic and terrestrial resources. When necessary, repairs to the creek channel and revegetation will be performed to restore stream function and aquatic habitat. [Technical Review Response 9]</p>	None at this time.	Alberta Transportation responded to this question in the response to Piikani Nation's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.	Ongoing: Working with First Nation
50	June 15, 2018 Piikani Nation Statement of Concern Springbank off-Stream Reservoir Project June 2018.	Contamination	Alberta Transportation should consider aquatic impacts related not only to herbicides applied to control vegetation during Project operations, but also any existing hydrocarbons including	Alberta Transportation responded to Piikani Nation's technical review under cover dated December 16, 2019. Baseline pesticide and herbicide levels in Elbow River are assessed in EIA Volume 4, Appendix K (Section 3.4, page 3.60). Of 63 analytes tested, two broad leaf weed herbicides were detected during the summer months between 2005 and 2010. 2,4-D (2,4-dichlorophenoxyacetic acid) was detected in 4 of 29 analysis and	None at this time.	Alberta Transportation responded to this question in the response to Piikani Nation's technical review. Alberta Transportation offered to meet to discuss the technical review and	Ongoing: Working with First Nation

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<p>June 15, 2018</p> <p>Piikani Nation Technical Review of Alberta Transportation Springbank Off-Stream Reservoir Project Environmental Impact Study, prepared by Schaldemose & Associates Inc., dated June 2018.</p>		<p>herbicides that are on lands within the full project footprint. Alberta Transportation should also assess the potential for methyl mercury to be produced within the flooded reservoir and transported to the Elbow River during water release; assesses the potential for methylmercury produced in the flooded reservoir to be bioaccumulated by fish to levels that might not otherwise occur (and that might exceed human consumption guidelines in the Elbow River). Monitoring should also include inorganic mercury and methylmercury in reservoir sediments, in water overlying sediments, and at the low-level outlet during water release, as well as in fish tissue just prior to salvaging fish back to the Elbow River.</p> <p>Concerns related to increased herbicide concentrations and other contaminants getting into the water during a flood. [Technical Review Question 10]</p> <p>Concerns regarding methylmercury, including potential for methylmercury to be transported into the Elbow River, bioaccumulation, and monitoring. [Technical Review Question 14]</p>	<p>MCPP (2-methyl-4-chlorophenoxyacetic acid) was detected in 2 of 29 analysis. These measured compounds (i.e., concentrations above detection limits) were from samples collected in Elbow River at Twin Bridges or Weaselhead Bridge.</p> <p>2,4-D has a half-life of 1-14 days in soil and MCPP has a half-life of 21 days in soil (National Pesticide Information Center 2019a). Residual pesticide concentrations from 2,4-D and MCPP historic pesticide use (within the proposed off-stream reservoir) are predicted to degrade rapidly in the reservoir area within the first season of dry operations; therefore the risk of runoff and accumulation in the aquatic environment is low. For example, MCPP with a half-life in soil of 21 days will degrade to a level of less than 1% used within 190 days. This is within the timeframe of existing applications (prior to Project construction) and when the reservoir is in operation.</p> <p>Herbicides used to control weeds during construction and dry operations will be used in accordance with regulatory codes of practice (Government of Alberta (GoA) 2010) that are designed to allow low risk activities to proceed without having an environmental effect. 2,4-D has a half-life of 186 days in sediments (National Pesticide Information Center 2019b) which is much longer than in soils; therefore, care will be taken to prevent pesticides from entering waterbodies on the PDA. Volume 3A, Section 7.5, page 7.18 states that effects from herbicide application will be not significant. Mitigation applied during herbicide use will include (Volume 3A, Section 7.4.2, page 7.15) the following:</p> <p>“Herbicides would be applied according to Environmental Code of Practice for Pesticides:</p> <ul style="list-style-type: none"> • restrict herbicide mixing and loading within 30 m of an open body of water • identify open bodies of water within the application sites • mark or flag off open bodies of water that will not be clearly visible to the applicator <p>The Code of Practice specifies minimum distances that need to be maintained from open bodies of water, depending on the type of herbicide used.”</p> <p>Hydrocarbon analysis in soil samples collected within the off-stream reservoir were below detection limits (EIA Volume 4, Appendix K, Attachment A, Table A-3, page A.8). Fuel tanks and storage buildings that may house oil and grease associated with residential and agricultural sites within the PDA will be removed during construction and prior to diversion of a portion of Elbow River flood water. Baseline hydrocarbon levels are not anticipated to have an effect on the off-stream reservoir water quality.</p> <p>Project-related precautions for hydrocarbon and herbicide use and storage are predicted to prevent effects on the aquatic environment. Diverted water will not be near the facilities area where hydrocarbons, fuels, grease and herbicides will be stored. Existing residual herbicides from preconstruction use on the PDA will degrade over a short period of time on the landscape. [Technical Review Response 10]</p>		<p>did not receive any follow up questions or requests for clarification.</p>	

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				<p>The estimated low and high methylmercury concentrations are below federal CCME (2003) guideline (0.004 µg/L methylmercury), but the estimated high concentrations are greater than the provincial guideline (GoA 2018) of 0.001 µg/L long-term level and 0.002 µg/L short-term level. In the rare occasion, the residence time for water in the reservoir may be long enough for methylmercury concentrations to increase to levels above the Alberta provincial guidelines. This exceedance would only be expected for a short time at the end of the period of time water is in the reservoir before reservoir drawdown is complete.</p> <p>Methylmercury concentrations predicted in the reservoir and, subsequently, in Elbow River will be short term in nature (up to 84 days for inundation) and occurring infrequently: the predicted water quality concentrations that exceed the Alberta short-term guideline of 0.002 µg/L are associated with floods with return periods of 1:10 years or less frequent and would only occur towards the end of the impoundment (as concentrations are a function of mass flux rate and time).</p> <p>Water released from the off-stream reservoir is not expected to result in methylmercury levels in Elbow River high enough to affect food webs. [Technical Review Response 14]</p>			
51	February 22, 2017 The Piikani Nation delivered a Traditional Use Report	Air quality	General concerns related to effects on air quality from flood residue spread by the wind.	<p>Alberta Transportation responded in a letter dated May 10, 2017: Possible impacts and mitigation measures related to concerns raised by the Piikani Nation (air quality) will be addressed as part of the EIA.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-6 SR1 Project Specific Concerns and Responses - Piikani Nation</i> from the March 2018 EIA: The only potential source of fugitive dust during post-flood operations is wind erosion of deposited sediments in the reservoir after they dry out, and when strong wind conditions occur. Because these emissions are ground based, the greatest air quality changes due to these emissions occur inside and near the project development area, decreasing to background levels with increasing distance from the project development area. The main finding of the modeling completed for the EIA is the potential for dust concentrations to be greater than the regulatory criteria outside the project development area. However, given the low recurrence of the floods that result in sediment deposition (i.e. 100 years and design flood [200 years]) and the proposed mitigation measures, it is expected that fugitive dust emissions would not have significant adverse effects on ambient air quality.</p> <p>At the meetings held on September 18-19, 2018, Alberta Transportation discussed the modelling that had been done for dust. Wind will move dust in a north westerly direction. Sediment sampling has shown that most of the sediment is not small enough to mobilized by wind.</p> <p>Alberta Transportation provided the draft Air Quality Management Plan via email on July 22, 2020, with an offer to discuss further if Piikani Nation was interested.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Piikani Nation to attend group online meetings to discuss the draft monitoring</p>	None at this time.	<p>Alberta Transportation has developed a draft Air Quality Management Plan, which was provided to Piikani Nation for review and feedback. Alberta Transportation offered funding for Piikani Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval, and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> • Disturbed surfaces will be revegetated promptly following construction to prevent wind erosion and to control dust. • Re-establishment of vegetation cover (e.g., native grasses) after reservoir drainage. • In the short term, when natural revegetation could be 	Ongoing: Working with First Nation

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				<p>plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Piikani Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Piikani Nation wished to submit a budget for review.</p>		<p>ineffective, a tackifier would be applied where required.</p> <p>Air quality monitoring will be implemented during construction to maintain the quality of the air, protect potentially sensitive receptors and provide information to determine the effectiveness of and adapt mitigation measures as necessary. The key components of the monitoring plan include:</p> <ul style="list-style-type: none"> • Three monitoring stations located adjacent to areas of main construction activity to continuously measure meteorology, total suspended particulate matter concentrations and PM_{2.5} (particulate matter smaller than 2.5 micron) concentrations. • One community monitoring station to continuously measure meteorology, nitrogen dioxide concentrations and PM_{2.5} concentrations. 	
52	<p>June 15, 2018 Piikani Nation Statement of Concern Springbank off-Stream Reservoir Project June 2018.</p> <p>June 15, 2018 Piikani Nation Technical Review of Alberta Transportation Springbank Off-Stream Reservoir Project Environmental Impact Study, prepared by Schaldemose & Associates Inc., dated June 2018.</p>	Disturbances	<p>More effort is required to ensure that existing disturbance is incorporated into project footprints, especially for projects such as this that are in heavily fragmented areas that have few remaining areas with sufficient interior habitat area to support undisturbed traditional use.</p> <p>Concerned that the Project footprint might not absorb enough existing disturbance. Request commitment to make every effort to adapt current plans to minimize the development footprint. [Technical Review Question 23]</p> <p>Request that Government of Alberta develops relevant policies and criteria for</p>	<p>Alberta Transportation responded to Piikani Nation's technical review under cover dated December 16, 2019. Anthropogenic (disturbed) area equals 54% (2,638 ha of 4,860 ha) of the LAA (1 km buffer around the PDA) (Volume 3A, Table 10-12). Most of this disturbed area (48%) is agriculture (annual crop, dugout, hayland, tame pasture), with the remainder (6%) being various other disturbances (includes utilities, roads, structures). The PDA (1,437 ha) is 29.6% of the LAA, of which the majority is the reservoir (88%). The construction footprint is 734 ha, with only 168 ha remaining as permanent Project physical works area (the remaining 565 ha are temporary construction sites) (Figure 23-1). About 60% (450 ha) of the Project footprint is in areas of existing disturbances or human modified plant communities (e.g., hayland, tame pasture, dugout).</p> <p>As such, the amount of land that will be permanently disturbed by the Project is relatively small compared to the total PDA, with most of that being agriculture land (including a feedlot and tilled land which will be reclaimed and seeded to grass). Existing land use offers few opportunities to minimize additional disturbance by the Project. [Technical Review Response 23]</p> <p>Alberta Transportation has developed, and continues to update, an Environmental Management System (EMS). Alberta Transportation's EMS</p>	None at this time.	Alberta Transportation responded to these questions in the response to Piikani Nation's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.	Ongoing: Working with First Nation

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			<p>assessing, guiding, and achieving disturbance minimization, and consults with Indigenous people regarding this. [Technical Review Question 24/25]</p>	<p>is an organized and formal approach to managing environmental issues during construction with the goal of making environmental considerations part of daily activities. It is designed to:</p> <ul style="list-style-type: none"> •integrate consideration of environmental impacts into decision-making processes •extend environmental considerations into policies, procedures and practices •prevent the occurrence of environmental incidents at the outset •establish Alberta Transportation's due diligence in the event that an incident does occur •establish a means of monitoring Alberta Transportation's environmental performance <p>Alberta Transportation will forward the recommendation that the GoA developed relevant policies and criteria for assessing, guiding and achieving disturbance minimization for proposed projects to the regulator, AEP for further consideration. [Technical Review Response 24]</p> <p>Alberta Transportation will forward this request to AEP for further consideration given AEP's responsibility as a regulator. The South Saskatchewan Regional Plan First Nations Sub-table is one opportunity where Indigenous input can be obtained and incorporated into the LUP. [Technical Review Response 25]</p>			
53	<p>June 15, 2018</p> <p>Piikani Nation Statement of Concern Springbank off-Stream Reservoir Project June 2018.</p>	<p>Cumulative effects</p>	<p>Alberta Transportation should compare Project cumulative effects to a pre-development Baseline and revise the significance ranking in the Vegetation and Wetlands section of the Cumulative Effects Assessment.</p>	<p>Alberta Transportation responded to Piikani Nation's technical review under cover dated December 16, 2019. Given that the region has undergone substantial anthropogenic change for more than a century (Volume 3C, Section 1.1.5), dominated by agricultural land use, and that the majority of current land use in the PDA is also agriculture, current regional conditions provide a reasonable representation of historical change both regionally and locally.</p> <p>Overall, Alberta Transportation has completed its assessment of cumulative effects in accordance with guidelines prepared by CEAA, including "Assessing Cumulative Environmental Effects under the CEAA, 2012, Interim Technical Guidance" (CEAA 2018); "Assessing Cumulative Environmental Effects under the CEAA, 2012, Operational Policy Statement" (CEAA 2015); and the "Cumulative Effects Assessment Practitioners' Guide" (Hegmann et al. 1999). [Technical Review Response 34]</p>	<p>None at this time.</p>	<p>Alberta Transportation responded to this question in the response to Piikani Nation's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.</p>	<p>Ongoing: Working with First Nation</p>
54	<p>June 15, 2018</p> <p>Piikani Nation Technical Review of Alberta Transportation Springbank Off-Stream Reservoir Project Environmental Impact Study, prepared by Schaldemose & Associates Inc., dated June 2018.</p>	<p>Ceremony</p>	<p>Request at least three weeks' notice prior to disturbing these areas so Elders can be consulted and appropriate protocol, including ceremonies, can be planned before construction. [Technical Review Questions 49, 58, 64]</p>	<p>At the meeting held on December 17, 2018, Alberta Transportation expressed their willingness to support ceremonies being performed.</p> <p>Alberta Transportation responded to Piikani Nation's technical review under cover dated December 16, 2019. In the EIA, Alberta Transportation committed to providing opportunities for harvesting or relocating medicinal and ceremonial plants prior to construction. The notice and provision can be extended as requested to allow Piikani Nation the opportunity to follow their cultural protocols, including performing necessary ceremonies. If invited, Alberta Transportation would be please to attend any ceremonies</p>	<p>None at this time.</p>	<p>Alberta Transportation will fund and participate in ceremonies, if requested.</p>	<p>No further action required.</p>

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	December 17, 2018 Meeting between Alberta Transportation, Stantec, and Piikani Nation		The Piikani Nation would like to perform a ceremonial sweat at the site of the tipi rings and perform other ceremonies before construction.	performed by the Piikani Nation concerning this Project. [Technical Review Response 49, 64] Alberta Transportation is pleased to provide the requested three weeks' notice and support Piikani Nation to allow Piikani Nation the opportunity to consult the appropriate Elders and follow their cultural protocols, including performing necessary ceremonies. If invited, Alberta Transportation would be pleased to attend any ceremonies performed by the Piikani Nation concerning this Project. [Technical Review Response 58]			
55	January 18, 2017 Alberta Transportation meeting with the Piikani Nation, Blood Tribe/Kainai, and Siksika Nation in Lethbridge, Alberta.	First Nations Involvement	The Piikani Nation and the remainder of the Blackfoot Confederacy indicated that they should have accompanied Stantec during their EIA work.	At the meeting held on January 18, 2017, Stantec responded that they are paying more attention to First Nations, and they want First Nation input on the EIA. The Blackfoot Nations had access to the SR-1 lands, and now Alberta Transportation and Stantec want to hear their concerns and the impact to their Treaty rights and traditional uses so they can include these in the EIA. At the meeting held on January 18, 2017, Alberta Transportation also responded that they were undertaking the work in accordance with the requirements of the regulatory process. Alberta Transportation indicated that they did not have the authority to change the regulatory process and if the Piikani Nation wanted to be directly involved in the EIA process they would have to consult provincial agencies such as Alberta Environment and Parks (AEP), Indigenous Relations, and ACT. On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-6 SR1 Project Specific Concerns and Responses - Piikani Nation</i> from the March 2018 EIA: Alberta Transportation funded and provided the opportunity for the Piikani Nation to visit the site. Nation members visited the site on 13 days. At the meetings held on September 18-19, 2018, Alberta Transportation and Piikani Nation discussed potential ways that Piikani Nation may be involved in the Project moving forward, including: monitoring; land use planning; and educational programs.	At the meetings held on September 18-19, 2018, Piikani Nation expressed their desire to be involved in monitoring, land use planning, and educational programs for the Project.	None at this time.	Ongoing: Working with First Nation
56	February 22, 2017 The Piikani Nation delivered a Traditional Use Report	First Nation involvement Historical Resources	The proponents of the project need to revise the language regarding mitigation and consider participation of Siksikaitsitapii (Keepers of our Language) in the official assessment by the experts utilized to confirm the authenticity of the historic and archeological sites discovered. If the project proceeds to the stage of construction another stage of consultation needs to proceed with Siksikaitsitapii prior to actual excavation and	Alberta Transportation responded in a letter dated May 10, 2017: Concerns that fall out of Alberta Transportation's jurisdiction have been forwarded to the appropriate regulatory agencies. Concerns regarding historical resources have been forwarded to ACT and the Treaty 7 contact would be available to discuss concerns further. On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-6 SR1 Project Specific Concerns and Responses - Piikani Nation</i> from the March 2018 EIA: ACT independently assesses the heritage value of historic resources, determines the need for, and scope of, any avoidance or mitigation measures, and issues Project approval under the <i>Historical Resources Act</i> . If the Project is approved Alberta Transportation will follow all the requirements for the protection of historic resources as determined by ACT.	At the meetings held on September 18-19, 2018, Piikani Nation agreed to having a map of TLU sites made as long as the map is kept confidential. At the meeting held on December 17, 2018, Piikani Nation requested that Alberta Transportation look into avoiding sites identified near the end of the floodplain berm. Piikani Nation also voiced concerns about protecting sites within the outflow channel requesting that flow control measures be looked into in that area.	None at this time.	Ongoing: Working with First Nation

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			<p>removal of material from the sites of the diversion.</p> <p>Existence of many archaeological sites within the SR-1 area.</p>	<p>If the Project is approved, Alberta Transportation is willing to discuss possible monitoring opportunities with the Piikani First Nation.</p> <p>At the meetings held on September 18-19, 2018, Alberta Transportation discussed creating a map with Piikani Nation identified sites so specific risks and mitigation could be discussed at future meetings.</p> <p>At the meeting held on December 17, 2018, Alberta Transportation stated their willingness to discuss monitoring programs, and that this was a discussion they were also having with Alberta Environment and Parks (AEP) (the eventual owner and operator of SR1).</p> <p>At the meeting held on December 17, 2018, Alberta Transportation provided a map showing Piikani Nation identified sites in relation to the Project components. Alberta Transportation committed to discussing moving the tail of the floodplain berm with their engineers, as well as looking into the flows at the outflow channel and how that will affect the sites there.</p> <p>Alberta Transportation provided a detailed response to Piikani Nation's TUS report under cover dated December 20, 2019:</p> <ul style="list-style-type: none"> • 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. • Alberta Transportation will commit to adhering to any conditions Alberta Culture applies to these sites. • Alberta Transportation will notify Indigenous groups regarding project activities and schedules, including provision of project maps and design components. • 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. • Alberta Transportation will follow heritage resource protection methods as mandated by Alberta Culture and verify archaeological results with Indigenous groups. <p>Alberta Transportation will maintain access to identified current use sites (located outside the designated construction and Project site limits) during construction and operations, and Alberta Transportation is currently working with Indigenous groups on post-construction principles for future land use.</p> <p>Alberta Culture will evaluate the reported presence of lodges, tipi rings, campsites and other features recorded by Piikani Nation to determine whether a supplemental HRIA or additional field visits by Alberta Culture is required. If Alberta Culture determines that these features are present, standard mitigation will be applied, including photography, mapping,</p>			

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				<p>documentation and mitigative excavation, to preserve the knowledge of the site.</p> <p>Depending on its significance, other mitigation may include additional consultation, Indigenous participation in the assessment and mitigation program and Indigenous monitoring during construction.</p> <p>The construction and management of the off-stream reservoir presents a unique opportunity because it requires the acquisition of private land by Crown. The GoA 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 Piikani 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. Alberta Transportation is committed to ongoing consultation with Piikani Nation, including heritage resources mitigation prior to construction.</p> <p>Under cover letter dated July 20, 2020, Alberta Transportation invited Piikani Nation to observe the archaeological work planned for fall 2020, as well as visit the cultural sites identified by Piikani Nation to confirm potential adverse impacts and mitigation measures.</p> <p>Via a voicemail on October 23, 2020 and email on October 28, 2020, Alberta Transportation invited Piikani Nation to visit the cultural sites identified in their TUS report within NE¼ 3-24-4-W5M to confirm the locations and nature of the sites so Alberta Transportation could determine any potential impacts from the SR1 Project.</p>			
57	September 18-19, 2018 Meetings between Alberta Transportation, Stantec, and Piikani Nation	Economic opportunities	Opportunities for Piikani Nation to purchase excess Crown land.	At the meetings held on September 18-19, 2018, Alberta Transportation committed to reviewing the process for selling and purchasing the excess Crown land and bringing that information back to Piikani Nation.	None at this time.	None at this time.	Ongoing: Working with First Nation
58	September 18-19, 2018 Meetings between Alberta Transportation, Stantec, and Piikani Nation	Educational programs	Piikani Nation would like there to be education and cultural awareness programs, programs for youth.	<p>At the meetings held on September 18-19, 2018, Alberta Transportation discussed cultural awareness programs with the Piikani Nation and committed to more discussions on the topic.</p> <p>In a letter dated October 21, 2019, Alberta Transportation provided an update on the IPP for the project and on future land use for the SR1 project area. 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 Plan, 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>	None at this time.	None at this time.	Ongoing: Working with First Nation

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				<p>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 future land use documents under cover dated November 15, 2019. These documents included an overview, land use principles, land use examples in Alberta, and land use tools available.</p> <p>In an email on November 15, 2019, the draft IPP was sent to Piikani Nation. The draft IPP contained an overview of economic opportunities available for the Project, including the desire for Indigenous groups to conduct cultural awareness training for workers on site.</p> <p>At the meeting held on December 12, 2019, cultural awareness training was discussed as part of the IPP and future land use was discussed.</p>			
59	<p>June 15, 2018</p> <p>Piikani Nation Technical Review of Alberta Transportation Springbank Off-Stream Reservoir Project Environmental Impact Study, prepared by Schaldemose & Associates Inc., dated June 2018.</p>	Monitoring	<p>Concerned that monitoring will not include Indigenous communities and requests Alberta Transportation provide opportunities and financial capacity for communities to meaningfully participate in the planning and implementation of monitoring. [Technical Review Question 33]</p>	<p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-6 SR1 Project Specific Concerns and Responses - Piikani Nation</i> from the March 2018 EIA: If the Project is approved, AT is willing to discuss possible monitoring opportunities with the Piikani First Nation.</p> <p>At the meeting held on December 17, 2018, Alberta Transportation stated their willingness to discuss monitoring programs, and that this was a discussion they were also having with Alberta Environment and Parks (AEP) (the eventual owner and operator of SR1).</p> <p>In a letter dated October 21, 2019, Alberta Transportation provided an update on the Indigenous Participation Plan (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 Plan, 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 15, 2019, the draft IPP was sent to Piikani Nation. The draft IPP contained an overview of economic opportunities available for the Project, including monitoring.</p> <p>At the meeting held on December 12, 2019, the IPP was reviewed.</p> <p>Alberta Transportation responded to Piikani Nation's technical review under cover dated December 16, 2019. Alberta Transportation is committed to Indigenous participation, including training, employment,</p>	<p>At the meeting held on December 12, 2019, Piikani Nation expressed their interest in being involved in economic opportunities for the project, but would need to discuss with their Elders, leadership, and with other Nations. Piikani Nation indicated the process should be fair.</p>	<p>Alberta Transportation has developed draft monitoring plans, which were provided to Piikani Nation for review and feedback. Alberta Transportation offered funding for Piikani Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including group meetings and offering individual meetings to discuss. The plans will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Alberta Transportation has committed to Indigenous participation in the SR1 Project and has developed a draft Indigenous Participation Plan. The IPP was provided to Piikani Nation for review and feedback.</p> <p>Alberta Transportation met with Piikani Nation to discuss employment opportunities throughout the Project and Piikani Nation was invited to a</p>	Ongoing: Working with First Nation

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				<p>monitoring, and contracting opportunities. To this end, Alberta Transportation is preparing an IPP with the goal to create training, employment, monitoring, and contracting opportunities with interested Indigenous groups potentially affected by the Project, including Piikani Nation. Alberta Transportation aims to obtain Indigenous comment and feedback on the draft Plan, the final draft of which will identify how that feedback was incorporated. The draft IPP was sent to Piikani Nation on November 15, 2019 and Alberta Transportation met with Piikani Nation December 12, 2019 to discuss the draft IPP. [Technical Review Response 33]</p> <p>Alberta Transportation sent the draft Wildlife Mitigation and Monitoring Plan, draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan, draft Groundwater Monitoring Plan, and draft 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 draft Plans at a meeting or workshop.</p> <p>Under a cover letter dated May 15, 2020, Alberta Transportation sent Piikani 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>Alberta Transportation provided the draft Fish Rescue and Fish Health Monitoring and Mitigation Programs and the draft Air Quality Monitoring Plan via email on July 22, 2020, with an offer to discuss further if Piikani Nation was interested.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Piikani Nation to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Piikani Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Piikani Nation wished to submit a budget for review.</p>		<p>Business Readiness Workshop in October 2020.</p> <p>Discussion on the details of the Piikani Nation's participation in the SR1 Project, specific to the Indigenous Participation Plan, will continue until construction in a separate process from this formal Consultation.</p>	
60	<p>September 15, 2016 Alberta Transportation meeting with the Piikani Nation, Blood Tribe/Kainai, and Siksika Nation at Head Smashed In Buffalo Jump June 15, 2018 Piikani Nation Statement of Concern Springbank off-Stream Reservoir Project June 2018. June 15, 2018</p>	Historic Resources Monitoring	<p>Piikani Nation requested front line monitors be present throughout the SR-1 construction.</p> <p>Alberta Transportation should include the Piikani Nation in discussions with ACT related to further investigations of identified sites; present the results once all Baseline information is collected [Question 55]; and provide an opportunity to monitor construction activities near</p>	<p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-6 SR1 Project Specific Concerns and Responses - Piikani Nation</i> from the March 2018 EIA: If the Project is approved, Alberta Transportation is willing to discuss possible monitoring opportunities with the Piikani First Nation.</p> <p>At the meetings held on September 18-19, 2018, Alberta Transportation discussed that there will be monitoring opportunities throughout the phases of the Project.</p> <p>At the meeting held on December 17, 2018, Alberta Transportation stated their willingness to discuss monitoring programs, and that this was a discussion they were also having with Alberta Environment and Parks (AEP) (the eventual owner and operator of SR1).</p>	At the meeting held on December 12, 2019, Piikani Nation expressed their interest in being involved in economic opportunities for the project, but would need to discuss with their Elders, leadership, and with other Nations. Piikani Nation indicated the process should be fair.	None at this time.	Ongoing: Working with First Nation

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<p>Piikani Nation Technical Review of Alberta Transportation Springbank Off-Stream Reservoir Project Environmental Impact Study, prepared by Schaldemose & Associates Inc., dated June 2018.</p> <p>December 17, 2018</p> <p>Meeting between Alberta Transportation, Stantec, and Piikani Nation</p>		<p>known cultural resources including the flats north of the berm location, the bottom of the Elbow riverbed and on a tributary creek channel off the Elbow River [Technical Review Question 56].</p> <p>Request opportunity to monitor construction activities near known cultural resources.</p> <p>The Piikani Nation would like to have monitors on site during construction and after a flood to see if any sites are unearthed.</p>	<p>In a letter dated October 21, 2019, Alberta Transportation provided an update on the 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 Plan, 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 15, 2019, the draft IPP was sent to Piikani Nation. The draft IPP contained an overview of economic opportunities available for the Project, including monitoring.</p> <p>At the meeting held on December 12, 2019, the IPP was reviewed.</p> <p>Alberta Transportation responded to Piikani Nation's technical review under cover dated December 16, 2019. The commitment that Piikani Nation is referencing in their question [Technical Review Question 55] was not made the EIA, nor in following regulatory material. Alberta Transportation has not been able to find this commitment in its records.</p> <p>All baseline information is presented in the EIA. Since that filing, Alberta Transportation met with the Piikani Nation to discuss this information on September 18-19, 2018 and December 17, 2018. Additional information and clarifications regarding the EIA have also been provided to the Piikani Nation in the June 2019 responses to provincial and federal information requests. In the delivery of a copy of the 2019 responses to provincial and federal information requests, Alberta Transportation extended the offer to meet to discuss these responses. Alberta Transportation welcomes further discussions with Piikani Nation to review baseline information. [Technical Review Response 55]</p> <p>Alberta Transportation is committed to Indigenous participation in the Project, including training, employment, 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 interested Indigenous groups potentially affected by the Project, including Piikani Nation. 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. The draft IPP was sent to Piikani Nation on November 15, 2019.</p> <p>Alberta Transportation will continue to meet with Piikani Nation to discuss their concerns, as well as the IPP, including the opportunity to monitor construction activities near known cultural and archaeological sites. [Technical Review Response 56]</p> <p>Under cover letter dated July 20, 2020, Alberta Transportation invited Piikani Nation to observe the archaeological work planned for fall 2020, as well as visit the cultural sites identified by Piikani Nation to confirm potential adverse impacts and mitigation measures.</p>			

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				Via a voicemail on October 23, 2020 and email on October 28, 2020, Alberta Transportation invited Piikani Nation to visit the cultural sites identified in their TUS report within NE¼ 3-24-4-W5M to confirm the locations and nature of the sites so Alberta Transportation could determine any potential impacts from the SR1 Project.			
61	June 15, 2018 Piikani Nation Technical Review of Alberta Transportation Springbank Off-Stream Reservoir Project Environmental Impact Study, prepared by Schaldemose & Associates Inc., dated June 2018.	Monitoring Biodiversity	<p>Alberta Transportation should provide a more detailed description of its wildlife monitoring program and provide capability for the Piikani Nation to participate in the monitoring program. [Technical Review Question 41]</p> <p>It is Piikani Nation's view that monitoring plans for biodiversity should be completed as a condition for approval and that the plans should be submitted to the Piikani Nation for examination and input. [Technical Review Question 43]</p> <p>Concerned that Piikani Nation was not engaged in biodiversity planning and would like Piikani Nation involvement in decision making related to biodiversity reestablishment. [Technical Review Question 42]</p> <p>Concerned about lack of information regarding mitigation and monitoring for impacts to biodiversity. Requests development of biodiversity monitoring plans and Piikani Nation involvement. [Technical Review Question 43]</p>	<p>In a letter dated October 21, 2019, Alberta Transportation provided an update on the 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 Plan, 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 15, 2019, the draft IPP was sent to Piikani Nation. The draft IPP contained an overview of economic opportunities available for the Project, including monitoring.</p> <p>At the meeting held on December 12, 2019, the IPP was reviewed.</p> <p>Alberta Transportation responded to Piikani Nation's technical review under cover dated December 16, 2019. A draft WMMP is provided in the response to Piikani Nation Question 40, Appendix 40-1. The final version will be developed following Project approval and based on provincial and federal approval conditions. Alberta Transportation has committed to providing Indigenous participation in the Project, including training, employment, monitoring, and contracting opportunities. Alberta Transportation is committed to meeting with Piikani Nation to discuss the draft WMMP. [Technical Review Response 41]</p> <p>Reclamation will take place in areas of temporary disturbance associated with construction of the Project. The species list provided in the EIA is not final and Alberta Transportation is open to receiving suggestions from the Piikani Nation on plant species to be used in this reclamation.</p> <p>As discussed in previous consultation meetings, Alberta Transportation invites Piikani Nation to be part of developing the future LUP. See the response to Piikani Nation Question 25 for information on the draft principles of future land use of the PDA.</p> <p>The request to involve Piikani Nation in decision making related to biodiversity re-establishment for all reclamation plans in Piikani Nation's traditional territory will be forwarded to AEP. [Technical Review Response 42]</p> <p>The draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan is provided in the response to Piikani Nation Question 18, Appendix 18-1 [in the technical review response]. The draft Wildlife Mitigation and Monitoring Plan is provided in the response to Piikani Nation Question 40, Appendix 40-1. The final versions of these plans will be developed following Project approval and based on provincial and federal approval conditions. The final mitigation and monitoring plans will provide</p>	At the meeting held on December 12, 2019, Piikani Nation expressed their interest in being involved in economic opportunities for the project, but would need to discuss with their Elders, leadership, and with other Nations. Piikani Nation indicated the process should be fair.	<p>Alberta Transportation responded to these questions in the response to Piikani Nation's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.</p> <p>Alberta Transportation has developed a draft Wildlife Mitigation and Monitoring Plan, which was provided to Piikani Nation for review and feedback. Alberta Transportation offered funding for Piikani Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> • Pre-construction surveys will be conducted to identify wildlife features (e.g., nests, dens) and appropriate site-specific mitigation developed. • Temporary workspaces will be reclaimed according to the Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan. • Sections of side slopes and bottom of the diversion 	Ongoing: Working with First Nation

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				<p>quantitative criteria to monitor and evaluate the effectiveness of mitigation measures (e.g., reclamation). The number of animal-vehicle collisions and the number of reported wildlife-human conflicts during construction are examples of quantitative criteria proposed to monitor mitigation effectiveness, which are discussed in Section 7.0 of the draft Wildlife Mitigation and Monitoring Plan (WMMP). In addition, other quantitative criteria including the amount (ha) of habitat reclaimed, and nest completion will be monitored to determine mitigation success (see response to Round 1 CEEA Package 1, IR1-09). [Technical Review Response 43]</p> <p>Alberta Transportation sent the draft Wildlife Mitigation and Monitoring Plan and the draft Vegetation and Wetland Mitigation, Monitoring and Revegetation 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.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Piikani Nation to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Piikani Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Piikani Nation wished to submit a budget for review.</p>		<p>channel, and side slopes of the floodplain berm and off-stream dam will be vegetated. Vegetated areas will provide a more conducive material for wildlife to move across.</p> <ul style="list-style-type: none"> • Hwy 22 bridge over the diversion channel is designed to facilitate wildlife movement through open-span dimensions and filling rip-rap with finer material under the bridge. • Where fencing is proposed around the PDA, wildlife-friendly fencing will be installed to allow ungulate passage (except for fencing around the diversion structure control building). • If construction activities occur within 100 m of an amphibian SOMC breeding wetland during the breeding season (approximately May 1 to September 30), install silt fencing around the perimeter of the wetlands to prevent amphibians from moving into active construction areas. • Waste will be stored in wildlife-proof containers and wildlife awareness training will be provided to staff on site to reduce human-wildlife conflict (e.g., bears). • A remote camera monitoring program will be implemented to evaluate the effectiveness of mitigation measures designed to reduce potential effects of the Project on wildlife movement. • During flood operations, a migratory bird salvage program will be implemented 	

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						in the off-stream reservoir footprint to reduce mortality risk to ground nesting birds within the constraints of a limited advance flood warning (two to three days) and worker safety.	
62	<p>June 15, 2018 Piikani Nation Statement of Concern Springbank off-Stream Reservoir Project June 2018.</p> <p>June 15, 2018 Piikani Nation Technical Review of Alberta Transportation Springbank Off-Stream Reservoir Project Environmental Impact Study, prepared by Schaldemose & Associates Inc., dated June 2018.</p>	<p>Soil</p> <p>Land use</p> <p>Monitoring</p>	<p>An assessment of how changes to terrain and soil conditions might impact Indigenous land use resulting from implications for terrestrial resources (e.g., vegetation and wildlife) should be completed in collaboration with, and informed by, the Piikani Nation.</p> <p>Concerned that there has been no discussion on how changes to terrain and soil might impact Indigenous land use. [Technical Review Question 17]</p> <p>Requests a monitoring plan be developed with Piikani Nation to monitor impacts to soil conditions. [Technical Review Question 18]</p>	<p>In a letter dated October 21, 2019, Alberta Transportation provided an update on the 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 Plan, 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 15, 2019, the draft IPP was sent to Piikani Nation. The draft IPP contained an overview of economic opportunities available for the Project, including monitoring.</p> <p>At the meeting held on December 12, 2019, the IPP was reviewed.</p> <p>Alberta Transportation responded to Piikani Nation's technical review under cover dated December 16, 2019. As described in Alberta Transportation's response to Round 1 CEEA Package 2, IR2-22b, changes in soil and terrain conditions as a result of the Project are not anticipated to result in direct effects on Indigenous land use. Instead, effects on Indigenous land use resulting from changes in soil and terrain conditions are anticipated to occur indirectly through potential effects on traditionally harvested plants and are, therefore, assessed in the vegetation assessment (Volume 3B, Section 10.2). The vegetation and wildlife assessments were informed by information gathered through Alberta Transportation's consultation with Piikani Nation, including the conduct of a traditional use study, and through a review of existing publicly available literature.</p> <p>Soil disturbance during construction will result in a corresponding temporary loss of vegetation and its value as wildlife habitat. In addition, soil removal and vegetation clearing during construction will result in the temporary loss of some vegetation species of traditional importance. Because the construction footprint will be reclaimed, there will be an opportunity to include species of traditional importance in the reclamation planning. Of the 41 species observed in the PDA (listed in Volume 3A, Section 10, Table 10-7), all are common, widespread species in Alberta and likely occur in the terrain and soils RAA outside the LAA (see Alberta Transportation's response to Round 1 CEEA Package 2, IR2-19).</p> <p>The vegetation assessment for flood and post flood operations (Volume 3B, Section 10.2.2.3) considers changes in soil moisture as a factor determining changes in vegetation community diversity. The vegetation assessment also examines changes in vegetation community diversity</p>	<p>At the meeting held on December 12, 2019, Piikani Nation expressed their interest in being involved in economic opportunities for the project, but would need to discuss with their Elders, leadership, and with other Nations. Piikani Nation indicated the process should be fair.</p>	<p>Alberta Transportation responded to these questions in the response to Piikani Nation's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.</p>	<p>Ongoing: Working with First Nation</p>

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				<p>associated with the deposition of sediment, which results in a change in soil types in the PDA. The vegetation assessment concludes that no vegetation and wetland land units are completely lost, and no lasting effects on vegetation and wetlands in the LAA would be anticipated as a result of a 1:10 year, 1:100 year or design floods. Therefore, residual effects on plant community diversity are expected to be adverse, restricted to the PDA, low in magnitude and medium-term.</p> <p>Effects on soil are also considered in the wildlife assessment (with respect to changes in habitat, which is based on vegetation community diversity) which concludes that the amount of wildlife habitat affected for species of management concern (SOMC), including species of cultural importance, is relatively small compared to the availability of wildlife habitat remaining in the RAA (Volume 3B, Section 11.3.2, p 11.10 to 11.22). An assessment of wildlife species of cultural importance is also discussed in Alberta Transportation's response to Round 1 CEAA Package 2, IR2-11. [Technical Review Response 17]</p> <p>Proposed monitoring will be carried out by personnel with recognized expertise in both the detection and measurement of soil quality indicators. Alberta Transportation anticipates building upon consultation efforts to date to continue to strengthen relationships with the Piikani Nation. Information provided throughout the regulatory phase will be used to inform Project plans and mitigation, as appropriate. [Technical Review Response 18]</p>			
63	<p>June 15, 2018 Piikani Nation Statement of Concern Springbank off-Stream Reservoir Project June 2018.</p> <p>June 15, 2018 Piikani Nation Technical Review of Alberta Transportation Springbank Off-Stream Reservoir Project Environmental Impact Study, prepared by Schaldemose & Associates Inc., dated June 2018.</p>	<p>Plants Fish Wildlife Monitoring</p>	<p>Alberta Transportation should: discuss the availability of vegetation, fish and wildlife species for food, traditional medicinal and cultural purposes in the LSA and RSA in the Conservation and Reclamation plan; develop a monitoring plan with the Piikani to assess Project effects on hunting, trapping, fishing, plant harvesting and cultural use following Project development; develop Project-specific triggers and limits with Piikani for the Project's mitigation, management and monitoring plans that reflect Community TEK and ecological and cultural values; and consider supporting Piikani's cultural retention strategies, including plans to establish community-based monitoring of key cultural species and practices.</p>	<p>At the meeting held on December 17, 2018, Alberta Transportation stated their willingness to discuss monitoring programs, and that this was a discussion they were also having with Alberta Environment and Parks (AEP) (the eventual owner and operator of SR1).</p> <p>In a letter dated October 21, 2019, Alberta Transportation provided an update on the 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 Plan, 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 15, 2019, the draft IPP was sent to Piikani Nation. The draft IPP contained an overview of economic opportunities available for the Project, including monitoring.</p> <p>At the meeting held on December 12, 2019, the IPP was reviewed.</p> <p>Alberta Transportation responded to Piikani Nation's technical review under cover dated December 16, 2019. Alberta Transportation would like to understand Piikani Nation's current cultural retention strategies and how those strategies can best be supported. To gain a better understanding of the Piikani Nation's current cultural retention strategies Alberta Transportation proposes to meet and discuss further. It is possible that the</p>	<p>At the meeting held on December 12, 2019, Piikani Nation expressed their interest in being involved in economic opportunities for the project, but would need to discuss with their Elders, leadership, and with other Nations. Piikani Nation indicated the process should be fair.</p>	<p>Alberta Transportation responded to this question in the response to Piikani Nation's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up questions or requests for clarification.</p> <p>Alberta Transportation has developed draft monitoring plans, which were provided to Piikani Nation for review and feedback. Alberta Transportation offered funding for Piikani Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including group meetings and offering individual meetings to discuss. The plans will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p>	<p>Ongoing: Working with First Nation</p>

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			<p>Request Alberta Transportation considers supporting Piikani Nation's cultural retention strategies, including plans to establish community based monitoring of key cultural species and practices. [Technical Review Question 61]</p> <p>Request development of monitoring plan with Piikani Nation to assess Project effects on hunting, trapping, fishing, plant harvesting, and cultural use. [Technical Review Question 66]</p> <p>Request development with Piikani Nation of Project-specific triggers and limits for the Project's mitigation, management, and monitoring plans that reflect community traditional ecological knowledge and cultural values. [Technical Review Question 67]</p>	<p>GoA has existing programs that could benefit the Piikani Nation with regards to cultural retention.</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 GoA 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 First Nations and stakeholders 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 has advanced the draft principle of future land use of the PDA that was discussed and appended to the June 2019 Round 1 provincial and federal information requests. On November 15, 2019 Alberta Transportation sent Piikani Nation the "draft Guiding Principles and Direction for Future Land Use", provided in the response to Piikani Nation Question 25, Appendix 25-1 [in the technical review response]. Alberta Transportation is committed to meeting with Piikani Nation to discuss this draft document.</p> <p>Consultation has been ongoing with the Piikani Nation since August 2014, throughout the development of the Project. All of the specific issues and concerns provided by the Piikani Nation, received by Alberta Transportation, have been included in the EIA and responses to Supplemental Information Request Round 1(from AEP) and to the CEEA Information Request Packages.</p> <p>Alberta Transportation is committed to Indigenous participation in the Project, including training, employment, 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 interested Indigenous groups potentially affected by the Project, including Piikani Nation. Alberta Transportation aims to obtain Indigenous comment and feedback on the draft Indigenous Participation Plan, the final draft of which will identify how that feedback was incorporated. [Technical Review Response 61]</p> <p>Four monitoring plans are presented in the following locations in [the technical review response] package:</p> <ul style="list-style-type: none"> •Draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan is provided in the response to Piikani Nation Question 18, Appendix 18-1 •Draft Wildlife Mitigation and Monitoring Plan is provided in the response to Piikani Nation Question 40, Appendix 40-1 •Draft Surface Water Quality Monitoring Plan is provided in the response to Piikani Nation Question 65, Appendix 65-1 		<p>Alberta Transportation has committed to Indigenous participation in the SR1 Project and has developed a draft Indigenous Participation Plan. The IPP was provided to Piikani Nation for review and feedback.</p> <p>Alberta Transportation met with Piikani Nation to discuss employment opportunities throughout the Project and Piikani Nation was invited to a Business Readiness Workshop in October 2020.</p> <p>Discussion on the details of the Piikani Nation's participation in the SR1 Project, specific to the Indigenous Participation Plan, will continue until construction in a separate process from this formal consultation.</p>	

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				<p>•Draft Groundwater Monitoring Plan is provided in the response to Piikani Nation Question 2, Appendix 2-1</p> <p>Consultation has been ongoing with the Piikani Nation since August 2014, throughout the development of the Project. All of the specific issues and concerns provided by the Piikani Nation regarding asserted treaty rights and traditional uses, received by Alberta Transportation, have been included in the EIA and responses to Supplemental Information Request Round 1 (from AEP and NRCB) and to the CEEA Information Request Packages.</p> <p>Alberta Transportation will continue consultation with Piikani Nation to discuss their concerns regarding the Project, as well as the draft monitoring plans. [Technical Review Response 66/67]</p> <p>Alberta Transportation sent the draft Wildlife Mitigation and Monitoring Plan, the draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan, the draft Groundwater Monitoring Plan, and the draft 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.</p> <p>Alberta Transportation provided the draft Fish Rescue and Fish Health Monitoring and Mitigation Programs and the draft Air Quality Monitoring Plan via email on July 22, 2020, with an offer to discuss further if Piikani Nation was interested.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Piikani Nation to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Piikani Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Piikani Nation wished to submit a budget for review.</p>			
64	<p>June 15, 2018 Piikani Nation Statement of Concern Springbank off-Stream Reservoir Project June 2018.</p> <p>June 15, 2018 Piikani Nation Technical Review of Alberta Transportation Springbank Off-Stream Reservoir Project Environmental Impact Study, prepared by Schaldemose &</p>	Land access	<p>Alberta Transportation should collaborate with Piikani Nation and other Indigenous communities to develop an access management plan (AMP) for roads and other linear access features associated with the Project with restrictions on non-essential access, and with reasonable allowances that give Indigenous communities access to traditional lands.</p> <p>It is not clear how access for Piikani Nation members would be coordinated such that they</p>	<p>At the meetings held on September 18-19, 2018, Alberta Transportation and Piikani Nation discussed land use planning and committed to continued discussions on the topic.</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 Project Development Area (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</p>	<p>At the meeting held on December 12, 2019, Piikani Nation was pleased with the step forward regarding the future land use and liked the idea of continued engagement. Piikani Nation indicated they would need to discuss with their Elders and leadership, and other Nations.</p>	<p>Alberta Transportation developed <i>Draft Guiding Principles and Direction for Future Land Use</i> and provided these to Piikani Nation for review and feedback.</p> <p>The final Land Use Plan will be developed following Project approval and will incorporate feedback obtained from the Indigenous engagement program.</p> <p>Key mitigations for concerns regarding access include:</p>	Ongoing: Working with First Nation

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<p>Associates Inc., dated June 2018.</p> <p>September 18-19, 2018</p> <p>Meetings between Alberta Transportation, Stantec, and Piikani Nation</p>		<p>would be able to carry out ceremonies within the conservation area (Area A) or how the province would facilitate activities such as hunting within an area intended for multi-use including access by recreational users. [Technical Review Question 50]</p> <p>Request collaboration with Piikani Nation to develop an access management plan for roads and other linear access features associated with the Project. Specifically, restrictions on non-essential access and allowances to allow Piikani Nation access to traditional lands. [Technical Review Question 38]</p> <p>Request co-development of an Access Management Plan for Area A. [Technical Review Question 50]</p> <p>Requests Alberta Transportation works with Piikani Nation to ensure cultural and spiritual values are integrated when developing access management plans. [Technical Review Question 62]</p> <p>Describe how the Project will align with existing land use documents, guidelines, and policies, and how Aboriginal rights and interests will be accommodated. [Technical Review Question 51]</p> <p>Piikani Nation would like to be involved in land use planning.</p>	<p>a positive change to the ability to exercise Section 35 rights and to engage in traditional uses.</p> <p>In a letter dated October 21, 2019, 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 future land use documents under cover 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 December 12, 2019, future land use was discussed.</p> <p>Alberta Transportation responded to Piikani Nation's technical review under cover dated December 16, 2019. The public will not have access to the access roads within the PDA. During construction, signs will be installed indicating that restricted roads are not open to the public. Signage will also indicate that all visitors are to report to the site office. Unauthorized individuals will be asked to leave the site. These signs will be in place at all access points to the Project site. When construction is complete, the public will not have access to the permanent roads as indicated in Volume 1, Section 3.2.7, Page 3.18), "All permanent access roads for the Project will be gated with lockable swing gates and vehicle access will be limited to AEP operations and maintenance."</p> <p>Alberta Transportation is committed to Indigenous participation in the Project, including training, employment, 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 interested Indigenous groups potentially affected by the Project, including Piikani Nation. 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. The draft IPP was sent to Piikani Nation on November 15, 2019 and Alberta Transportation is committed to meeting with Piikani Nation to discuss the Plan. [Technical Review Response 38]</p> <p>Through the engagement process for the Project, Alberta Transportation received feedback that First Nations and stakeholders would like access to the Project lands. Alberta Transportation has advanced the draft principles of future land use of the PDA that was discussed and appended to the June 2019 Round 1 provincial and federal information requests. On November 15, 2019 Alberta Transportation sent Piikani Nation the "draft Guiding Principles and Direction for Future Land Use", provided in the response to Piikani Nation 25, Appendix 25-1 [in the technical review</p>		<ul style="list-style-type: none"> • The LUP will prioritize access to the area for the practice of Treaty rights and traditional uses • Alberta Environment and Parks will work with First Nations to develop a Land Use Working Group to guide and facilitate the principles of the LUP and allow the exercise of Treaty rights and traditional uses in the LUA. • Alberta Transportation recognizes that some land uses are competing uses and commits to exploring various management approaches to ensure safety of all users in the LUA. • 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. • The Government of Alberta will work with First Nations to identify a portion of land near the LUA that can be used by First Nations as a staging area (e.g., parking, setting up temporary campsites) or for activities, such as cultural ceremonies, transmittal of traditional knowledge to the youth, traditional activities. The staging area would be accessible to all First Nations engaged on the Project throughout the year except during the flood season when access to the area may be prohibited for safety reasons. • The Government of Alberta will create a First Nations Land Use Advisory 	

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				<p>response]. Alberta Transportation is committed to meeting with Piikani Nation to discuss this draft document.</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 First Nations and stakeholders 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>As discussed in previous consultation meetings, Alberta Transportation invites the Piikani Nation to be part of developing the future LUP, which includes addressing access. [Technical Review Response 50/62]</p> <p>The Project site is within privately owned lands, but upon Project approval, this land will be owned by the Province and will be converted into Crown lands. The Project falls within the South Saskatchewan Regional Plan (SSRP) (GoA 2018) which states: "On Crown lands, direction under the SSRP, will be delivered through existing legislation such as the Public Lands Act, the Forests Act and the provincial parks legislation and through existing tools such as integrated landscape management plans, access management plans and forest management planning" (GoA 2018). The implementation of the SSRP will meet the intent of land use plans that have been implemented at the regional, sub regional, issue specific and local levels (SSRP, p.5). Reduction of flood risk, flood protection and flood mitigation are all addressed in SSRP.</p> <p>The Alberta Land Use Framework (Government of Alberta 2008) states that "the provincial government will strive for a meaningful balance that respects the constitutionally protected rights of aboriginal communities and the interests of all Albertans". The SSRP further states that "First Nations... are uniquely positioned to inform land-use planning." [Technical Review Response 51]</p> <p>Alberta Transportation provided their response to IAAC 4-05, including the <i>Updated Draft Guiding Principles and Direction for Future Land Use</i>, via email on October 23, 2020.</p>		<p>Committee which will meet on a regular basis to guide and facilitate the implementation of the principles of the Land Use Plan and make recommendations to support the exercise of Treaty rights and traditional uses in the LUA.</p> <ul style="list-style-type: none"> • Alberta Transportation will appoint a Community Liaison (a representative from Alberta Transportation during construction and from AEP during operations) who will serve as point of contact with stakeholders; they will primarily communicate through the local representation for Indigenous groups, community associations, local businesses, government administration and local government officials. The Community Liaison would work with Indigenous groups in identifying preferred means of communication for each Indigenous group (e.g., phone call, emails, letters) for receiving information. Information from the First Nations Land Use Advisory Committee will be provided to the Community Liaison. 	
65	September 18-19, 2018 Meetings between Alberta Transportation, Stantec, and Piikani Nation	Access Ceremonies	Access to plants, animals, for bundles and ceremony.	<p>At the meetings held on September 18-19, 2018, Alberta Transportation stated they will provide opportunities for First Nations to harvest traditional plants prior to construction. Alberta Transportation also offered to have a ceremony prior to construction if Piikani Nation is interested. Alberta Transportation and Piikani Nation discussed the long-term land use plan and committed to continued discussions on the topic.</p> <p>At the meeting held on December 17, 2018, Alberta Transportation expressed their willingness to support ceremonies being performed.</p>	None at this time.	<p>Alberta Transportation developed <i>Draft Guiding Principles and Direction for Future Land Use</i> and provided these to Piikani Nation for review and feedback.</p> <p>The final LUP will be developed following Project approval and will incorporate feedback</p>	Ongoing: Working with First Nation

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				<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 Project Development Area (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>In a letter dated October 21, 2019, 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 future land use documents under cover 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 December 12, 2019, future land use was discussed.</p> <p>Alberta Transportation provided their response to IAAC 4-05, including the <i>Updated Draft Guiding Principles and Direction for Future Land Use</i>, via email on October 23, 2020.</p>		<p>obtained from the Indigenous engagement program.</p> <p>Key mitigations for concerns regarding access include:</p> <ul style="list-style-type: none"> • The LUP will prioritize access to the area for the practice of Treaty rights and traditional uses • Alberta Environment and Parks will work with First Nations to develop a Land Use Working Group to guide and facilitate the principles of the LUP and allow the exercise of Treaty rights and traditional uses in the LUA. • Alberta Transportation recognizes that some land uses are competing uses and commits to exploring various management approaches to ensure safety of all users in the LUA. • 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. • The Government of Alberta will work with First Nations to identify a portion of land near the LUA that can be used by First Nations as a staging area (e.g., parking, setting up temporary campsites) or for activities, such as cultural ceremonies, transmittal of traditional knowledge to the youth, traditional activities. The staging area would be accessible to all First Nations engaged on the Project throughout the year except during the flood season when 	

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						<p>access to the area may be prohibited for safety reasons.</p> <ul style="list-style-type: none"> The Government of Alberta will create a First Nations Land Use Advisory Committee which will meet on a regular basis to guide and facilitate the implementation of the principles of the Land Use Plan and make recommendations to allow the exercise of Treaty rights and traditional uses in the LUA. Alberta Transportation will appoint a Community Liaison (a representative from Alberta Transportation during construction and from AEP during operations) who will serve as point of contact with stakeholders; they will primarily communicate through the local representation for Indigenous groups, community associations, local businesses, government administration and local government officials. The Community Liaison would work with Indigenous groups in identifying preferred means of communication for each Indigenous group (e.g., phone call, emails, letters) for receiving information. Information from the First Nations Land Use Advisory Committee will be provided to the Community Liaison. 	
66	June 15, 2018 Piikani Nation Technical Review of Alberta Transportation Springbank Off-Stream Reservoir Project Environmental Impact Study, prepared by Schaldemose &	Traditional use	Requests discussions with Piikani Nation and other communities to consider constructing a permanent memorial dedicated to historical use and occupancy of these lands by Blackfoot people, and	Alberta Transportation responded to Piikani Nation's technical review under cover dated December 16, 2019. Requests for heritage markers or memorials are covered under the mandate of Alberta Culture, Multiculturalism and Status of Women and not Alberta Transportation. However, to facilitate this discussion, Alberta Transportation has been in contact with Alberta Culture, Multiculturalism and Status of Women regarding this request, from which two options were identified. Should the Piikani Nation wish to pursue them, the options are listed below:	None at this time.	Alberta Transportation responded to this question in the response to Piikani Nation's technical review. Alberta Transportation offered to meet to discuss the technical review and did not receive any follow up	Ongoing: Working with First Nation

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	Associates Inc., dated June 2018.		later Tsuut'ina and Stoney. [Technical Review Question 52]	<p>The best option identified is the Heritage Marker Program. Under this program, the Piikani Nation could submit an application to Alberta Culture, Multiculturalism and Status of Women and they would draft the text and imagery with input from the community. Alberta Culture, Multiculturalism and Status of Women will cover the costs of developing, fabricating and installing the signage. The application would need to be approved by the Alberta Historical Resources Foundation. Alberta Culture, Multiculturalism and Status of Women indicated they are looking to increase Indigenous content as part of this program.</p> <p>The other option identified is through the Alberta Historical Resources Foundation grant program. [Technical Review Response 52]</p>		questions or requests for clarification.	

Springbank SR1 - Specific Concerns and Response Table

First Nation or Métis Settlement: **Siksika Nation**

Date: **AUGUST 2014 – OCTOBER 2020**

	1. Document or Meeting Reference	3. Project Specific Aspect of the Concern Expressed	2. Specific Concern Expressed	4. Proponent Response on Effort to Avoid or Mitigate Concern	5. First Nation/Metis Settlement 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>May 20, 2016</p> <p>Siksika Nation Letter to Alberta Transportation (DEMA) in support of their TUS budget request.</p>	<p>Traditional Use</p>	<p>The Siksika Nation stated the SR1 project proposed for the Elbow River can be reasonably expected to have substantial impacts on Siksika traditional use right and interests, and, heritage sites, protected by Section 35 of the Constitution. They can be expected to include both upstream and downstream impacts during the construction and operation of the SR1 control structure. Given that the Elbow River is a major transport corridor for Siksika members and has been for millennia, is expected that the impacts on Siksika traditional use and sites will be substantial.</p>	<p>Alberta Transportation provided funding for the Siksika Nation to conduct a Traditional Use Study (TUS) on the project lands (privately and publicly held). Siksika Nation conducted a TUS (10 field days) in summer/fall of 2016. The Siksika Nation delivered a Joint Interim Traditional Use Report on March 13, 2017 that was co-authored with the Blood Tribe.</p> <p>Following the completion of the Siksika Nation's site visits and Alberta Transportation's Historical Resource Impact Assessment a meeting was held at Head Smashed In Buffalo Jump with the Siksika Nation, the Blood Tribe, and the Piikani Nation on Sept 15, 2016, with a second meeting in Lethbridge on January 18, 2017.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-5 SR1 Project Specific Concerns and Responses - Siksika Nation</i> from the March 2018 EIA: Effects on potential or established Aboriginal or Treaty rights are addressed through the assessment of the current use of lands and resources for traditional purposes. By acknowledging a link between practice-based rights and current use, this assessment accepts 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 will have a consequent effect on the ability of Indigenous groups to exercise potential or established Aboriginal and Treaty rights. Given that the residual effects for the Project on TLRU are predicted to be not significant, no effects on potential or established Aboriginal or Treaty rights is expected to occur as a result of the Project.</p> <p>On April 26, 2018, Alberta Transportation met with Siksika Nation to review their specific concerns and the responses and proposed mitigation measures in <i>Table 7-5 SR1 Project Specific Concerns and Responses - Siksika Nation</i>.</p> <p>In response to Siksika Nation's additional concerns raised at the April 26, 2018 meeting, Alberta Transportation explained that the Project creates more Crown land than there was before, and there is a possibility of an agreement for First Nations to use some of the reservoir area.</p> <p>At the meeting held on December 10, 2018, Alberta Transportation put forward their desire to work with Siksika Nation to develop a land use plan that includes access for traditional use.</p> <p>Alberta Transportation sent a letter dated January 28, 2019 that requested the Siksika Nation provide its views and perspectives on its Aboriginal and Treaty rights, cultural and experiential values, and country foods. The letter listed four specific topics that Alberta Transportation was requesting input on to help answer Canadian Environmental Assessment Agency (CEAA) IR2-01, IR2-02, and IR2-08.</p>	<p>At the meeting held on April 26, 2018 to discuss concerns and responses, Siksika Nation responded that Treaty Rights are not just about plants and animals, but the lands should be looked at as a whole. Crown lands are getting smaller while the population gets bigger.</p> <p>At the meeting held on December 10, 2018, Siksika Nation expressed concerns regarding the viability of the land use plan and indicated they would want to see a land use plan before commenting on it. There were concerns that the Siksika Nation would be asked to consult and then their input would not be used in the final plan, leaving them without access to the landscape.</p> <p>At the meeting held on January 6, 2020, Siksika Nation indicated they would complete their final TUS and address future land use. They would like to show youth the sites in the area. Siksika Nation noted hunting and harvesting medicinal and ceremonial plants are important. Due to safety concerns, Siksika Nation put forward the idea that hunting would be allowed during hunting season, and educational trips could occur at other times.</p>	<p>Alberta Transportation developed <i>Draft Guiding Principles and Direction for Future Land Use</i> and provided these to Siksika Nation for review and feedback.</p> <p><i>Updated Draft Guiding Principles and Direction for Future Land Use</i> were developed following receipt of feedback from Indigenous groups, including Siksika Nation.</p> <p>The final Land Use Plan (LUP) will be developed following Project approval and will incorporate feedback obtained from the Indigenous engagement program.</p> <p>Key mitigations for concerns regarding access include:</p> <ul style="list-style-type: none"> • The LUP will prioritize access to the area for the practice of Treaty rights and traditional uses • Alberta Environment and Parks will work with First Nations to develop a Land Use Working Group to guide and facilitate the principles of the LUP and allow the exercise of Treaty rights and traditional uses in the LUA. • Alberta Transportation recognizes that some land uses are competing uses and commits to exploring various management approaches to ensure safety of all users in the LUA. • Alberta Transportation will maintain access to identified current use sites (located outside of the designated construction and Project site 	<p>Ongoing: Working with First Nation</p>

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				<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 Project Development Area (PDA). The primary use of all lands within the PDA, including the Land Use Area (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>In a letter dated October 21, 2019, 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 engagement 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 future land use and indicated further materials would be provided prior to meeting.</p> <p>Alberta Transportation sent the Draft Guiding Principles and Direction for Future Land Use and associated documents under a cover letter dated November 15, 2019. These documents included an overview of Alberta Transportation's thoughts on future land use, land use principles, land use examples in Alberta, and land use tools available. The letter invited comments on the guiding principles, direction for future land use, and the approach to the land use planning process.</p> <p>At a meeting held on January 6, 2020, future land use was discussed and Alberta Transportation expressed its willingness to arrange further meetings to discuss future land use, and asked if Siksika Nation had any feedback on the Draft Guiding Principles.</p> <p>Alberta Transportation provided their response to IAAC 4-05, including the <i>Updated Draft Guiding Principles and Direction for Future Land Use</i>, via email on October 23, 2020.</p>		<p>limits) during construction and operations, and Alberta Transportation will advise Indigenous groups on post-construction future land use.</p> <ul style="list-style-type: none"> • The Government of Alberta will work with First Nations to identify a portion of land near the LUA that can be used by First Nations as a staging area (e.g., parking, setting up temporary campsites) or for activities, such as cultural ceremonies, transmittal of traditional knowledge to the youth, traditional activities. The staging area would be accessible to all First Nations engaged on the Project throughout the year except during the flood season when access to the area may be prohibited for safety reasons. • The Government of Alberta will create a First Nations Land Use Advisory Committee which will meet on a regular basis to guide and facilitate the implementation of the principles of the Land Use Plan and make recommendations to allow the exercise of Treaty rights and traditional uses in the LUA. • Alberta Transportation will appoint a Community Liaison (a representative from Alberta Transportation during construction and from AEP during operations) who will serve as point of contact with stakeholders; they will primarily communicate through the local representation for Indigenous groups, community associations, local businesses, government 	

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						administration and local government officials. The Community Liaison would work with Indigenous groups in identifying preferred means of communication for each Indigenous group (e.g., phone call, emails, letters) for receiving information. Information from the First Nations Land Use Advisory Committee will be provided to the Community Liaison.	
2	October 27, 2014 Initial SR1 Meeting held in Siksika, Alberta.	Medicinal Plants Traditional Knowledge Traditional Use Studies	The Siksika Nation wanted to have their Elders involved when medicinal plants and Traditional Knowledge is being assessed. The Siksika Nation indicated they would like to complete a Traditional Use Study of the SR1 Project Area.	At the October 27, 2014 meeting, Alberta Transportation indicated there could be funding for Siksika Nation to do a Traditional Use Study (TUS). Alberta Transportation provided funding for the Siksika Nation to conduct a Traditional Use Study on the project lands (privately and publicly held). On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-5 SR1 Project Specific Concerns and Responses - Siksika Nation</i> from the March 2018 EIA: Alberta Transportation funded a Siksika Traditional Use Study (TUS). Siksika Nation spent 7 days in the field in 2016, and delivered an interim TUS co-authored with the Kainai Nation on March 13, 2017. The findings of the TUS study were incorporated into the EIA. On April 26, 2018, Alberta Transportation met with Siksika Nation to review their specific concerns and the responses and proposed mitigation measures in <i>Table 7-5 SR1 Project Specific Concerns and Responses - Siksika Nation</i> .	Siksika Nation submitted a draft joint interim TUS on March 13, 2017. At the meeting held on April 26, 2018 to discuss concerns and responses, Siksika Nation stated they would discuss with the Blood Tribe/Kainai about getting a final TUS report submitted. At the meeting held on January 6, 2020, Siksika Nation indicated they would complete their final TUS that year.	None at this time.	Ongoing: Working with First Nation
3	April 26, 2018 Meeting between Siksika Nation, Alberta Transportation, and Stantec	Traditional Use Studies	Siksika Nation would like to do a traditional use survey of Area A.	At the meeting held on April 26, 2018, Alberta Transportation stated that all studies done on the Project, including Area A, have been completed and are available in the EIA submission. Siksika Nation had the opportunity to visit this area in 2016 but as the land is all mainly tilled they saw no use in exploring this area with the exception of the unnamed creek valley portion that may be encompassed in Area A. This area was visited by Siksika Nation during the 2016 site visits and is addressed in Siksika/Blood joint interim TUS report. Alberta Transportation funded 7 days of sites visits and a Project-specific TUS. Once the final TUS is submitted, Alberta Transportation will review the TUS and provide a written response to Siksika Nation.	At the meeting held on January 6, 2020, Siksika Nation indicated they would complete their final TUS that year.	None at this time.	Ongoing: Working with First Nation
4	April 26, 2018 Meeting between Siksika Nation, Alberta Transportation, and Stantec	Traditional territory	Siksika Nation would like the description and representation of Stoney Nakoda Nation's traditional territory pulled from the filing, or an opportunity for Siksika Nation to present a thorough description.	At the meeting held on April 26, 2018, Alberta Transportation suggested Siksika Nation use the submission of their final TUS report to address traditional territory. Comments about the submission can also be made directly to CEAA. During a phone call on July 6, 2018, and in emails on July 16, 2018 and September 7, 2018, Alberta Transportation further explained the inclusion of the reference to the Stoney Nakoda Nation Statement of Claim. Alberta Transportation explained that the map and claim reference was provided by Stoney Nakoda Nation's legal counsel and maps of traditional territory were	During the phone call on July 6, 2018, Siksika First Nation indicated they will discuss Alberta Transportation's response and let Alberta Transportation know what action, if any, Siksika Nation may require regarding this matter.	Alberta Transportation responded to this concern via phone calls and emails in 2018. Siksika Nation has not followed up since 2018.	Ongoing: Working with First Nation

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				required by the regulator. Alberta Transportation's intent is not to substantiate or agree with the claim.			
5	<p>July 21, 2016 Site Visit</p> <p>August 9, 2016 Site Visit</p> <p>August 10, 2016 Site Visit</p> <p>September 15, 2016 Alberta Transportation meeting with the Siksika Nation, Blood Tribe/Kainai, and Piikani Nation at Head Smashed In Buffalo Jump</p> <p>January 18, 2017 Alberta Transportation meeting with the Siksika Nation, Blood Tribe/Kainai, and Piikani Nation in Lethbridge Alberta.</p> <p>March 13, 2017 The Siksika Nation delivered an "Interim" Traditional Use Report that was co-authored with the Blood Tribe.</p> <p>January 6, 2020 Meeting between Siksika Nation, Alberta Transportation, and Stantec.</p> <p>September 3-4, 2020 Site Visits</p>	Historical Resources	<p>The Siksika Nation Elders and Technicians on inspection of Property #21 ([REDACTED]) along the "unnamed creek" identified what they believed to be tipi rings on the north side of the unnamed creek, and indicated that it was a wintering ground for the Blackfoot many years ago.</p> <p>Siksika Nation expressed concern that the tipi rings are potentially located adjacent to the SR1 reservoir outfall along an unnamed creek ([REDACTED]) into the Elbow River.</p> <p>The Siksika Nation Elders and Consultation technicians re-inspected the areas on SR1 properties #21 and #24 ([REDACTED]). The Siksika Nation are concerned the evidence of wintering grounds and tipi rings will be lost if this area is excavated for the SR1 outfall to drain the dry reservoir after a flood event.</p> <p>The Siksika Nation Elders and Consultation technicians inspected the areas on SR1 properties #6 and #9 ([REDACTED]). Concerns were expressed that the excavations for the diversion channels could have a serious impact on Blackfoot cultural items that might exist in these areas. ([REDACTED])</p> <p>Concerns emphasizing the need to protect artifacts and sites</p>	<p>Alberta Transportation requested the Siksika Nation's Traditional Use Study prior to the meeting on January 7, 2017 so they could review any detailed site-specific concerns and be prepared to discuss potential mitigation measures.</p> <p>Alberta Transportation brought Stantec (Alberta Transportation's consultant) to the January 18, 2017 meeting to share information on their EIA field data collection program and methodologies and to gain an understanding of the Traditional Knowledge and traditional uses component required in the EIA.</p> <p>In the letter dated May 10, 2017, Alberta Transportation indicated they took direction on mitigation for cultural and historical resources directly from ACT. Alberta Transportation forwarded Siksika Nation's concerns to ACT, and ACT's Treaty 7 advisor would be able to discuss further.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-5 SR1 Project Specific Concerns and Responses - Siksika Nation</i> from the March 2018 EIA: Project activities within the project development area would disturb 11 precontact period and 11 historic period archaeological sites. No traditional land use sites of very high heritage value, such as spiritual sites or human burials have been identified within the project development area. Identified sites include isolated finds, artifact scatters, campsites and historic remains such as homesteads and a school. Effects to historical resources are detailed in the EIA, Volume 3A and 3B, section 13.</p> <p>There will be some limited excavation at the outfall structure (18m) to reduce the speed of the water entering the natural channel. Beyond 18m from the outfall no excavation is proposed.</p> <p>ACT independently assesses the heritage value of historic resources, determines the need for, and scope of, any avoidance or mitigation measures, and issues Project approval under the <i>Historical Resources Act</i>. If the Project is approved Alberta Transportation will follow all the requirements for the protection of historical resources as determined by ACT.</p> <p>On April 26, 2018, Alberta Transportation met with Siksika Nation to review their specific concerns and the responses and proposed mitigation measures in <i>Table 7-5 SR1 Project Specific Concerns and Responses - Siksika Nation</i>.</p> <p>At the meeting held on April 26, 2018, Alberta Transportation indicated that while the flow at the outlet channel can be controlled to reduce potential erosion, the rate of release may be determined by many factors including but not limited to the need to prepare for another imminent flood.</p> <p>At the meeting held on January 6, 2020, Alberta Transportation offered to facilitate visits and ceremonies on the Project site. Alberta Transportation requested information about the location and nature of cultural and traditional sites for planning purposes. Alberta Culture will also consider whether those sites are historic resources or traditional use sites as defined by the Historical Resources Act. Alberta Transportation inquired about Siksika Nation's</p>	<p>The Siksika Nation delivered a Joint Interim Traditional Use Report on March 13, 2017 that was co-authored with the Blood Tribe.</p> <p>At the meeting held on April 26, 2018 to discuss concerns and responses, Siksika Nation were still concerned about tipi rings and historical trails being destroyed. They requested more information on what will be impacted by construction. They were also concerned about burials in the area, as people may have been buried in tipis or in trees. Some of the tipi rings may represent burials. Siksika Nation suggested the flow at the outlet channel can be controlled to reduce potential effects on the campsites located there.</p> <p>At the meeting held on January 6, 2020, Siksika Nation indicated they would be completing their final TUS this year, subsequent to the draft interim report they submitted in 2017.</p> <p>At the site visits on September 3-4, 2020, Siksika Nation noted that at archaeological sites, the historical resource value (HRV) assigned to the sites are not done in consideration of First Nations' perceptions of the site and the importance of sites for Indigenous groups. Siksika Nation reiterated that mitigation of sites is challenging as multiple First Nations may identify a site, and it may be hard to develop mitigation that would be acceptable to all First Nations. Siksika Nation stated that they would be interested in having Nation members join when archaeologists conduct Historical Resource Impact Assessments for the Project, in addition to the excavation work. Siksika Nation also stated that they would like cultural monitoring of excavations to occur.</p>	None at this time.	Ongoing: Working with First Nation

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			<p>such as old camp sites, tipi rings, and other rock markers, including a medicine wheel ([REDACTED] [REDACTED] [REDACTED] [REDACTED]).</p> <p>Concerns were raised related to impacts on cultural sites by the SR1 during and after construction.</p> <p>Expressed concerns related to ceremonial locations and impacts to Blackfoot cultural sites.</p> <p>Siksika Nation is concerned about protection for cultural sites.</p> <p>During the September 3-4, 2020 site visits, Siksika Nation identified two new sites: a cairn [REDACTED]; located outside the Project area) and a tipi ring [REDACTED] [REDACTED].</p>	<p>Traditional Use Study, and requested any information on the locations of sites of concern so a more in-depth conversation about mitigation can occur.</p> <p>Alberta Transportation responded under cover letter dated July 29, 2020. Alberta Culture, Multiculturalism, and Status of Women (Alberta Culture) will evaluate the reported presence of tipi rings, traditional use and cultural sites and the disagreement between conventional archaeological assessment and Siksika Nation to determine whether a supplemental Historic Resource Impact Assessment (HRIA) or additional field visits by Alberta Culture is required.</p> <p>If Alberta Culture determines that tipi rings or cultural sites are present, standard mitigation will be applied, including photography, mapping, documentation and mitigative excavation, to preserve the knowledge of the site. Depending upon its significance, other mitigation may include additional consultation, Indigenous participation in the assessment and mitigation program, and Indigenous monitoring during construction.</p> <p>As required under provincial legislation, should an unexpected find of a significant historical resource occur during construction, Alberta Culture will be notified and will determine the appropriate mitigation.</p> <p>Should any human remains be found during construction, all construction will immediately cease in the area, the site will be secured, and all applicable provincial regulations will be followed. If the remains are determined to be of Indigenous origin, the Government of Alberta (GoA) will engage Indigenous groups according to the GoA's protocol and guidelines developed in consultation with Indigenous groups. (Please see Alberta Transportation's response to CEEA Conformity IR2-10 available at: https://www.alberta.ca/assets/documents/tr-springbank-response-to-agency-conformity-review-part-2.pdf).</p> <p>Alberta Transportation understands that Siksika Nation is going to submit a final TUS Report in 2020. Following the receipt and review of the TUS Report, Alberta Transportation will seek to meet with Siksika Nation to discuss the TUS Report, traditional and cultural sites in relation to the Project and construction footprint, and proposed mitigation measures.</p> <p>Under provincial legislation, any specific concern raised by Indigenous groups relative to physical and cultural heritage sites of importance must be addressed if the site of concern is within the Project footprint and will experience a Project-related impact. This includes archaeological sites, paleontological sites and traditional land use sites. Each site-specific concern reported to Alberta Transportation by Indigenous groups must be individually assessed as part of additional HRIAs, and the results of those assessments reported to Alberta Culture, including requests for consultation. In turn, Alberta Culture will evaluate the results of the assessments and determine the appropriate mitigation. Standard mitigation, such as site photography, documentation, mapping and mitigative excavations may be required.</p> <p>In the case of more significant resources, Alberta Culture may require Indigenous monitoring programs or site avoidance through Project redesign. Other mitigations that may be required by Alberta Culture include additional consultation with Indigenous groups to solicit their opinions on appropriate</p>			

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				<p>mitigation. In consultation with Indigenous groups, Alberta Culture may require Alberta Transportation to:</p> <ul style="list-style-type: none"> • relocate significant cultural resources outside of the development footprint; • sponsor specific ceremonies prior to disturbance, to allow for collection of traditional resources; • construct commemorative cairns or interpretive panels, or include Indigenous participation in any of the mitigation activities. <p>Given the commitment by Alberta Transportation to follow all mitigation requirements issued under the Historical Resources Act (HRA), and to continue site-specific consultation, the effects considered under the Canadian Environmental Assessment Act, 2012 (CEAA 2012) are within the scope of provincial legislation and policy to address (See Alberta Transportation's response to CEAA Conformity IR2-10, available at: https://www.alberta.ca/assets/documents/tr-springbank-response-to-agency-conformity-review-part-2.pdf).</p> <p>Alberta Transportation understands that Siksika Nation is concerned about tipi rings and historic trails and pathways. In the joint interim TUS Report that Siksika Nation submitted with Kainai First Nation, Siksika Nation identified Elbow River and an old Blackfoot trail as travelways in the Project Development Area (PDA); Siksika Nation also stated that there are Blackfoot traditional camps, including tipi rings, in the PDA. Although trails were once present in the PDA, the high degree of cultivation makes mapping of these trails very difficult; no intact trails of precontact age have been identified within the PDA to date. No tipi rings or other definitive stone circles have been identified during HRIA field visits to date.</p> <p>Under cover letter dated July 20, 2020, Alberta Transportation invited Siksika Nation to observe the archaeological work planned for fall 2020, as well as visit the cultural sites identified by Siksika Nation to confirm potential adverse impacts and mitigation measures.</p> <p>Alberta Transportation arranged and funded site visits for September 3-4, 2020 to observe shovel testing and visit sites previously identified with Stantec archaeologists and Alberta Culture.</p>			
6	<p>April 26, 2018 Meeting between Siksika Nation, Alberta Transportation, and Stantec</p> <p>September 3-4, 2020 Site Visits</p>	Historical Resources	<p>Concerns about the Blackfoot trail and campsites around [REDACTED]'s property ([REDACTED]).</p> <p>Will they be impacted by construction?</p>	<p>At the meeting held on April 26, 2018, Alberta Transportation indicated that the log cabin would be affected, but the trail would not. Alberta Transportation will verify and respond.</p> <p>In an email on July 20, 2018, Alberta Transportation provided the following response: The Old Blackfoot Trail is located outside of the Project Development Area (PDA) and will not be affected by construction. Alberta Transportation is not aware of the locations of any campsites on Mary Robinson's property; none were identified on the property during the heritage resources survey of the Project Development Area. If specific locations are identified, Alberta Transportation will determine if the location is inside the PDA and therefore may be impacted by project construction. If the area falls within the PDA all necessary regulatory requirements, policies and procedures will be followed with respect to the site, which will including discussions with ACT.</p>	<p>At the site visits on September 3-4, 2020, Siksika Nation noted that at archaeological sites, the HRV assigned to the sites are not done in consideration of First Nations' perceptions of the site and the importance of sites for Indigenous groups. Siksika Nation reiterated that mitigation of sites is challenging as multiple First Nations may identify a site, and it may be hard to develop mitigation that would be acceptable to all First Nations. Siksika Nation stated that they would be interested in having Nation members join when</p>	None at this time.	Ongoing: Working with First Nation

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				<p>Alberta Transportation responded under cover letter dated July 29, 2020. During the HRIA, six campsites were assessed within the PDA; most of these sites are small and have been heavily disturbed by cultivation or erosion. The results of Alberta Transportation's HRIA have been reported to Alberta Culture.</p> <p>One undisturbed precontact campsite identified in the treed uplands adjacent to the Elbow River is considered to have heritage value and Alberta Culture is requiring standard mitigation, including photography, mapping and archaeological excavation of this site. As required under provincial legislation, should an unexpected find of a significant historical resource occur during construction, Alberta Culture will be notified and will determine appropriate mitigation.</p> <p>Current use sites and areas located outside the PDA are not anticipated to be directly affected by the Project. (see Alberta Transportation's response to Round 1 CEAA Package 2, IR 2-10; available at: https://www.alberta.ca/assets/documents/tr-springbank-response-to-agency-conformity-review-part-2.pdf)</p> <p>A final TUS Report has not yet been submitted to Alberta Transportation by Siksika Nation. Once this information is received, Alberta Transportation will review the TUS Report and will seek to meet with Siksika Nation to discuss the TUS Report, traditional and cultural sites in relation to the Project and construction footprint, and proposed mitigation measures.</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, including land users, will be an overriding factor. Secondary uses including traditional activities will be allowed to occur within the designated LUA. Alberta Transportation invites Siksika 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) may increase the area available for the exercise of Section 35 rights.</p> <p>In a letter dated October 22, 2019, Alberta Transportation introduced the new approach to land use. The draft Guiding Principles and Direction for Future Land Use was sent to Siksika Nation on November 15, 2019, and Alberta Transportation discussed this document in detail with Siksika Nation during a meeting on January 6, 2020.</p> <p>Under cover letter dated July 20, 2020, Alberta Transportation invited Siksika Nation to observe the archaeological work planned for fall 2020, as well as visit the cultural sites identified by Siksika Nation to confirm potential adverse impacts and mitigation measures.</p> <p>Alberta Transportation arranged and funded site visits for September 3-4, 2020 to observe shovel testing and visit sites previously identified with Stantec archaeologists and Alberta Culture.</p>	<p>archaeologists conduct Historical Resource Impact Assessments for the Project, in addition to the excavation work. Siksika Nation also stated that they would like cultural monitoring of excavations to occur.</p>		

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7	<p>March 13, 2017</p> <p>The Blood Tribe/Kainai delivered a Joint Interim Traditional Use Report that was co-authored with the Siksika Nation</p> <p>September 3-4, 2020</p> <p>Site Visits</p>	Historical resources	<p>Desire to further study Blackfoot Traditional Camp Site in creek valley ([REDACTED]). A joint archaeological and TUS should be undertaken of the creek valley to identify possible burial sites.</p>	<p>Under cover letter dated July 20, 2020, Alberta Transportation invited Siksika Nation to observe the archaeological work planned for fall 2020, as well as visit the cultural sites identified by Siksika Nation to confirm potential adverse impacts and mitigation measures.</p> <p>Alberta Transportation arranged and funded site visits for September 3-4, 2020 to observe shovel testing and visit sites previously identified with Stantec archaeologists and Alberta Culture.</p>	<p>At the site visits on September 3-4, 2020, Siksika Nation noted that at archaeological sites, the HRV assigned to the sites are not done in consideration of First Nations' perceptions of the site and the importance of sites for Indigenous groups. Siksika Nation reiterated that mitigation of sites is challenging as multiple First Nations may identify a site, and it may be hard to develop mitigation that would be acceptable to all First Nations. Siksika Nation stated that they would be interested in having Nation members join when archaeologists conduct Historical Resource Impact Assessments for the Project, in addition to the excavation work. Siksika Nation also stated that they would like cultural monitoring of excavations to occur.</p>	None at this time.	Ongoing: Working with First Nation
8	<p>September 15, 2016</p> <p>Alberta Transportation meeting with the Siksika Nation, Blood Tribe/Kainai, and Piikani Nation at Head Smashed In Buffalo Jump</p> <p>January 18, 2017</p> <p>Alberta Transportation meeting with the Siksika Nation, Blood Tribe/Kainai, and Piikani Nation in Lethbridge Alberta.</p> <p>March 13, 2017</p> <p>The Siksika Nation delivered an "Interim" Traditional Use Report that was co-authored with the Blood Tribe.</p>	Historical Resources Information sharing	<p>Siksika Nation requested archaeological information gathered during the SR1 Site investigations.</p> <p>Lack of sharing archaeological data for SR1 is a concern</p>	<p>At the meeting held on January 18, 2017, Alberta Transportation indicated that the impacts to historical resources is under ACT's jurisdiction, and Stantec/Alberta Transportation are not able to provide that information at this time. Requests for the archaeological studies would have to go through ACT. Should ACT approve the request for the information, Alberta Transportation could then share it.</p> <p>In the letter dated May 10, 2017, Alberta Transportation indicated they took direction on mitigation for cultural and historical resources directly from ACT. Alberta Transportation forwarded Siksika Nation's concerns to ACT, and ACT's Treaty 7 advisor would be able to discuss further.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-5 SR1 Project Specific Concerns and Responses - Siksika Nation</i> from the March 2018 EIA: Alberta Transportation is not authorized to disclose the information requested directly to the Siksika Nation. Alberta Transportation contacted Alberta Culture and Tourism and obtained the Treaty 7 representative contact details and passed those details to the Siksika Nation. The Siksika Nation can make their request for the information directly to this individual.</p> <p>On April 26, 2018, Alberta Transportation met with Siksika Nation to review their specific concerns and the responses and proposed mitigation measures in <i>Table 7-5 SR1 Project Specific Concerns and Responses - Siksika Nation</i>.</p>	<p>At the meeting held on April 26, 2018 to discuss concerns and responses, Siksika Nation stated that Alberta Transportation's response was "straightforward."</p>	Proponent response satisfactory to First Nation.	No further action required.
9	<p>October 27, 2014</p> <p>Initial SR1 Meeting held in Siksika, Alberta.</p>	Historical Resources Medicinal and ceremonial plants	<p>Expressed concern on potential impact from the SR1 on Blackfoot artifacts, ceremonial and medicinal plants.</p>	<p>At the meeting held on October 27, 2014, Alberta Transportation indicated there could be funding for Siksika Nation to respond to the historical resources and environmental studies.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-5 SR1 Project</i></p>	<p>At the meeting held on April 26, 2018 to discuss concerns and responses, Siksika Nation were still concerned about tipi rings and historical trails being destroyed. They requested more information on what will be impacted by</p>	Alberta Transportation responded to this question on July 29, 2020. Alberta Transportation offered to meet to discuss the response and did not	Ongoing: Working with First Nation

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				<p><i>Specific Concerns and Responses - Siksika Nation</i> from the March 2018 EIA: Project activities within the project development area would disturb 11 precontact period and 11 historic period archaeological sites. No traditional land use sites of very high heritage value, such as spiritual sites or human burials have been identified within the project development area. Identified sites include isolated finds, artifact scatters, campsites and historic remains such as homesteads and a school. Effects to historical resources are detailed in the EIA, Volume 3A and 3B, section 13.</p> <p>There will be some limited excavation at the outfall structure (18m) to reduce the speed of the water entering the natural channel. Beyond 18m from the outfall no excavation is proposed.</p> <p>Alberta Culture and Tourism's (ACT) independently assesses the heritage value of historic resources, determines the need for, and scope of, any avoidance or mitigation measures, and issues Project approval under the <i>Historical Resources Act</i>. If the Project is approved Alberta Transportation will follow all the requirements for the protection of historical resources as determined by ACT.</p> <p>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>On April 26, 2018, Alberta Transportation met with Siksika Nation to review their specific concerns and the responses and proposed mitigation measures in <i>Table 7-5 SR1 Project Specific Concerns and Responses - Siksika Nation</i>.</p> <p>At the meeting held on April 26, 2018, Alberta Transportation indicated that while the flow at the outlet channel can be controlled to reduce potential erosion, the rate of release may be determined by many factors including but not limited to the need to prepare for another imminent flood.</p> <p>In an email sent from Alberta Transportation on November 15, 2019, the draft IPP was sent to Siksika Nation. The draft IPP contained an overview of economic opportunities available for the Project, including monitoring.</p> <p>At the meeting held on January 6, 2020, the IPP was reviewed and discussed in detail. Alberta Transportation went through the draft IPP document and Siksika Nation provided some initial feedback.</p> <p>Alberta Transportation sent Siksika Nation the draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan via email on May 6, 2020. The email indicated Alberta Transportation welcomes written feedback and would also be available to discuss the monitoring plan at a meeting or workshop.</p> <p>Alberta Transportation responded under cover letter dated July 29, 2020. Alberta Transportation acknowledges Siksika Nation's view that there are artifacts and culturally important plants in the PDA. A final TUS Report has not yet been submitted to Alberta Transportation by Siksika Nation. Once this</p>	<p>construction. They were also concerned about burials in the area, as people may have been buried in tipis or in trees. Some of the tipi rings may represent burials. Siksika Nation suggested the flow at the outlet channel can be controlled to reduce potential effects on the campsites located there.</p> <p>At the meeting held on April 26, 2018 to discuss concerns and responses, Siksika Nation indicated they were open to transplanting, but would need more discussion and information, including where the plants would be transplanted. Late May to late June would be the ideal time period to conduct a study. Siksika Nation stated this was something they would need to caucus on. Siksika Nation would like to monitor before and after a flood to understand what is growing in the Project area.</p>	<p>receive any follow up questions or requests for clarification.</p> <p>Alberta Transportation has developed a draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan, which was provided to Siksika Nation for review and feedback. Alberta Transportation offered funding for Siksika Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> • Construction activities will be restricted to the approved construction footprint. • All equipment will arrive at the Project site clean and free of soil and vegetative debris. • Field visit with Indigenous Elders will be conducted prior to construction to identify priority areas for harvest of traditional plants • Where possible, temporary workspaces and access roads will be in areas that avoid wildlife features and native vegetation (e.g., shrubland, treed areas, wetlands). • Where there are permanent or temporary access roads, cross drainage will be maintained to allow water to move freely from one side of the road to the other. • Cover crop seed mixture will be applied to assist in weed 	

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			<p>information is received, Alberta Transportation will review the TUS Report and will seek to meet with Siksika Nation to discuss the TUS Report, traditional and cultural sites in relation to the Project and construction footprint, and proposed mitigation measures.</p> <p>Alberta Transportation has committed to providing opportunities for harvesting or relocating medicinal and ceremonial plants prior to construction. At the end of construction, areas disturbed by construction that are not required for operation and maintenance will be topsoiled and seeded to meet Alberta Environment and Parks (AEP) reclamation requirements. 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>Alberta Transportation commits to offering to hold meetings with Siksika Nation to discuss further mitigation measures.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Siksika Nation to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Siksika Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Siksika Nation wished to submit a budget for review.</p>		<p>and erosion control on exposed soils where warranted.</p> <ul style="list-style-type: none"> • Native areas disturbed by the Project will be reseeded using an Alberta Transportation native seed mix customized for the Project. Roots will be retained from cleared native areas and used to assist with revegetation. Selected seed mix will incorporate input on native species to be used from Indigenous groups. • Areas of sediment deposition where wind erosion may be an issue may be hydroseeded with native plant species and a tackifier to reduce erosion. An operation and maintenance plan for the reservoir will be developed that would include sediment stabilization and debris management. • Vegetation cover establishment will be monitored, and areas of poor cover re-seeded as needed. • Disturbed areas will be monitored for noxious and prohibited noxious weeds and species controlled as identified in the Alberta Weed Control Act and associated regulations. • Herbicide will not be applied within 30 m of plant species or ecological communities of management concern, wetland or waterbody. Spot spraying, wicking, mowing, or hand picking are acceptable measures for control of regulated weeds in these areas. 	

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10	September 15, 2016 Alberta Transportation meeting with the Siksika Nation, Blood Tribe/Kainai, and Piikani Nation at Head Smashed In Buffalo Jump	Wildlife Vegetation Information sharing	Siksika Nation requested information on Species at Risk (Wildlife and Plants) gathered during the SR1 investigations.	<p>Possible impacts and mitigation measures related to concerns raised by the Siksika Nation (Plant and Wildlife Species at Risk) will be addressed as part of the EIA.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-5 SR1 Project Specific Concerns and Responses - Siksika Nation</i> from the March 2018 EIA: Twenty-six species of management concern, including 15 birds and 11 mammals were observed during wildlife field surveys between 2015 and 2017. No plant species at risk were recorded during field surveys. Results of the field work are provided in the EIA; Volume 4, Appendix H and L, and Vol 3A sections 10 and 11.</p> <p>On April 26, 2018, Alberta Transportation met with Siksika Nation to review their specific concerns and the responses and proposed mitigation measures in <i>Table 7-5 SR1 Project Specific Concerns and Responses - Siksika Nation</i>.</p> <p>At the meeting held on December 10, 2018, Alberta Transportation described some of the mitigation for wildlife that is present in the EIA. This includes: wildlife friendly fencing and vegetated and gentle slopes.</p> <p>Alberta Transportation sent Siksika Nation the draft Wildlife Mitigation and Monitoring Plan and draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan via email on May 6, 2020. The email indicated Alberta Transportation welcomes written feedback and would also be available to discuss the draft Plan at a meeting or workshop.</p> <p>Alberta Transportation responded under cover letter dated July 29, 2020. Alberta Transportation has developed an assessment on Vegetation in the EIA: Volume 3A and 3B Section 10: Vegetation & Wetlands, as well as an assessment on Wildlife: Volume 3A & 3B Section 11: Wildlife & Biodiversity.</p> <p>Information on plant species of management concern (SOMC), including species at risk is provided in Volume 3A, Section 10.2.2.3, Table 10-5. For wildlife, a list of SOMC including species at risk that has the potential to occur in the regional assessment area (RAA), see Volume 4, Appendix H, Wildlife and Biodiversity Technical Data Report, Table 9-24. The EIA sections mentioned above are available at:</p> <p>https://open.alberta.ca/publications/environmental-assessment-springbank-off-stream-reservoir-project-eia</p> <p>No plant species listed under the federal Species at Risk Act or listed as threatened or endangered under the Alberta General Status Listings (ESRD 2012) were observed during field surveys of the Project Development Area (PDA). Two plant species, blunt-leaved water cress (<i>Rorippa curvipes</i>) and slender cress (<i>Rorippa tenerrima</i>), previously listed as may be at risk by the Alberta General Status Listings (ESRD 2012), and tracked by the Alberta Conservation Information Management System (ACIMS) (2018), were observed at one site in the PDA.</p> <p>Three bird species listed under Schedule 1 of the Species at Risk Act (SARA) were observed during wildlife baseline surveys including olive-sided flycatcher (<i>Contopus cooperi</i>), bank swallow (<i>Riparia riparia</i>) and barn</p>	<p>At the meeting held on April 26, 2018 to discuss concerns and responses, Siksika Nation indicated they were open to transplanting, but would need more discussion and information, including where the plants would be transplanted. Siksika Nation stated this was something they would need to caucus on. Siksika Nation would like to monitor before and after a flood to understand what is growing in the Project area.</p> <p>At the meeting held on April 26, 2018, Siksika Nation reiterated concerns about wildlife, and how the 2013 flood affected especially the deer population. They indicated they would have more comments on wildlife later.</p>	<p>Alberta Transportation responded to this question on July 29, 2020. Alberta Transportation offered to meet to discuss the response and did not receive any follow up questions or requests for clarification.</p> <p>Alberta Transportation has developed a draft Wildlife Mitigation and Monitoring Plan, which was provided to Siksika Nation for review and feedback. Alberta Transportation offered funding for Siksika Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> • Pre-construction surveys will be conducted to identify wildlife features (e.g., nests, dens) and appropriate site-specific mitigation developed. • Temporary workspaces will be reclaimed according to the Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan. • Sections of side slopes and bottom of the diversion channel, and side slopes of the floodplain berm and off-stream dam will be vegetated. Vegetated areas will provide a more conducive material for wildlife to move across. • Hwy 22 bridge over the diversion channel is designed to facilitate wildlife 	Ongoing: Working with First Nation

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				<p>swallow (<i>Hirundo rustica</i>). In addition, grizzly bear (<i>Ursus arctos</i>), which is listed as special concern under SARA and threatened under the Alberta Wildlife Act was detected during the remote camera monitoring program. No amphibian species at risk were observed during wildlife baseline surveys.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Siksika Nation to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Siksika Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Siksika Nation wished to submit a budget for review.</p>		<p>movement through open-span dimensions and filling rip-rap with finer material under the bridge.</p> <ul style="list-style-type: none"> • Where fencing is proposed around the PDA, wildlife-friendly fencing will be installed to allow ungulate passage (except for fencing around the diversion structure control building). • If construction activities occur within 100 m of an amphibian SOMC breeding wetland during the breeding season (approximately May 1 to September 30), install silt fencing around the perimeter of the wetlands to prevent amphibians from moving into active construction areas. • Waste will be stored in wildlife-proof containers and wildlife awareness training will be provided to staff on site to reduce human-wildlife conflict (e.g., bears). • A remote camera monitoring program will be implemented to evaluate the effectiveness of mitigation measures designed to reduce potential effects of the Project on wildlife movement. • During flood operations, a migratory bird salvage program will be implemented in the off-stream reservoir footprint to reduce mortality risk to ground nesting birds within the constraints of a limited advance flood warning (two to three days) and worker safety. <p>Alberta Transportation has developed a draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan, which was provided to Siksika Nation</p>	

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						<p>for review and feedback. Alberta Transportation offered funding for Siksika Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> • Construction activities will be restricted to the approved construction footprint. • All equipment will arrive at the Project site clean and free of soil and vegetative debris. • Field visit with Indigenous Elders will be conducted prior to construction to identify priority areas for harvest of traditional plants • Where possible, temporary workspaces and access roads will be in areas that avoid wildlife features and native vegetation (e.g., shrubland, treed areas, wetlands). • Where there are permanent or temporary access roads, cross drainage will be maintained to allow water to move freely from one side of the road to the other. • Cover crop seed mixture will be applied to assist in weed and erosion control on exposed soils where warranted. • Native areas disturbed by the Project will be reseeded using an Alberta Transportation native seed mix customized for the 	

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						<p>Project. Roots will be retained from cleared native areas and used to assist with revegetation. Selected seed mix will incorporate input on native species to be used from Indigenous groups.</p> <ul style="list-style-type: none"> • Areas of sediment deposition where wind erosion may be an issue may be hydroseeded with native plant species and a tackifier to reduce erosion. An operation and maintenance plan for the reservoir will be developed that would include sediment stabilization and debris management. • Vegetation cover establishment will be monitored, and areas of poor cover re-seeded as needed. • Disturbed areas will be monitored for noxious and prohibited noxious weeds and species controlled as identified in the Alberta Weed Control Act and associated regulations. • Herbicide will not be applied within 30 m of plant species or ecological communities of management concern, wetland or waterbody. Spot spraying, wicking, mowing, or hand picking are acceptable measures for control of regulated weeds in these areas. 	
11	<p>January 18, 2017 Alberta Transportation meeting with the Siksika Nation, Blood Tribe/Kainai, and Piikani Nation in Lethbridge Alberta.</p>	Wildlife	<p>Concerns expressed on SR1 construction impact to animal homes, such as the beavers.</p>	<p>Possible impacts and mitigation measures related to concerns raised by the Siksika Nation (wildlife) will be addressed as part of the EIA.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-5 SR1 Project Specific Concerns and Responses - Siksika Nation</i> from the March 2018 EIA: No beaver dams were identified during surveys conducted for the Project. It is not anticipated that the Project would affect beaver dams. In the event of a flood, effects to beaver dams may occur whether the Project is in place or not. The effects of the Project to wildlife and aquatic species are discussed in the EIA Volumes 3A and 3B, sections 8 and 11.</p>	<p>At the meeting held on January 6, 2020, Siksika Nation agreed that holding a workshop to discuss the draft Wildlife Mitigation and Monitoring Plan would be helpful.</p>	<p>Alberta Transportation has developed a draft Wildlife Mitigation and Monitoring Plan, which was provided to Siksika Nation for review and feedback. Alberta Transportation offered funding for Siksika Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering</p>	<p>Ongoing: Working with First Nation</p>

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				<p>On April 26, 2018, Alberta Transportation met with Siksika Nation to review their specific concerns and the responses and proposed mitigation measures in <i>Table 7-5 SR1 Project Specific Concerns and Responses - Siksika Nation</i>.</p> <p>At the meeting held on December 10, 2018, Alberta Transportation described some of the mitigation for wildlife that is present in the EIA. This includes: wildlife friendly fencing and vegetated and gentle slopes.</p> <p>At the meeting held on January 6, 2020, Alberta Transportation indicated that it has developed a draft Wildlife Mitigation and Monitoring Plan. Alberta Transportation suggested holding a workshop to review this plan and receive feedback from Siksika Nation.</p> <p>Alberta Transportation sent Siksika Nation the draft Wildlife Mitigation and Monitoring Plan via email on May 6, 2020. The email indicated Alberta Transportation welcomes written feedback and would also be available to discuss the draft Plan at a meeting or workshop.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Siksika Nation to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Siksika Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Siksika Nation wished to submit a budget for review.</p>		<p>individual meetings to discuss. The Plan will be finalized following Project approval, and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included are:</p> <ul style="list-style-type: none"> • Pre-construction surveys will be conducted to identify wildlife features (e.g., nests, dens) and appropriate site-specific mitigation developed. • Temporary workspaces will be reclaimed according to the Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan. • Waste will be stored in wildlife-proof containers and wildlife awareness training will be provided to staff on site to reduce human-wildlife conflict (e.g., bears). • A remote camera monitoring program will be implemented to evaluate the effectiveness of mitigation measures designed to reduce potential effects of the Project on wildlife movement. 	
12	April 26, 2018 Meeting between Siksika Nation, Alberta Transportation, and Stantec	Wildlife	Request for further information on wildlife studies where the back up of water would occur [REDACTED].	<p>At the meeting held on April 26, 2018, Stantec indicated that water would back up regardless of whether the project was present or not.</p> <p>Alberta Transportation responded under cover letter dated July 29, 2020. Most high and moderate suitability habitat for olive-sided flycatcher in the LAA exists along the Elbow River. At design flood conditions, 0.3 ha (0.3%) of moderate suitability olive-sided flycatcher habitat would be affected relative to baseline (Volume 3B, Section 11.3.2.3, Table 11-6) as a result of backflow from the Elbow River flooding the area upstream of the diversion structure and floodplain berm (EIA, Volume 3B, Section 11.1, Figure 11-1). No high suitability habitat for olive-sided flycatcher would be affected (EIA, Volume 3B, Section 11.3.2.3, Table 11-6). In addition, the potential backflow from the Elbow River during a design flood would not affect high or moderate suitability habitat for northern leopard frog, Sprague's pipit or sora.</p> <p>However, a small amount of moderate elk winter feeding habitat would be affected as well as a small amount of high and moderate elk summer feeding habitat.</p>	None at this time.	Alberta Transportation responded to this question on July 29, 2020. Alberta Transportation offered to meet to discuss the response and did not receive any follow up questions or requests for clarification.	Ongoing: Working with First Nation

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				<p>During a flood, reservoir filling would result in temporarily inaccessible habitat for some SOMC. The extent of this change would depend on the flood magnitude (see EIA, Volume 3B, Section 11.3.2.3, Table 11-1).</p> <p>The EIA sections mentioned above are available at: https://open.alberta.ca/publications/environmental-assessment-springbank-off-stream-reservoir-project-eia</p>			
13	<p>September 15, 2016</p> <p>Alberta Transportation meeting with the Siksika Nation, Blood Tribe/Kainai, and Piikani Nation at Head Smashed In Buffalo Jump</p>	<p>Fish</p> <p>Fish Habitat</p> <p>Information sharing</p>	<p>Siksika Nation requested impact information on fish and fish habitat resulting from the SR1 project.</p>	<p>Possible impacts and mitigation measures related to concerns raised by the Siksika Nation (fish, fish habitat) will be addressed as part of the EIA.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-5 SR1 Project Specific Concerns and Responses - Siksika Nation</i> from the March 2018 EIA: The Project will result in the permanent loss of 1,854 m² fish habitat at the diversion structure. This area has been identified as suitable foraging habitat for trout including, mountain whitefish, brown trout and rainbow trout. The area that will be lost is small compared to the habitat available within the local assessment area, which is approximately 3,100,000 m². Given the limited extent of the habitat affected impacts to fish and fish habitat are predicted to be not significant. The assessment of effects to fish and fish habitat are provided in the EIA Volumes 3A and 3B, section 8.</p> <p>On April 26, 2018, Alberta Transportation met with Siksika Nation to review their specific concerns and the responses and proposed mitigation measures in <i>Table 7-5 SR1 Project Specific Concerns and Responses - Siksika Nation</i>.</p> <p>At the meeting held on December 10, 2018, Alberta Transportation explained the mitigation for fish that is in the EIA, and described that there will be a plan for a monitoring and fish rescue program after the foods had passed and the reservoir was releasing the water.</p> <p>At the meeting held on April 26, 2018, Alberta Transportation said they will look into replacement or compensation for lost habitat. The Department of Fisheries and Oceans is involved in reviewing replacing habitat or compensation.</p> <p>Under a cover letter dated June 30, 2020, Alberta Transportation sent a letter regarding Fisheries and Oceans Canada and fish offsetting requirements for the SR1 Project, with an indication that they would like to meet in late July-August to discuss the options and get feedback from Siksika Nation.</p> <p>Alberta Transportation responded under cover letter dated July 29, 2020. Alberta Transportation has assessed the potential effects of fish entrained in the reservoir, which includes effects pathways for entrained fish, mitigation and mitigation effectiveness. This has been presented in response to CEAA Conformity IR3-29, Table 29-1: Fish and Fish Habitat Pathway of Effects as it relates to Water Retention in the Reservoir and Reservoir Water Drawdown (available at: https://www.alberta.ca/assets/documents/tr-springbank-response-to-agency-conformity-review-part-2.pdf). Additionally, Alberta Transportation has developed a Draft Fish Rescue and Fish Health Monitoring and Mitigation Plan as part of the NRCB/AEP Round 2 IR responses. This draft plan will be sent to Indigenous groups following the</p>	<p>At the meeting held on April 26, 2018 to discuss concerns and responses, Siksika Nation asked that the habitat be replaced/compensated with suitable habitat. They stated they would like to hear further from a fisheries expert as to what would be deemed suitable.</p>	<p>Alberta Transportation has developed a draft Fish Rescue and Fish Health Monitoring and Mitigation Programs Plan, which was provided to Siksika Nation for review and feedback. Alberta Transportation offered funding for Siksika Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> • rescue fish from the reservoir following flood operation; the fish rescue will be initiated once conditions are safe to enter the reservoir • release fish back to Elbow River following rescue from the reservoir • monitor fish that have been released to Elbow River for signs of behavioural or physical distress. <p>The Surface Water Monitoring Plan outlines key mitigations to protect fish passage during construction and dry operations; key mitigation measures in the Plan are:</p> <ul style="list-style-type: none"> • Boulders will be added to increase the bed roughness of the river channel immediately downstream of 	<p>Ongoing: Working with First Nation</p>

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				<p>submission of the IR response package to the NRCB and AEP, including Siksika Nation for their review and feedback.</p> <p>Alberta Transportation provided the Draft Fish Rescue and Fish Health Monitoring and Mitigation Programs via email on July 22, 2020, with an offer to discuss further if Siksika Nation was interested.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Siksika Nation to attend group online meetings to discuss the draft monitoring plans and the fish offsetting options. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Siksika Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Siksika Nation wished to submit a budget for review.</p>		<p>the diversion structure, which will increase water depths and reduce velocities.</p> <ul style="list-style-type: none"> • Boulder V-weir structures will be constructed in the river channel downstream of the gates to provide slower velocity and deeper resting zones. • A monitoring plan will be undertaken to identify if fish passage is impeded for migratory salmonids or other fish species. • To maintain upstream fish passage in Elbow River after a flood has occurred, debris will be cleaned from the structure gates after a flood recedes to allow unimpeded fish passage upstream over the structure. • Maintenance, debris removal on the structure, and on the fish passage structures will occur immediately to accommodate fish passage. 	
14	<p>September 15, 2016 Alberta Transportation meeting with the Siksika Nation, Blood Tribe/Kainai, and Piikani Nation at Head Smashed In Buffalo Jump December 10, 2018 Meeting between Siksika Nation, Alberta Transportation, and Stantec.</p>	Fish	<p>Siksika Nation requested information on how the design of the SR1 is being undertaken to ensure that during a flood event that the mortality of fish is limited.</p> <p>Concerns were raised about fish entering the reservoir during a flood.</p>	<p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-5 SR1 Project Specific Concerns and Responses - Siksika Nation</i> from the March 2018 EIA: After a flood, the water flows in the diversion channel will be gradually reduced and the reservoir slowly drained to facilitate the movement of fish from the reservoir, back to the Elbow River with the receding water. The outlet will be designed and operated in a manner that allows fish egress out of the reservoir, downstream into the outlet channel. Drainage areas within the reservoir will be graded to reduce stranding of fish during release of stored flood water from the reservoir. During draining of the reservoir, monitoring will be undertaken to identify isolated pools and the potential that fish may become stranded. If potential fish stranding is identified, a fish rescue program will be undertaken to return the fish to the river.</p> <p>On April 26, 2018, Alberta Transportation met with Siksika Nation to review their specific concerns and the responses and proposed mitigation measures in <i>Table 7-5 SR1 Project Specific Concerns and Responses - Siksika Nation</i>.</p> <p>At the meeting held on December 10, 2018, Alberta Transportation explained the mitigation for fish that is in the EIA, and described that there will be a plan for a monitoring and fish rescue program after the floods had passed and the reservoir was releasing the water.</p>	<p>At the meeting held on April 26, 2018 to discuss concerns and responses, Siksika Nation stated that Alberta Transportation's response answered their question.</p>	<p>Alberta Transportation's response satisfactory to First Nation. There will be a monitoring and rescue program for stranded fish in the reservoir after release of the water.</p>	<p>No further action required.</p>

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				<p>Alberta Transportation provided the Draft Fish Rescue and Fish Health Monitoring and Mitigation Programs via email on July 22, 2020, with an offer to discuss further if Siksika Nation was interested.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Siksika Nation to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Siksika Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Siksika Nation wished to submit a budget for review.</p>			
15	<p>March 13, 2017</p> <p>The Siksika Nation delivered an "Interim" Traditional Use Report that was co-authored with the Blood Tribe.</p>	<p>Medicinal and ceremonial plants</p>	<p>Concerns expressed on the potential impact to medicinal and ceremonial plants (██████████ ██████████ ██████████ ██████████). Stated that these will need to be protected or relocated.</p>	<p>Alberta Transportation responded in a letter dated May 10, 2017: Possible impacts and mitigation measures related to concerns raised by the Siksika Nation about impacts to cultural and historical resources and other general concerns will be addressed as part of the EIA.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-5 SR1 Project Specific Concerns and Responses - Siksika Nation</i> 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>On April 26, 2018, Alberta Transportation met with Siksika Nation to review their specific concerns and the responses and proposed mitigation measures in <i>Table 7-5 SR1 Project Specific Concerns and Responses - Siksika Nation</i>.</p> <p>At the meeting held on January 6, 2020, Alberta Transportation reiterated its commitment to facilitate Indigenous groups harvesting and relocating plants prior to construction.</p> <p>Alberta Transportation sent Siksika Nation the draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan via email on May 6, 2020. The email indicated Alberta Transportation welcomes written feedback and would also be available to discuss the monitoring plan at a meeting or workshop.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Siksika Nation to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Siksika Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Siksika Nation wished to submit a budget for review.</p>	<p>At the meeting held on April 26, 2018 to discuss concerns and responses, Siksika Nation indicated they were open to transplanting, but would need more discussion and information, including where the plants would be transplanted. Siksika Nation stated this was something they would need to caucus on. Siksika Nation would like to monitor before and after a flood to understand what is growing in the Project area.</p>	<p>Alberta Transportation has developed a draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan, which was provided to Siksika for review and feedback. Alberta Transportation offered funding for Siksika to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> • Construction activities will be restricted to the approved construction footprint. • All equipment will arrive at the Project site clean and free of soil and vegetative debris. • Field visit with Indigenous Elders will be conducted prior to construction to identify priority areas for harvest of traditional plants • Where possible, temporary workspaces and access roads will be in areas that avoid wildlife features and 	<p>Ongoing: Working with First Nation</p>

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						<p>native vegetation (e.g., shrubland, treed areas, wetlands).</p> <ul style="list-style-type: none"> • Where there are permanent or temporary access roads, cross drainage will be maintained to allow water to move freely from one side of the road to the other. • Cover crop seed mixture will be applied to assist in weed and erosion control on exposed soils where warranted. • Native areas disturbed by the Project will be reseeded using an Alberta Transportation native seed mix customized for the Project. Roots will be retained from cleared native areas and used to assist with revegetation. Selected seed mix will incorporate input on native species to be used from Indigenous groups. • Areas of sediment deposition where wind erosion may be an issue may be hydroseeded with native plant species and a tackifier to reduce erosion. An operation and maintenance plan for the reservoir will be developed that would include sediment stabilization and debris management. • Vegetation cover establishment will be monitored, and areas of poor cover re-seeded as needed. • Disturbed areas will be monitored for noxious and prohibited noxious weeds and species controlled as identified in the Alberta Weed Control Act and associated regulations. • Herbicide will not be applied within 30 m of plant species 	

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						or ecological communities of management concern, wetland or waterbody. Spot spraying, wicking, mowing, or hand picking are acceptable measures for control of regulated weeds in these areas.	
16	<p>March 13, 2017</p> <p>The Siksika Nation delivered an "Interim" Traditional Use Report that was co-authored with the Blood Tribe.</p>	Wetlands (sloughs)	<p>Concerns expressed related to the protection of off-river sloughs as animals and fish in and around the Elbow River rely on the sloughs.</p>	<p>Alberta Transportation responded in a letter dated May 10, 2017: Possible impacts and mitigation measures related to concerns raised by the Siksika Nation about off-river sloughs will be addressed as part of the EIA.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-5 SR1 Project Specific Concerns and Responses - Siksika Nation</i> from the March 2018 EIA: The Project would result in the loss of 8 ha of estimated high value wetland area and 13 ha of moderate wetland area in the local assessment area. Approximately 312 ha of the local assessment area contains wetland cover types. No vegetation and wetland land units are completely lost, and therefore no significant effects on vegetation and wetlands are predicted. Effects to wetlands are assessed in the EIA in Volumes 3A and 3B section 10.</p> <p>On April 26, 2018, Alberta Transportation met with Siksika Nation to review their specific concerns and the responses and proposed mitigation measures in <i>Table 7-5 SR1 Project Specific Concerns and Responses - Siksika Nation</i>. Alberta Transportation further explained that wetlands are replaced and compensated for under the current Alberta Wetland Policy.</p> <p>Alberta Transportation sent Siksika Nation the draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan via email on May 6, 2020. The email indicated Alberta Transportation welcomes written feedback and would also be available to discuss the draft Plan at a meeting or workshop.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Siksika Nation to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Siksika Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Siksika Nation wished to submit a budget for review.</p>	<p>At the meeting held on April 26, 2018 to discuss concerns and responses, Siksika Nation said that Alberta Transportation had responded to their concern, but Siksika Nation also expressed desire to do a TUS review for any wetland replacement.</p>	<p>Alberta Transportation has developed a draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan, which was provided to Siksika for review and feedback. Alberta Transportation offered funding for Siksika to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> • Construction activities will be restricted to the approved construction footprint. • All equipment will arrive at the Project site clean and free of soil and vegetative debris. • Field visit with Indigenous Elders will be conducted prior to construction to identify priority areas for harvest of traditional plants • Where possible, temporary workspaces and access roads will be in areas that avoid wildlife features and native vegetation (e.g., shrubland, treed areas, wetlands). • Where there are permanent or temporary access roads, cross drainage will be 	Ongoing: Working with First Nation

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						<p>maintained to allow water to move freely from one side of the road to the other.</p> <ul style="list-style-type: none"> • Cover crop seed mixture will be applied to assist in weed and erosion control on exposed soils where warranted. • Native areas disturbed by the Project will be reseeded using an Alberta Transportation native seed mix customized for the Project. Roots will be retained from cleared native areas and used to assist with revegetation. Selected seed mix will incorporate input on native species to be used from Indigenous groups. • Areas of sediment deposition where wind erosion may be an issue may be hydroseeded with native plant species and a tackifier to reduce erosion. An operation and maintenance plan for the reservoir will be developed that would include sediment stabilization and debris management. • Vegetation cover establishment will be monitored, and areas of poor cover re-seeded as needed. • Disturbed areas will be monitored for noxious and prohibited noxious weeds and species controlled as identified in the Alberta Weed Control Act and associated regulations. • Herbicide will not be applied within 30 m of plant species or ecological communities of management concern, wetland or waterbody. Spot spraying, wicking, mowing, or hand picking are acceptable measures for control of 	

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						regulated weeds in these areas.	
17	<p>May 20, 2016</p> <p>Siksika Nation Letter to Alberta Transportation (DEMA) in support of their TUS budget request.</p> <p>March 13, 2017</p> <p>The Siksika Nation delivered an "Interim" Traditional Use Report that was co-authored with the Blood Tribe.</p>	Upstream and downstream effects	<p>Concerns regarding: The Downstream Discharge Channel from the reservoir to the Elbow River.</p> <p>Upstream high bank riparian impacts potentially related to the diversion structure.</p> <p>During flood, downstream seepage concerns; potentially caused by the project and not by normal flooding.</p> <p>Upstream surges when the flood gates are raised.</p> <p>Construction period and In-stream work and potential riparian impacts.</p> <p>Concerns expressed related to upstream and downstream effects.</p>	<p>In a letter dated May 10, 2017, Alberta Transportation indicated that potential impacts and mitigation measures related to concerns raised by the Siksika Nation will be addressed as part of the EIA.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-5 SR1 Project Specific Concerns and Responses - Siksika Nation</i> from the March 2018 EIA: Upstream effects as a result of the Project are not anticipated. Some backup of flood water when the diversion structure is in operation is expected, however the backup would reach approximately 500m upstream of the diversion structure. The purpose of the Project is to protect lands and communities downstream. The EIA details the potential effects on all valued components during both construction and dry operations and during a flood.</p> <p>On April 26, 2018, Alberta Transportation met with Siksika Nation to review their specific concerns and the responses and proposed mitigation measures in <i>Table 7-5 SR1 Project Specific Concerns and Responses - Siksika Nation</i>.</p> <p>In response to Siksika's additional concerns raised at the April 26, 2018 meeting, Alberta Transportation stated that the Project will help avoid a 2013 situation, but that these issues are out of the scope of this project and questions could be directed to Alberta Environment and Parks (AEP), and Alberta Transportation would forward these concerns to AEP.</p> <p>Alberta Transportation sent Siksika Nation the draft Groundwater Monitoring Plan and the draft Surface Water Monitoring Plan via email on May 6, 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> <p>Alberta Transportation responded under cover letter dated July 29, 2020. The Project would reduce riparian area and potentially reduce wetland area or alter wetland conditions. However, effects would be low in magnitude because changes in vegetation community abundance would be limited to temporary disturbances in the immediate area of the dam, diversion channel and diversion structure (see EIA, Volume 3A Section 10.4.4.2). Additionally, mitigation measures have been proposed in the EIA for potential impacts to riparian areas, including reclamation (see Table 10-11: Key Mitigation Measures to Reduce Potential Effects on Vegetation and Wetlands).</p> <p>As part of post-construction, the following measures could apply (as provided in the Vegetation, Wetland and Revegetation Plan):</p> <ul style="list-style-type: none"> • Native areas disturbed by the Project will be reseeded using an Alberta Transportation native seed mix customized for the Project. Roots will be retained from cleared native areas and used to assist with revegetation. • Vegetation cover establishment will be monitored, and areas of poor cover re-seeded as needed. • Temporary workspaces will be reclaimed incorporating input on native species to be used from Indigenous groups. 	<p>At the meeting held on April 26, 2018 to discuss concerns and responses, Siksika Nation stated they were concerned about the impact to drinking water, in regard to sewage and farm run-off upstream of their reserve.</p> <p>Siksika Nation conditionally approved Alberta Transportation's response, but may request more information from Alberta Transportation as the regulatory process proceeds.</p>	<p>Alberta Transportation responded to this question on July 29, 2020. Alberta Transportation offered to meet to discuss the response and did not receive any follow up questions or requests for clarification.</p> <p>Alberta Transportation has developed a draft Surface Water Monitoring Plan, which was provided to Siksika Nation for review and feedback. Alberta Transportation offered funding for Siksika Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> • All applicable regulatory notifications, permits, and authorizations including the Environmental Protection and Enhancement Act, Water Act and the federal Fisheries Act and Navigable Waters Protection Act, will be obtained before the start of any instream construction. • Information collected during instream construction monitoring and site inspection observations will be used to adaptively manage construction and site activities. Appropriate mitigations and response actions will be used to control site conditions to manage environmental compliance 	Ongoing: Working with First Nation

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				<p>The Vegetation and Wetlands EIA section is available at: https://open.alberta.ca/publications/environmental-assessment-springbank-off-stream-reservoir-project-eia</p> <p>Groundwater interactions with floodwater are examined in the EIA, Volume 3B, Section 5. Groundwater in the wetted area of the off-stream reservoir will interact with flood water during operations. Effects of the Project during flood conditions (i.e., operations) on groundwater are expected to be localized and short term in duration. Given the low permeability of the underlying sediments, the expected seepage out of the reservoir area will be toward Elbow River, from where the flood water originated.</p> <p>Alberta Transportation has proposed mitigation measures to reduce or avoid potential effects on groundwater (see the EIA, Volume 4, Appendix C). Groundwater mitigation measures are provided in Table C-1, pages C.4 and C.5; and Table C-2, pages C.28 and C.35. These mitigation measures may also serve to reduce or avoid effects on groundwater dependent traditional uses and culturally sensitive areas (See Alberta Transportation's response to CEEA Conformity IR3-19 available here: https://www.alberta.ca/assets/documents/tr-springbank-response-to-agency-conformity-review-part-2.pdf)</p> <p>The off-stream reservoir will be drawn down with water released back to Elbow River in the days and weeks following a flood. The reservoir operators will have the flexibility of varying the rate and timing of when water will be released to the river based on how quickly Elbow River water levels and flows drop, the need to accommodate downstream water users (e.g., downstream operations at Glenmore Reservoir) and the need to account for any unforeseen emergency. Water released from the reservoir will be conveyed to the river through the outlet channel, an unnamed tributary approximately 1 km long. The maximum release rate will be 27 m³/s; however, water will not be released in a manner that increases Elbow River flows above 160 m³/s to avoid effects of secondary river flooding.</p> <p>The heavier/coarse suspended sediments (i.e., sand) are predicted to settle out of the flood water in the reservoir. The longer that water is held in the reservoir, the more suspended sediment will settle; this will include a portion of the finer sediments (i.e., silt). Some of the very fine sediment (i.e., clays) may not settle out of the water even after a long time. Wind will move and mix water in the shallow areas of the reservoir and keep fine sediments in suspension.</p> <p>When the off-stream reservoir is drawn down, the fine suspended sediment in the water which did not settle out will be released to Elbow River. Because these sediments are fine, they will not quickly settle in the river, but rather mix with the river water and be transported to Glenmore Reservoir. During the last days the reservoir is being drawn down and water levels are low, some of the heavier/coarse sediments deposited in the reservoir will be resuspended, mobilized and transported to Elbow River. These heavier/coarse sediments will settle in Elbow River within one or two km of the reservoir outlet channel and may remain there until the next year's freshet.</p>		<p>issues such as erosion and sediment runoff.</p> <ul style="list-style-type: none"> • Flows in Elbow River will be maintained downstream of the Project (e.g., bypass channel). • Measures for managing water flowing onto the site, as well as water being pumped/diverted from the site will be implemented such that sediment is filtered out before the water enters a waterbody (e.g., silt fences, turbidity barriers, pumping/diverting water to a vegetated area, constructing a settling basin, or other filtration system). • Sediment laden dewatering discharge will be pumped into a vegetated area or settling basin to allow sediment to settle out before returning it to the water body. Silt fences, turbidity barriers and clean granular berms will be used to contain the sediment and other deleterious substances and to prevent it from entering a watercourse or water body. • Energy dissipaters will be used at pump outlets to prevent erosion. • The top substrate from a wetted channel will be stripped and stockpiled for later use as the top layer of reclaimed instream substrate to improve the recolonization rate of sediment flora and fauna (e.g., seedbank and invertebrate cycts) and maintain average mobile substrate sizes. • Rootwads and large boulders that have to been removed will be stored on-site for subsequent placement on 	

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			<p>Water temperatures and dissolved oxygen levels in the off-stream reservoir are expected to be similar to that in Elbow River in the days and weeks following the diversion of flood water. However, temperature and oxygen can be affected if water is held in the reservoir for a long period of time.</p> <p>Potential downstream effects associated with the reservoir drawdown are discussed below; the magnitudes of these effects are dependent on the size of the flood and length of time it takes to draw down the reservoir.</p> <ul style="list-style-type: none"> • Release water will increase turbidity in Elbow River and in the rare case where the reservoir drawdown extends into late summer, water temperature may increase, and dissolved oxygen levels may decrease. These changes to water quality may temporarily affect fish movement and feeding behavior in the river. However, these effects are predicted to be minor as the reservoir water mixes with cooler, oxygenated Elbow River water. In addition, resident Elbow River fish populations are expected to successfully contend with these changes for a period of time. In many cases fish will be able to avoid the areas where reservoir water is flowing in Elbow River and migrate to areas with more suitable water quality, if required. • The heavier/coarse sediments released at the end of reservoir drawdown will enter and deposit in Elbow River; it is unclear where these heavier/coarse sediments will deposit but they may settle on more sensitive fish habitat (i.e., spawning gravels) immediately downstream of the outlet channel if flows in the Elbow River are insufficient to transport them through these areas. • Some minor erosion in the outlet channel may occur as water is released from the reservoir. This may result in sediment deposition at the confluence of the outlet channel and Elbow River. • Water levels and flows in Elbow River may be elevated at 160 m³/s for an extended period of time to maximize the reservoir drawdown rate. This may cause some sections of the riparian areas in the river valley to be inundated (i.e., under water) for a longer duration than when a flood occurs without the Project in place. Some vegetation species may be negatively affected (i.e., grasses and forbs); however, most riparian species including cottonwood and black poplar are accustomed to floodwater standing in the river floodplain. • Downstream water users (e.g., City of Calgary Glenmore Reservoir water treatment plant) may have to maintain higher level water treatment operations for a longer period as the reservoir is being drawn down. <p>In a letter dated August 4, 2020, Alberta Transportation invited Siksika Nation to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Siksika Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Siksika Nation wished to submit a budget for review.</p>		<p>reclaimed instream cover or for bank protection.</p> <ul style="list-style-type: none"> • Streambanks and approach slopes will be revegetated using an appropriate native seed mix or erosion control mix. <p>Alberta Transportation has developed a draft Groundwater Monitoring Plan, which was provided to Siksika Nation for review and feedback. Alberta Transportation offered funding for Siksika Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> • Existing water wells within the off-stream reservoir footprint will be decommissioned to prevent groundwater contamination. • Implement an ECO Plan for dewatering and other construction activities. • Seepage into the dry diversion channel will be allowed to infiltrate back into the ground or will flow back to Elbow River, thus retaining existing regional water balances. • Mitigation for potential artesian flowing conditions include turning on well pumps to lower water levels, or shutting in the well at the wellhead to control flows to surface. 	

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						<ul style="list-style-type: none"> • Effects related to groundwater discharges to ground surface would be mitigated by controlling the flows through proper conveyance (ditches or piping) and managing resulting water quality issues through implementation of erosion and sediment controls. • Mitigation for potential basement flooding caused by rising shallow groundwater levels include raising the topographic elevation of the land surface near these residents, and potentially constructing subsurface drains (e.g., weeping tile systems, interceptor trenches) to collect and control shallow groundwater. • Mitigation for lowering of groundwater levels due to dewatering or in areas where permanent lowering of groundwater levels is anticipated (e.g., near the diversion channel) could involve deepening of existing wells where possible, outright replacement of the well with a deeper one where deepening isn't possible, or providing an alternative water source(s) (i.e., trucking). 	
18	<p>April 26, 2018 Meeting between Siksika Nation, Alberta Transportation, and Stantec</p> <p>December 10, 2018 Meeting between Siksika Nation, Alberta Transportation, and Stantec.</p>	Water quality	<p>Expressed concerns about water quality (e.g., methylmercury) and drinking water concerns (e.g., sewage releases).</p> <p>Concerns were raised about water quality after a flood.</p>	<p>At the meeting held on April 26, 2018, Stantec answered that the water is not in the reservoir long enough to exceed problem levels and the water will be drained out before there is a problem.</p> <p>At the meeting held on December 10, 2018, Alberta Transportation noted that SR1 would not treat or have an effect on water quality after a flood.</p> <p>Alberta Transportation sent Siksika Nation the draft Groundwater Monitoring Plan and the draft Surface Water Monitoring Plan via email on May 6, 2020. The email indicated Alberta Transportation welcomes written feedback and would also be available to discuss the draft Plans at a meeting or workshop.</p> <p>Alberta Transportation responded under cover letter dated July 29, 2020. Methylmercury concentrations in Elbow River are low and generally not</p>	None at this time.	<p>Alberta Transportation has developed a draft Surface Water Monitoring Plan, which was provided to Siksika Nation for review and feedback. Alberta Transportation offered funding for Siksika Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan</p>	Ongoing: Working with First Nation

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				<p>detectable. Methylation processes in the off-stream reservoir are expected to minimally increase the concentration and availability of methylmercury in reservoir water and downstream in Elbow River.</p> <p>The upper predicted methylmercury concentrations may potentially exceed the Alberta guidelines (0.001 µg/L for long-term [averaging period of 4 days] and 0.002 µg/L for short-term [averaging period of 1 hour]), but they are not predicted to exceed the Canadian Council of Ministers of the Environment (CCME) guideline (0.004 µg/L) (CCME 2003). Project-related effects that cause an increase in methylmercury are predicted to be low and as such, Project-related risks to the aquatic food web are not anticipated.</p> <p>Effects on drinking water are not predicted. During the 2013 flood in Calgary, boil-water advisories were avoided for municipal waters from the Glenmore Reservoir due to earlier investments in water treatment infrastructure. Therefore, a flood similar in magnitude to the 2013 flood in Calgary would also have a very low probability of requiring mitigation to protect the drinking water quality (Volume 3B, Section 15.4.2.2, page 15.19, see Alberta Transportation's response to Round 1 AEP IR325; available at: https://open.alberta.ca/dataset/c7b52cd4-2adc-4f14-8a3e-02255afca154/resource/f1e7d2c7-4a16-43d0-b9cd-02f801b6ef51/download/sr1_nrcb_aep_ir1_sec5_water.pdf).</p> <p>As provided in Alberta Transportation's Surface Water Monitoring Plan (Round 1 AEP IR302, Appendix 3-02, Section 9.5.8.3), water quality and turbidity monitoring reports will be produced during the water release from the off-stream reservoir and these reports will be provided to the City of Calgary and other water license holders (downstream of the Project). These reports will include:</p> <ul style="list-style-type: none"> • The weekly water quality sample data (in table form) • A summary of Elbow River turbidity results • A summary of Elbow River hydrology and reservoir depth • Data and environmental conditions regarding the samples that were collected <p>Alberta Transportation will implement a Surface Water Monitoring Plan prior to construction of the Project. The draft Surface Water monitoring Plan was sent to Siksika Nation on May 6, 2020; Alberta Transportation welcomes written feedback and would also be available to discuss these documents in a meeting.</p> <p>Water quality in Elbow River after a flood can be characterized as follows:</p> <ul style="list-style-type: none"> • Changes to water quality in the river will be infrequent and temporary, only occurring for the duration water is released from the off-stream reservoir and during years when the reservoir is engaged during a flood. • Suspended sediment is considered the main constituent that will affect water quality. Much of the suspended sediments will settle in the off-stream reservoir but the finer sediments will be released during reservoir drawdown. 		<p>will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <p>Potential contaminant-related effects will be mitigated through Project design (e.g., road water runoff management), implementing a spill containment and response plan, using appropriate sediment and erosion control measures, limiting the use of and following best management practices for herbicides and fertilizers in the dry reservoir or near waterbodies, and using nontoxic biodegradable hydraulic fluids in equipment for any required instream works.</p> <ul style="list-style-type: none"> • Activities near water will be planned and completed in the dry and isolated from watercourses to prevent materials such as paint, primers, blasting abrasives, rust solvents, degreasers, grout, other chemicals or other deleterious materials from entering the watercourse. • Structures will be designed so that storm water runoff and wash water from the access roads, decks, side slopes, and approaches will be directed into a retention pond or vegetated area to remove suspended solids, dissipate velocity, and prevent sediment and other deleterious substances from entering the watercourse. <p>Other substances will be controlled on the construction site through:</p>	

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				<ul style="list-style-type: none"> • Water temperature in the off-stream reservoir will increase over time due to the sun and air temperature. However, water temperature in the Elbow River is expected to rise at a similar rate. As water is released from the reservoir, any temperature effects to the river are not expected to seriously impact water quality or fish. • Dissolved oxygen levels in the reservoir will decrease slightly; however, due to water turbulence in the low level outlet during reservoir drawdown and in the river, dissolved oxygen is generally not expected to seriously affect water quality or fish in the Elbow River. • Many parameters are linked to suspended sediment (e.g., nutrients, naturally occurring metals such as iron and aluminum). Most of the concentrations of these parameters will be bound to sediments and will either settle in the off-stream reservoir, or be bound to suspended sediments released during drawdown. Physical and chemical processes (e.g., water temperature, pH, dissolved oxygen levels) will change in the reservoir somewhat, causing some of the sediment bound parameters to be released; however, these processes are not expected to result in an appreciable change to water quality. Sediment bound parameters will largely be unavailable for biological uptake. • Water quality constituents in floodwater diverted to the off-stream reservoir will largely remain dissolved in the off-stream reservoir and be released to Elbow River for the duration the reservoir is being drawn down. <p>In a letter dated August 4, 2020, Alberta Transportation invited Siksika Nation to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Siksika Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Siksika Nation wished to submit a budget for review.</p>		<ul style="list-style-type: none"> • Transport of hazardous materials to and from the Project site, storage, use and disposal will be in accordance with regulatory requirements. • Construction equipment will be mechanically sound with no oil leaks, fuel or fluid leaks. Equipment will be inspected daily, and any leaks will be immediately repaired. • Persons qualified to handle construction equipment fuels and lubricants will perform repairs. • Service vehicles will carry fuel spill clean-up materials. • Containment berms and impermeable liners will be used around fuel and lubricant storage tanks. • A minimum 100 m setback will be maintained between stored fuels and lubricants and rivers, streams and surface water bodies. • Building material used in watercourses, including concrete, will be handled and treated in a manner that prevents the release or leaching of substances that may be deleterious to fish into the water. • Activities near water will be planned and completed in the dry and isolated from watercourses to prevent materials such as paint, primers, blasting abrasives, rust solvents, degreasers, grout, other chemicals or other deleterious materials do not enter the watercourse. <p>Herbicides would be applied according to Environmental Code</p>	

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						<p>of Practice for Pesticides (GoA 2010) and:</p> <ul style="list-style-type: none"> • restrict herbicide mixing and loading within 30 m of an open body of water. • identify open bodies of water within the application sites. • mark or flag of open bodies of water that will not be clearly visible to the applicator. 	
19	April 26, 2018 Meeting between Siksika Nation, Alberta Transportation, and Stantec	Flood impacts to reserve	If the Project is built, what will be the change in water volume on the Siksika Nation in the event of a flood?	At the meeting held on April 26, 2018, Alberta Transportation explained the majority of the flooding on Siksika came from the Bow River. Alberta Transportation said they would identify what percentage of the flood SR1 would have mitigated. Their best guess at the time was around 17%.	None at this time.	None at this time.	Ongoing: Working with First Nation
20	April 26, 2018 Meeting between Siksika Nation, Alberta Transportation, and Stantec	Debris	Debris left behind in the reservoir after a flood.	<p>At the meeting held on April 26, 2018, Stantec replied that the management strategy is to leave the debris behind unless it is obstructing the future operation of the structure.</p> <p>In a letter dated June 18, 2019, Alberta Transportation provided an update on the debris deflector. Alberta Transportation received concerns regarding debris management during the Indigenous consultation and stakeholder engagement programs for the Project including concerns related to debris build up in the off-stream reservoir. The proposed debris deflector mitigates these concerns by reducing the potential for large debris entering the off-stream reservoir.</p> <p>Alberta Transportation sent Siksika Nation the draft Surface Water Monitoring Plan via email on May 6, 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> <p>In a letter dated August 4, 2020, Alberta Transportation invited Siksika Nation to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Siksika Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Siksika Nation wished to submit a budget for review.</p>	None at this time.	<p>Alberta Transportation has developed a draft Surface Water Monitoring Plan, which was provided to Siksika Nation for review and feedback. Alberta Transportation offered funding for Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> • Debris will be removed from the structure and gates prior to spring freshet annually in May or June, to ensure the structure is operating properly when river flow increases and the likelihood of flooding is highest. • Where debris removal on the structure is required, debris removal will be timed to avoid disruption to sensitive fish life stages (i.e., outside the RAP), unless the debris 	Ongoing: Working with First Nation

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						<p>and sediment accumulation interferes with the flow of water into and out of the reservoir (for future floods) or is a risk to the integrity of the structure or relates to an emergency (i.e., risk of structure failure).</p> <ul style="list-style-type: none"> Large woody debris taken from the structure and gates will be removed from the beds and shores of Elbow River. 	
21	<p>March 13, 2017 The Siksika Nation delivered an "Interim" Traditional Use Report that was co-authored with the Blood Tribe. April 26, 2018 Meeting between Siksika Nation, Alberta Transportation, and Stantec June 22, 2020 Meeting between Siksika Nation, Alberta Transportation, and Stantec October 21, 2020 Business Readiness Workshop</p>	Economic Mitigation	<p>Establish ASAP the following: who will be employed in the development of the proposed project, what community benefits will be available, and what steps will be taken to address and accommodate future impacts to Siksika interests.</p> <p>Siksika Nation would like preferred contracting for the contract procurement process.</p>	<p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-5 SR1 Project Specific Concerns and Responses - Siksika Nation</i> from the March 2018 EIA: If the Project is approved, Alberta Transportation will follow government procurement policies and procedure with respect to labor, and goods and services. Alberta Transportation is willing to discuss possible economic opportunities with the Siksika First Nation.</p> <p>On April 26, 2018, Alberta Transportation met with Siksika Nation to review their specific concerns and the responses and proposed mitigation measures in <i>Table 7-5 SR1 Project Specific Concerns and Responses - Siksika Nation</i>.</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>In a letter dated October 21, 2019, Alberta Transportation provided an update on the 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 Plan, the final draft of which will identify how that feedback was incorporated.</p> <p>In an email on November 15, 2019, the draft IPP was sent to Siksika Nation. The draft IPP contained an overview of economic opportunities available for the Project.</p> <p>At the meeting held on January 6, 2020, the IPP was reviewed and discussed in detail. Alberta Transportation went through the draft IPP document and Siksika Nation provided some initial feedback. Alberta Transportation and Siksika Nation suggested meeting with Siksika Nation's business arm to further discuss the IPP.</p> <p>Under a cover letter dated May 15, 2020, Alberta Transportation sent Siksika 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 April 26, 2018 to discuss concerns and responses, Siksika Nation said they want to be kept up to date on bidding opportunities. They want their archeologist involved. Siksika Nation also stressed the importance of preferred contracts.</p> <p>At the meeting held on January 6, 2020, Siksika Nation expressed interest in being involved in the IPP, and prefer set asides as the method of involvement. They also noted that this does not affect whether they will oppose the project or not.</p> <p>At the meeting held on June 22, 2020, Siksika Nation reviewed the available businesses the Nation runs and expressed interest in being involved economically in the Project.</p> <p>Siksika Nation's business representatives attended the Business Readiness Workshop on October 21, 2020.</p>	<p>Alberta Transportation has committed to Indigenous participation in the SR1 Project and has developed a draft Indigenous Participation Plan. The IPP was provided to Siksika Nation for review and feedback.</p> <p>Alberta Transportation met with Siksika Nation to discuss employment opportunities throughout the Project and Siksika Nation was invited to and participated in a Business Readiness Workshop in October 2020.</p> <p>Discussion on the details of the Siksika Nation's participation in the SR1 Project, specific to the Indigenous Participation Plan, will continue until construction in a separate process from this formal Consultation.</p>	Ongoing: Working with First Nation

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				<p>Alberta Transportation met with Siksika Nation via Microsoft Teams on June 22, 2020 to discuss the Request for Information and Indigenous participation for the SR1 Project. Siksika Nation's completed Request for Information was reviewed.</p> <p>Alberta Transportation invited Siksika Nation and their business representatives to a Business Readiness Workshop on October 21, 2020. Information about procurement, work plans, and other aspects of Project construction were reviewed.</p>			
22	<p>August 10, 2016 Site Visit</p> <p>September 15, 2016 Alberta Transportation meeting with the Siksika Nation, Blood Tribe/Kainai, and Piikani Nation at Head Smashed In Buffalo Jump</p> <p>March 13, 2017 The Siksika Nation delivered an "Interim" Traditional Use Report that was co-authored with the Blood Tribe.</p>	Historical Resources Monitoring	<p>The Siksika Nation Consultation team expressed an interest in having monitors in place during the construction so that they could observe the work being undertaken and to protect Blackfoot artifacts.</p> <p>Siksika Nation requested front line monitors be present throughout the SR1 construction.</p>	<p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-5 SR1 Project Specific Concerns and Responses - Siksika Nation</i> from the March 2018 EIA: If the Project is approved, Alberta Transportation is willing to discuss possible monitoring opportunities with the Siksika First Nation.</p> <p>On April 26, 2018, Alberta Transportation met with Siksika Nation to review their specific concerns and the responses and proposed mitigation measures in <i>Table 7-5 SR1 Project Specific Concerns and Responses - Siksika Nation</i>.</p> <p>At the meeting held on December 10, 2018, Alberta Transportation expressed their willingness to discuss monitoring opportunities with Siksika Nation.</p> <p>In a letter dated October 21, 2019, Alberta Transportation provided an update on the 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 Plan, 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 15, 2019, the draft IPP was sent to Siksika Nation. The draft IPP contained an overview of economic opportunities available for the Project, including monitoring.</p> <p>At the meeting held on January 6, 2020, the IPP was reviewed and discussed in detail. Alberta Transportation went through the draft IPP document and Siksika Nation provided some initial feedback. Alberta Transportation offered to have future meetings to review the monitoring plans.</p> <p>Under cover letter dated July 20, 2020, Alberta Transportation invited Siksika Nation to observe the archaeological work planned for fall 2020, as well as visit the cultural sites identified by Siksika Nation to confirm potential adverse impacts and mitigation measures.</p>	<p>At the meeting held on April 26, 2018 to discuss concerns and responses, Siksika Nation indicated they would develop a plan for monitoring and present it.</p> <p>At the meeting held on January 6, 2020, Siksika Nation indicated they would want to talk about monitoring during construction and that Siksika Nation would come up with a plan.</p>	None at this time.	Ongoing: Working with First Nation
23	April 26, 2018 Meeting between Siksika Nation, Alberta Transportation, and Stantec	Monitoring	Siksika Nation would like to monitor before and after a flood to understand what is growing in the Project area. Some plants may not grow back. Do not want to over harvest. Transplanting	<p>At the meeting held on December 10, 2018, Alberta Transportation expressed their willingness to discuss monitoring opportunities with Siksika Nation.</p> <p>In a letter dated October 21, 2019, Alberta Transportation provided an update on the IPP for the project. Alberta Transportation is committed to Indigenous</p>	None at this time.	Alberta Transportation has developed a draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan, which was provided to Siksika Nation for review and feedback. Alberta	Ongoing: Working with First Nation

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			<p>makes sense but would need to assess where suitable habitat is located.</p>	<p>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 Plan, 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 15, 2019, the draft IPP was sent to Siksika Nation. The draft IPP contained an overview of economic opportunities available for the Project, including monitoring.</p> <p>At the meeting held on January 6, 2020, the IPP was reviewed and discussed in detail. Alberta Transportation went through the draft IPP document and Siksika Nation provided some initial feedback. Alberta Transportation reiterated its commitment to facilitate Indigenous groups harvesting and relocating plants prior to construction.</p> <p>Alberta Transportation sent Siksika Nation the draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan via email on May 6, 2020. The email indicated Alberta Transportation welcomes written feedback and would also be available to discuss the monitoring plan at a meeting or workshop.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Siksika Nation to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Siksika Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Siksika Nation wished to submit a budget for review.</p>		<p>Transportation offered funding for Siksika Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> • Field visit with Indigenous Elders will be conducted prior to construction to identify priority areas for harvest of traditional plants • Native areas disturbed by the Project will be reseeded using an Alberta Transportation native seed mix customized for the Project. Roots will be retained from cleared native areas and used to assist with revegetation. Selected seed mix will incorporate input on native species to be used from Indigenous groups. 	
24	<p>April 26, 2018 Meeting between Siksika Nation, Alberta Transportation, and Stantec</p>	<p>Land use</p>	<p>Request to hunt and harvest in Area B since it will become Crown land.</p> <p>Siksika Nation would like to explore uses of Area C (leasing options).</p>	<p>At the meeting held on December 10, 2018, Alberta Transportation put forward their desire to work with Siksika Nation to develop a land use plan that includes access for traditional use.</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 Project Development Area (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>In a letter dated October 21, 2019, 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</p>	<p>At the meeting held on December 10, 2018, Siksika Nation expressed concerns regarding the viability of the land use plan and indicated they would want to see a land use plan before commenting on it. There were concerns that the Siksika Nation would be asked to consult and then their input would not be used in the final plan, leaving them without access to the landscape. The community mentioned the Grassy Narrows case and the issues around use of the Majorville Medicine Wheel.</p> <p>At the meeting held on January 6, 2020, Siksika Nation indicated they would complete their final TUS, subsequent to the draft interim submitted in 2017, and would address</p>	<p>Alberta Transportation developed <i>Draft Guiding Principles and Direction for Future Land Use</i> and provided these to Siksika Nation for review and feedback.</p> <p><i>Updated Draft Guiding Principles and Direction for Future Land Use</i> were developed following receipt of feedback from Indigenous groups, including Siksika Nation.</p> <p>The final LUP will be developed following Project approval and will incorporate feedback obtained from the Indigenous engagement program.</p>	<p>Ongoing: Working with First Nation</p>

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				<p>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 future land use documents under cover 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 a meeting held on January 6, 2020, future land use was discussed and Alberta Transportation expressed its willingness to have further meetings to discuss future land use, and asked if Siksika Nation had any feedback on the Draft Guiding Principles and Direction for Future Land Use. Alberta Transportation also indicated it would consider issuing permits for First Nations to graze their herds on portions of the project lands as a form of vegetation management.</p> <p>Alberta Transportation provided their response to IAAC 4-05, including the <i>Updated Draft Guiding Principles and Direction for Future Land Use</i>, via email on October 23, 2020.</p>	<p>future land use. They would like to show youth the sites in the area. Siksika Nation noted hunting and harvesting medicinal and ceremonial plants are important. Due to safety concerns, Siksika Nation put forward the idea that hunting would be allowed during hunting season, and educational trips could occur at other times.</p>	<p>Key mitigations for concerns regarding access include:</p> <ul style="list-style-type: none"> • The LUP will prioritize access to the area for the practice of Treaty rights and traditional uses • Alberta Environment and Parks will work with First Nations to develop a Land Use Working Group to guide and facilitate the principles of the LUP and allow the exercise of Treaty rights and traditional uses in the LUA. • Alberta Transportation recognizes that some land uses are competing uses and commits to exploring various management approaches to ensure safety of all users in the LUA. • 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. • The Government of Alberta will work with First Nations to identify a portion of land near the LUA that can be used by First Nations as a staging area (e.g., parking, setting up temporary campsites) or for activities, such as cultural ceremonies, transmittal of traditional knowledge to the youth, traditional activities. The staging area would be accessible to all First Nations engaged on the Project throughout the year except during the flood season when access to the area may be prohibited for safety reasons. 	

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						<ul style="list-style-type: none"> The Government of Alberta will create a First Nations Land Use Advisory Committee which will meet on a regular basis to guide and facilitate the implementation of the principles of the Land Use Plan and make recommendations to allow the exercise of Treaty rights and traditional uses in the LUA. Alberta Transportation will appoint a Community Liaison (a representative from Alberta Transportation during construction and from AEP during operations) who will serve as point of contact with stakeholders; they will primarily communicate through the local representation for Indigenous groups, community associations, local businesses, government administration and local government officials. The Community Liaison would work with Indigenous groups in identifying preferred means of communication for each Indigenous group (e.g., phone call, emails, letters) for receiving information. Information from the First Nations Land Use Advisory Committee will be provided to the Community Liaison. 	
25	<p>March 13, 2017</p> <p>The Siksika Nation delivered an "Interim" Traditional Use Report that was co-authored with the Blood Tribe.</p>	Site Access	<p>Siksika Nation stated that access was not provided to areas the Siksika Nation wanted to visit.</p>	<p>Alberta Transportation responded in a letter dated May 10, 2017: Alberta Transportation approved all the Siksika Nation budgets for site visits to SR1 and facilitated access to private lands with landowners on all properties the Siksika Nation requested.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-5 SR1 Project Specific Concerns and Responses - Siksika Nation</i> from the March 2018 EIA: Alberta Transportation approved all the Siksika Nation budgets for site visits</p>	<p>At the meeting held on April 26, 2018, it was acknowledged that this concern was specific to Kainai First Nation and should not appear in this table.</p>	<p>Alberta Transportation approved all the Siksika Nation budgets for site visits to SR1 and facilitated access to private lands with landowners on all properties the Siksika requested.</p>	<p>Complete: no further action required.</p>

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				<p>to SR1 and facilitated access to private lands with landowners on all properties the Siksika requested.</p> <p>On April 26, 2018, Alberta Transportation met with Siksika Nation to review their specific concerns and the responses and proposed mitigation measures in <i>Table 7-5 SR1 Project Specific Concerns and Responses - Siksika Nation</i>.</p>			
26	<p>January 18, 2017</p> <p>Alberta Transportation meeting with the Siksika Nation, Blood Tribe/Kainai, and Piikani Nation in Lethbridge Alberta.</p>	Indigenous Involvement	<p>Concern that the Blackfoot Nations were not involved in the EIA work.</p>	<p>At the meeting held on January 18, 2017, Stantec responded that they are paying more attention to First Nations, and they want First Nation input on the EIA. The Blackfoot Nations had access to the SR1 lands, and now Alberta Transportation and Stantec want to hear their concerns and the impact to their Treaty rights and traditional uses so they can include these in the EIA.</p> <p>At the meeting held on January 18, 2017, Alberta Transportation also responded that they were undertaking the work in accordance with the requirements of the regulatory process. Alberta Transportation indicated that they did not have the authority to change the regulatory process and if the Siksika Nation wanted to be directly involved in the EIA process they would have to consult provincial agencies such as Alberta Environment and Parks (AEP), Indigenous Relations, and ACT.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-5 SR1 Project Specific Concerns and Responses - Siksika Nation</i> from the March 2018 EIA: Alberta Transportation has been engaged with Siksika since 2014 to understand how the Project potentially impacts rights, interests and traditional uses.</p> <p>Alberta Transportation has provided funding to Siksika for a traditional use study. To facilitate the traditional use studies, Alberta Transportation arranged and facilitated 7 site visits by Siksika within the Project Development Area (PDA) over the period between the fall of 2016 to the late summer of 2017.</p> <p>A joint interim TUS report was delivered by Siksika and Kainai First Nation on March 13, 2017. The TUS study was used in the environmental impact assessment (EIA). However, permission to use the spatial information from the TUS study has not been received by AT, therefore the information regarding sites and areas has been generalized for use in the EIA and exact locations, including those in the project development area, are not provided.</p> <p>Alberta Transportation sent the link to the October 2017 EIS to Siksika on November 3, 2017. On December 5, 2017 Alberta Transportation requested feedback on the TLRU sections (Volumes 3A and 3B).</p> <p>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 Siksika 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 Siksika and to provide responses to the concerns raised to date.</p>	None at this time.	<p>Alberta Transportation funded Siksika Nation's site visits and a TUS.</p> <p>Alberta Transportation sent the link to the October 2017 EIS to Siksika on November 3, 2017. On December 5, 2017 Alberta Transportation requested feedback on the TLRU sections.</p> <p>Alberta Transportation provided Siksika 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 Siksika Nation and to provide responses to the concerns raised to date.</p>	Ongoing: Working with First Nation.

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				<p>A workshop was held with Siksika on February 26, 2018 and was facilitated by CEAA. Verification of the meeting minutes from the workshops was not received prior to March 16, 2018 and therefore the TLRU sections in the EIA have not been updated to include information discussed.</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 April 26, 2018, Alberta Transportation met with Siksika Nation to review their specific concerns and the responses and proposed mitigation measures in <i>Table 7-5 SR1 Project Specific Concerns and Responses - Siksika Nation</i>.</p>			
27	<p>December 10, 2018 Meeting between Siksika Nation, Alberta Transportation, and Stantec. January 6, 2020 Meeting between Siksika Nation, Alberta Transportation, and Stantec.</p>	Consultation Involvement	<p>Concerns were raised regarding getting input from the Siksika Nation prior to construction so that areas of concern could be better avoided.</p> <p>Concerns were raised that more departments within Siksika Nation need to be part of this conversation.</p> <p>Siksika Nation would like to ensure this is meaningful consultation and not just checking off boxes.</p>	<p>At the meeting held on January 6, 2020, Alberta Transportation responded that its intent has been to conduct meaningful consultation. Alberta Transportation recognizes there are concerns that are important to Siksika Nation and Alberta Transportation will continue discussions with Siksika Nation to understand and mitigate concerns, where appropriate.</p> <p>Under cover letter dated July 20, 2020, Alberta Transportation invited Siksika Nation to observe the archaeological work planned for fall 2020, as well as visit the cultural sites identified by Siksika Nation to confirm potential adverse impacts and mitigation measures.</p> <p>Alberta Transportation arranged and funded a site visit for September 4, 2020 to visit sites previously identified with Stantec archaeologists and Alberta Culture.</p> <p>Alberta Transportation invited Siksika Nation and their business representatives to a Business Readiness Workshop on October 21, 2020. Information about procurement, work plans, and other aspects of Project construction were reviewed.</p>	At the meeting held on January 6, 2020, Siksika Nation indicated they would complete their final TUS this year.	None at this time.	<p>Ongoing: Working with First Nation</p> <p>Alberta Transportation has met with Siksika Nation many times to discuss concerns and questions about the SR1 project. Alberta Transportation has funded site visits and a TUS report. To date, only an interim joint report has been received. Alberta Transportation continues to welcome a final TUS report from Siksika Nation. If received, Alberta Transportation will review and provide a written response and will offer to meet to discuss the response.</p>
28	<p>October 27, 2014 Initial SR1 Meeting held in Siksika, Alberta.</p>	Flooding Information sharing	<p>As the Siksika Nation had been severely impacted by the 2013 flood they were concerned and wanted their membership to be informed on the ongoing attempt to mitigate future floods.</p>	<p>At the meeting held on October 27, 2014, Alberta Transportation said they would be willing to undertake a presentation at a public meeting at Siksika.</p> <p>Alberta Transportation agreed to work closely with Siksika to provide a professionally developed article for the Siksika website and newspaper. An article was supplied to the Siksika Media Coordinator on November 6, 2014 for their publication. The article was published in the Siksika newspaper "Aitsiniki" in November 2014 (Volume 21, Issue 8).</p> <p>Alberta Transportation also held a workshop with Siksika members in Calgary on February 26, 2018 to discuss the TLRU section of the EIA, and are working with Siksika to reschedule a workshop on the Siksika reserve.</p>	At the meeting held on January 6, 2020, Siksika Nation indicated they would be able to hold a community meeting and share information about SR1 without Alberta Transportation's involvement.	Alberta Transportation offered to attend a community meeting to discuss the SR1 Project.	No further action required.

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				<p>Alberta Transportation met with Siksika Nation consultation team, community members, and Elders December 10, 2018 to discuss the project and Siksika Nation's concerns.</p> <p>At the meeting held on January 6, 2020, Alberta Transportation offered to attend a community meeting.</p>			
29	<p>October 27, 2014 Initial SR1 Meeting held in Siksika, Alberta.</p>	Pipelines	<p>Concerns expressed as to what would happen to the oil/gas pipelines that cross the SR1 site.</p>	<p>At the meeting held on October 27, 2014, Alberta Transportation responded the pipelines would probably be relocated, but at that time the information was not available.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-5 SR1 Project Specific Concerns and Responses - Siksika Nation</i> from the March 2018 EIA: The proposed project development area (PDA) currently contains active pipelines operated by third-parties. As a mitigation measure to reduce the likelihood of a potential pipeline rupture or adverse interaction with the Project, pipelines within the PDA of the off-stream reservoir will be re-located or retrofitted.</p> <p>On April 26, 2018, Alberta Transportation met with Siksika Nation to review their specific concerns and the responses and proposed mitigation measures in <i>Table 7-5 SR1 Project Specific Concerns and Responses - Siksika Nation</i>.</p> <p>Alberta Transportation responded under cover letter dated July 29, 2020. There are five third-party companies that operate pipelines within the PDA: four companies transport natural gas products and one transports crude oil. The existing locations and operators of the pipelines within the PDA was presented in CEAA Conformation Package 1, IR1-01, Figure 1-1 (available at: https://www.alberta.ca/assets/documents/tr-springbank-response-to-agency-conformity-review-annex-1.pdf; also attached to this document). Figure 1-1 also shows which pipelines will be removed or buried deeper. Plains Midstream Canada has three pipelines (a crude oil pipeline, a natural gas pipeline and an abandoned pipeline) that currently cross the PDA at the deepest part of the off-stream reservoir and beneath the proposed location of the off-stream dam. TransCanada Pipelines Ltd. (now TC Energy) operates natural gas pipelines under the entities of Foothills Pipelines Ltd. and NOVA Gas Transmission Ltd., located in the upper west reaches of the off-stream reservoir and crossing the diversion channel. Caledonian Midstream Corporation and Pembina Pipelines Corporation operate side-by-side natural gas pipelines that cross the diversion channel. ATCO has various natural gas service lines that run throughout the PDA to serve current residences.</p> <p>Work associated with removing pipelines will be undertaken by the third-party companies and is outside Alberta Transportation's scope. Siksika Nation is encouraged to contact the third-party company to discuss if Siksika Nation can monitor this work.</p>	<p>At the meeting held on April 26, 2018 to discuss concerns and responses, Siksika Nation stated they would like to do a site visit and monitor if/when pipelines are removed.</p>	<p>Alberta Transportation responded to this question on July 29, 2020. Alberta Transportation offered to meet to discuss the response and did not receive any follow up questions or requests for clarification.</p>	Ongoing: Working with First Nation
30	<p>December 10, 2018 Meeting between Siksika Nation, Alberta Transportation, and Stantec.</p>	Project selection	<p>Concerns were raised regarding the decision of SR1 over the McLean Creek (MC1) option as a flood protection measure.</p>	<p>At the meeting held on December 10, 2018, Alberta Transportation explained why SR1 was chosen over MC1. MC1 would be located on Crown land instead of private land, would have more environmental effects, and the impacts to Treaty rights would be higher.</p>	<p>At the meeting held on January 6, 2020, Siksika Nation asked about the McLean Creek option.</p>	<p>Alberta Transportation responded to this question at meetings and provided a report that discussed MC1. Alberta Transportation offered to meet to discuss the response and did not</p>	Ongoing: Working with First Nation

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				<p>At the meeting held on January 6, 2020, Alberta Transportation explained there is significant information on the suitability of a number of other flood mitigation options. Alberta Transportation offered to provide information on the McLean Creek option and offered to have another discussion on flood mitigation options.</p> <p>Under a cover letter dated May 1, 2020, Alberta Transportation provided a portion of its response to <i>RJH Consultants EIA Dam Safety Information Deficiency Analysis, dated June 14, 2018</i> that included responses to questions comparing MC1 and SR1.</p>		receive any follow up questions or requests for clarification.	
31	December 10, 2018 Meeting between Siksika Nation, Alberta Transportation, and Stantec.	Flood protection	There were concerns raised about flood protection along the Bow River in addition to the measures on the Elbow River.	<p>At the meeting held on December 10, 2018, Alberta Transportation stated that flood protection measures were being looked into on the Bow River and that would be a separate project.</p> <p>In an email on September 23, 2019, Alberta Transportation provided the contact person at Alberta Environment and Parks to speak to about the Bow River.</p>	None at this time.	Alberta Transportation provided a contact to discuss the Bow River.	No further action required.

Springbank SR1 - Specific Concerns and Response Table

First Nation or Metis Settlement: **Stoney Nakoda (Bears paw) Nation**

Date: **AUGUST 2014 – OCTOBER 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. First Nation/Metis Settlement 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>September 19, 2014 Letter from Bill Snow to DEMA Land Services October 20, 2014 Initial Meeting with the Stoney Nakoda Nations occurred at the Super 8 Hotel in Cochrane AB. May 4, 2016 Meeting with Stoney Nakoda Nations at the Chiniki Restaurant Meeting Room on HWY #1 at Morley. June 8, 2016 Letter from Bill Snow to Canadian Environmental Assessment Agency and Alberta Transportation</p>	<p>Cultural Resources Traditional Use Studies</p>	<p>The Stoney Nakoda Nations have historic trails, campsites, hunting areas, fishing waters, ceremonial & spiritual sites, trade routes, grave sites, and gathering areas throughout our historical territory. As such Stoney Nakoda Nations do have site specific concerns, but cannot share the information without an agreement due to intellectual property and protocol concerns. Stoney Nakoda Nations indicated they needed more time to review the project.</p> <p>Stoney Nakoda Nation confirmed the SR1 project is in their traditional territory. They want to be able to complete an internal Cultural Review of the project area with Elders.</p> <p>Bill Snow indicated that Aboriginal Relations policy does not apply to private lands. He also indicated that the Stoney Nakoda Nations will want to undertake a Cultural Assessment of the Springbank Project Area.</p> <p>The Stoney Nakoda representatives indicated the need to do research in the river valleys, the Bow River was mentioned as one area that the Stoney Nakoda Nations need to do more testing.</p> <p>The Stoney Nakoda Nation feel a Cultural Use Study, a Stoney Hydrology report, and a wildlife impacts study are required.</p>	<p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-4 SR1 Project Specific Concerns and Responses - Stoney Nakoda Nations</i> from the March 2018 EIA: Alberta Transportation has been engaged with Stoney Nakoda Nation since 2014 to understand how the Project potentially impacts rights, interests and traditional uses.</p> <p>Alberta Transportation has provided funding for the Stoney Nakoda Bears paw, Chiniki, Wesley Nations to conduct a Traditional Use Study on the project lands. No report has been received to date, March 16, 2018.</p> <p>To facilitate the traditional use studies, Alberta Transportation arranged and facilitated 11 site visits by Stoney Nakoda Nations within the Project Development Area (PDA) in the fall of 2016.</p> <p>Alberta Transportation sent the link to the October 2017 EIA to Stoney Nakoda Nation on November 3, 2017. On December 5, 2017, Alberta Transportation requested feedback on the TLRU sections (Volumes 3A and 3B).</p> <p>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 Stoney Nakoda Nations 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 Stoney Nakoda Nations and to provide responses to the concerns raised to date.</p> <p>A workshop was held with Stoney Nakoda Nation on February 12, 2018, and was facilitated by Canadian Environmental Assessment Agency (CEAA). Verification of the meeting minutes from the workshops was not received prior to March 16, 2018 and therefore the TLRU sections in the EIA have not been updated to include information discussed. A second workshop is planned for March 20, 2018.</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>At the meeting held on June 4, 2018, Alberta Transportation expressed their willingness to assist in arranging land access if Stoney Nakoda Nations would like to undertake another site visit. Alberta Transportation also indicated that Stoney Nakoda Nations could submit a budget for further work.</p>	<p>At the meeting held on June 4, 2018, Stoney Nakoda Nations explained that they are currently being engaged on over 500 active projects and therefore capacity continues to be an issue for Stoney Nakoda Nations. They have done the site visits but have not written the report. The TUS is currently underway. Stoney Nakoda Nations is considering what additional work may be required.</p> <p>At the meeting held on June 4, 2018, Stoney Nakoda Nations said they would submit what they would like to do and where they would like to visit.</p> <p>At the meeting held on February 22, 2019, Stoney Nakoda Nations indicated they would not be submitting a TUS report or related budgets.</p>	<p>Stoney Nakoda Nations will not be submitting further budgets and no reports or studies are expected.</p>	<p>No further action required.</p> <p>The Stoney Nakoda Nations conducted a TUS (11 field days) in the fall of 2016. The TUS report has not been received. The TUS would have been used to inform the Traditional Land and Resource Use (TLRU) section of the Environmental Impact Assessment (EIA) had it been received prior to submission.</p> <p>Stoney Nakoda Nations have not submitted a budget for a hydrology or wildlife study.</p>

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2	September 14, 2017 Meeting at Stoney Nakoda Resort between the Stoney Nakoda Nations, Alberta Transportation and the Canadian Environmental Assessment Agency	Site visits	Indicated desire to do a site visit with elders.	<p>At the meeting held on September 14, 2017, Alberta Transportation explained they do not have access to the SR1 lands, and access will have to be requested on an owner by owner basis.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-4 SR1 Project Specific Concerns and Responses - Stoney Nakoda Nations</i> from the March 2018 EIA: At the time of the request Alberta Transportation's agreement with the landowners for access had expired. Any additional access would need to be requested on an owner by owner basis.</p> <p>At the meeting held on June 4, 2018, Alberta Transportation expressed their willingness to assist in arranging land access if Stoney Nakoda Nations would like to undertake another site visit. Alberta Transportation also indicated that Stoney Nakoda Nations could submit a budget for further work.</p>	<p>At the meeting held on June 4, 2018, the Stoney Nakoda Nations consultation team said they would speak with Elders to determine which areas to visit or revisit. Stoney Nakoda Nations said they would submit what they would like to do and where they would like to visit.</p> <p>At the meeting held on February 22, 2019, Stoney Nakoda Nations indicated they would likely not be submitting a budget or a TUS report.</p>	Stoney Nakoda Nations will not be submitting further budgets and no reports or studies are expected.	No further action required.
3	June 4, 2018 Meeting between Stoney Nakoda Nations, Alberta Transportation, and Stantec to discuss Stoney Nakoda Nation's concerns and Alberta Transportation's responses as in Table 7-4.	Cultural assessment	The Stoney Nakoda would like to mark the importance of the cultural assessment and place animal and plant studies into one cultural assessment as these topics relate to certain stories and wildlife behaviour. This relates to using cultural studies to look at animals and plant instead of relying only on scientific techniques.	<p>Alberta Transportation has provided funding for the Stoney Nakoda Nations to conduct a TUS on the project lands. No report has been received to date. To facilitate the traditional use studies, Alberta Transportation arranged and facilitated 11 site visits by Stoney Nakoda Nations within the PDA in the fall of 2016.</p> <p>At the meeting held on June 4, 2018, Alberta Transportation expressed their willingness to assist in arranging land access if Stoney Nakoda Nations would like to undertake another site visit. Alberta Transportation also indicated that Stoney Nakoda Nations could submit a budget for further work.</p> <p>Alberta Transportation responded under cover letter dated July 22, 2020. Alberta Transportation has provided funding for the Stoney Nakoda Nation to conduct a Traditional Use Study (TUS) on the Project lands. No report has been received to date. To facilitate the traditional use studies, Alberta Transportation arranged and facilitated 11 site visits by Stoney Nakoda Nation within the Project development area (PDA) in the fall of 2016.</p> <p>At the meeting held on June 4, 2018, Alberta Transportation expressed its willingness to assist in arranging land access if Stoney Nakoda Nation would like to undertake another site visit. Alberta Transportation also indicated that Stoney Nakoda Nation could submit a budget for further work.</p> <p>At the request of Indigenous groups, Alberta Transportation will fund and participate (if invited) in a ceremony prior to the start of Project construction. Alberta Transportation has also committed to conduct field visits with Indigenous Elders prior to construction to identify priority areas for harvesting of traditional plants, and will provide opportunities for harvesting or relocating medicinal and ceremonial plants prior to construction.</p>	At the meeting held on February 22, 2019, Stoney Nakoda Nations indicated they would likely not be submitting a budget or a TUS report.	At the request of Indigenous groups, Alberta Transportation will fund and participate (if invited) in a ceremony prior to the start of Project construction.	No further action required.
4	June 8, 2016 Letter from Bill Snow to Canadian Environmental	Treaty and Traditional Rights Wildlife Fish	The Stoney Nakoda Nations expressed concerns to their Treaty Rights and traditional	On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-4 SR1 Project Specific Concerns and Responses - Stoney Nakoda Nations</i> from the March 2018 EIA: Effects on potential or established Aboriginal or	At the meeting held on June 4, 2018, Stoney Nakoda Nations did not completely agree with the response, explaining that the lands that are	Alberta Transportation developed <i>Draft Guiding Principles and Direction for Future Land Use</i> and provided these to Stoney	Ongoing: Working with First Nation

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	Assessment Agency and Alberta Transportation	Vegetation Wetlands	<p>uses of lands in the Project area.</p> <p>Concerns were expressed for the Stoney Nakoda cultural practices, their current use of lands and resources for traditional purposes, the effect on water and wetlands for wildlife, fish, birds and vegetation.</p>	<p>Treaty rights are addressed through the assessment of the current use of lands and resources for traditional purposes. By acknowledging a link between practice-based rights and current use, this assessment accepts 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 will have a consequent effect on the ability of Indigenous groups to exercise potential or established Aboriginal and Treaty rights. Given that the residual effects for the Project on TLRU are predicted to be not significant, no effects on potential or established Aboriginal or Treaty rights is expected to occur as a result of the Project.</p> <p>In addition, a conservative assumption was made that Indigenous groups had access to the PDA to practice traditional use activities notwithstanding access to these private lands is limited.</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 Project Development Area (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>In a letter dated October 21, 2019, 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 future land use documents under cover 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 19, 2019, future land use was discussed. Alberta Transportation indicated they had met with Stoney Nakoda Nation many times to discuss wildlife connectivity, most recently on February 22, 2019. At the February 22, 2019 meeting, the changes made to the underpasses and culverts to increase wildlife connectivity had been highlighted. Alberta Transportation offered to discuss wildlife connectivity at another meeting.</p> <p>Alberta Transportation sent Stoney Nakoda Nation the draft Wildlife Mitigation and Monitoring Plan, the draft Vegetation and Wetland</p>	<p>available for traditional land and resource use are getting smaller and smaller over the years. This is a cumulative effect and habitat replacement is important.</p> <p>Stoney Nakoda Nations stated that an effect on wildlife results in an effect on Treaty rights.</p> <p>At the meeting held on November 19, 2019, Stoney Nakoda Nations voiced concerns that the future land use principles did not include a piece on wildlife connectivity.</p>	<p>Nakoda Nation for review and feedback.</p> <p><i>Updated Draft Guiding Principles and Direction for Future Land Use</i> were developed following receipt of feedback from Indigenous groups.</p> <p>The final Land Use Plan (LUP) will be developed following Project approval and will incorporate feedback obtained from the Indigenous engagement program.</p> <p>Key mitigations for concerns regarding access include:</p> <ul style="list-style-type: none"> • The LUP will prioritize access to the area for the practice of treaty rights and traditional uses • Alberta Environment and Parks will work with First Nations to develop a Land Use Working Group to guide and facilitate the principles of the LUP and allow the exercise of Treaty rights and traditional uses in the LUA. • Alberta Transportation recognizes that some land uses are competing uses and commits to exploring various management approaches to ensure safety of all users in the LUA. • 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. • The Government of Alberta will work with First Nations to identify a portion of land near the LUA that can be used by 	

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				<p>Mitigation, Monitoring and Revegetation Plan, the draft Groundwater Monitoring Plan, and the draft Surface Water Monitoring Plan via email on May 6, 2020. The email indicated Alberta Transportation welcomes written feedback and would also be available to discuss the draft Plans at a meeting or workshop.</p> <p>Alberta Transportation provided the Draft Fish Rescue and Fish Health Monitoring and Mitigation Programs via email on July 22, 2020, with an offer to discuss further if Stoney Nakoda Nation was interested.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Stoney Nakoda Nation to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Stoney Nakoda Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Stoney Nakoda Nation wished to submit a budget for review.</p> <p>Alberta Transportation provided their response to IAAC 4-05, including the <i>Updated Draft Guiding Principles and Direction for Future Land Use</i>, via email on October 23, 2020.</p>		<p>First Nations as a staging area (e.g., parking, setting up temporary campsites) or for activities, such as cultural ceremonies, transmittal of traditional knowledge to the youth, traditional activities. The staging area would be accessible to all First Nations engaged on the Project throughout the year except during the flood season when access to the area may be prohibited for safety reasons.</p> <ul style="list-style-type: none"> • The Government of Alberta will create a First Nations Land Use Advisory Committee which will meet on a regular basis to guide and facilitate the implementation of the principles of the Land Use Plan and make recommendations to allow the exercise of Treaty rights and traditional uses in the LUA. • Alberta Transportation will appoint a Community Liaison (a representative from Alberta Transportation during construction and from AEP during operations) who will serve as point of contact with stakeholders; they will primarily communicate through the local representation for Indigenous groups, community associations, local businesses, government administration and local government officials. The Community Liaison would work with Indigenous groups in identifying preferred means of communication for each Indigenous group (e.g., phone call, emails, letters) for receiving information. 	

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						Information from the First Nations Land Use Advisory Committee will be provided to the Community Liaison.	
5	May 4, 2016 Meeting with Stoney Nakoda Nations at the Chiniki Restaurant Meeting Room on HWY #1 at Morley.	Ceremony	The Stoney Nakoda representatives spoke of doing a ceremony in the SR1 project area.	Alberta Transportation response in table sent March 23, 2018: At the request of Indigenous groups, Alberta Transportation will participate in ceremonies (if invited) prior to the start of construction, including making offerings.	At the meeting held on June 4, 2018, Stoney Nakoda Nations said they will confirm with CEAA regarding funding for holding a ceremony.	At the request of Indigenous groups, Alberta Transportation will fund and participate (if invited) in a ceremony prior to the start of Project construction.	No further action required.
6	August 23, 2017 Meeting between Dallas Maynard and Bill Snow at Starbucks, West Hills Shopping Centre	Ceremony	Bill Snow discussed the Stoney Nakoda Nations funding from CEAA and the desire for their Consultation team and elders to undertake a ceremony on the SR1 lands. Bill explained the Stoney had a long-standing relationship with Mary Robinson's family. They wanted Alberta Transportation and CEAA to participate.	Alberta Transportation agreed to a meeting with the Stoney Nakoda Nations on September 14, 2017, which included CEAA, to discuss and work with the Stoney Nakoda Nation to respond to their requests. On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-4 SR1 Project Specific Concerns and Responses - Stoney Nakoda Nations</i> from the March 2018 EIA: At the request of Indigenous groups, Alberta Transportation will participate in ceremonies (if invited) prior to the start of construction, including making offerings. At the meeting held on June 4, 2018, Alberta Transportation stated that if Stoney Nakoda Nations required funding for a ceremony to submit a budget to Alberta Transportation. Alberta Transportation responded under cover letter dated July 22, 2020. At the request of Stoney Nakoda Nation, Alberta Transportation will participate in ceremonies (if invited) prior to the start of Project construction, if the Project is approved. Alberta Transportation cannot speak on behalf of CEAA's (now IAAC – Impact Assessment Agency of Canada) willingness to participate.	At the meeting held on June 4, 2018, Stoney Nakoda Nations said they will confirm with CEAA regarding funding for holding a ceremony. Stoney Nakoda Nations will reach out to a landowner to access their land in order to view some sites; Stoney Nakoda Nations' preference is to perform a ceremony pre-construction on or near their land as well, as there are tipi rings and sites present on the property.	At the request of Indigenous groups, Alberta Transportation will fund and participate (if invited) in a ceremony prior to the start of Project construction.	No further action required.
7	May 4, 2016 Meeting with Stoney Nakoda Nations at the Chiniki Restaurant Meeting Room on HWY #1 at Morley. January 15, 2018 Letter sent via email to Shelly Boss, CEAA from Rae and Company on behalf of the Stoney Nakoda Nations	Hunting	Stated there are two different trap lines out there and their members use the area for trapping but did not specify their location. EIA reflects existence of at least two Stoney Nakoda traplines in project area, loss of harvesting opportunities will have to be compensated	On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-4 SR1 Project Specific Concerns and Responses - Stoney Nakoda Nations</i> from the March 2018 EIA: Based on available information there are no registered traplines within the PDA. Alberta Transportation has requested the locations of the two traplines and were the Stoney members trap in order to determine if there is potential impact from the Project.	At the meeting held on June 4, 2018, Stoney Nakoda Nations confirmed that the traplines are located west of Bragg Creek and there are no active traplines in the Project area.	No further mitigation required as the traplines are not in the project area and will not be affected.	No further action required.
8	May 4, 2016 Meeting with Stoney Nakoda Nations at the Chiniki Restaurant Meeting Room on HWY #1 at Morley. February 22, 2019	Wildlife	Asked if the SR1 project would include any wildlife crossings, and also inquired about fencing. Emphasized the importance of wildlife crossings and was concerned that if not properly	At the meeting held on May 4, 2016, Alberta Transportation responded that the SR1 diversion channels and the earthen dam would be designed to allow the passage of wildlife along the Elbow River. Alberta Transportation responded that there will likely be some fencing on the SR1 Project. Alberta Transportation response in table set March 23, 2018: Although the Project would result in additional anthropogenic features on the landscape that might hinder wildlife movement in the local assessment area, Alberta	Stoney Nakoda Nations expressed concerns that wildlife will not adapt to the new land configurations. Stoney Nakoda Nations recommended that long-term/cumulative wildlife studies be conducted in the Project area. Stoney Nakoda Nations stated that it is important to do cultural studies	Alberta Transportation responded to this question on July 22, 2020. Alberta Transportation offered to meet to discuss the response and did not receive any follow up questions or requests for clarification.	Ongoing: Working with First Nation

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Meeting between Stoney Nakoda Nations, Alberta Transportation, and Stantec.		managed could be a problem for the SR1 project.	<p>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>At the meeting held on June 4, 2018, Stantec brought their wildlife biologist to answer questions. The wildlife biologist explained that they were revegetating the structure to make it easier for animals to walk across. Alberta Transportation also explained that the fencing would have smooth top and bottom wires to allow for wildlife going under and over the fence.</p> <p>At the meeting held on September 13, 2018, Alberta Transportation described that the underpasses that will be created by the diversion channel crossings of HWY 22 and Township Road 242 have not been designed as designated wildlife underpasses; but, the design has included measures to accommodate the passage of wildlife that would otherwise cross over HWY 22. The HWY 22 underpass will have 3:1 slopes and be 24 m wide at the bottom. Gaps in the riprap armour on the bottom of the channel will be filled and surfaced with gravel.</p> <p>At the meeting held on February 22, 2019, Alberta Transportation brought Stantec's wildlife biologist to present the mitigation measures in place for wildlife, including fencing, vegetating slopes, and a remote camera monitoring program that Stoney Nakoda Nation can provide input on. They also showed a drawing of the bridge under HWY 22 and how it will be modified to promote wildlife movement.</p> <p>Alberta Transportation sent Stoney Nakoda Nation the draft Wildlife Mitigation and Monitoring Plan via email on May 6, 2020. The email indicated Alberta Transportation welcomes written feedback and would also be available to discuss the monitoring plan at a meeting or workshop.</p> <p>Alberta Transportation responded under cover letter dated July 22, 2020. The Project has designed the Highway 22 bridge over the diversion channel to facilitate wildlife movement across Highway 22 by providing an underpass with suitable width and height (i.e., openness). In addition, a culvert with a height of 2.45 m and width of 3.67 m will be placed at the bottom of the raised intersection at Highway 22 and Springbank Road, which may be utilized as a passageway for smaller wildlife to pass under Highway 22 (see Alberta Transportation's response to Round 1 AEP IR411 for Figures 411-1 & 411-2; the figures are attached and are also available at: https://open.alberta.ca/dataset/c7b52cd4-2adc-4f14-8a3e-02255afca154/resource/2aef21ec-8194-4e8e-ae0f-60432d807036/download/sr1_nrcb_aep_ir1_sec6_terrestrial.pdf).</p> <p>A remote camera monitoring program will be developed to assess wildlife use and movement (e.g., crossing success) in the local assessment area (LAA). The program will determine whether large mammals use and cross permanent Project structures, and use the diversion channel to travel under the Highway 22 bridge. Information gathered by the program may</p>	<p>on wildlife, fish, etc. rather than relying only on Western scientific techniques.</p> <p>At the meeting held on September 13, 2018 and in an email on September 14, 2018, Stoney Nakoda Nations further expressed concerns that there are no dedicated wildlife crossings for the SR1 project. Stoney Nakoda Nations would prefer overpasses for wildlife rather than underpasses.</p> <p>At the meeting held on February 22, 2019, Stoney Nakoda Nation indicated that Alberta Transportation's mitigation measures for wildlife alleviated some of Stoney Nakoda Nation's concerns, but they would still prefer overpasses.</p>	<p>Alberta Transportation has developed a draft Wildlife Mitigation and Monitoring Plan, which was provided to Stoney Nakoda Nation for review and feedback. Alberta Transportation offered funding for Stoney Nakoda Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> Sections of side slopes and bottom of the diversion channel, and side slopes of the floodplain berm and off-stream dam will be vegetated. Vegetated areas will provide a more conducive material for wildlife to move across. Hwy 22 bridge over the diversion channel is designed to facilitate wildlife movement through open-span dimensions and filling rip-rap with finer material under the bridge. Where fencing is proposed around the PDA, wildlife-friendly fencing will be installed to allow ungulate passage (except for fencing around the diversion structure control building). A remote camera monitoring program will be implemented to evaluate the effectiveness of mitigation measures designed to reduce potential 	

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				<p>lead to adjustments to wildlife-friendly fencing design and location, as well as materials used to fill riprap along sections of the diversion channel or floodplain berm (see Alberta Transportation's response to CEAA Conformity IR2-15, available at: https://www.alberta.ca/assets/documents/tr-springbank-response-to-agency-conformity-review-part-2.pdf).</p> <p>All Project fencing will be wildlife-friendly to facilitate wildlife movement within the PDA. The effectiveness of the mitigation to facilitate wildlife movement in the PDA and wildlife LAA will be evaluated as part of the final wildlife mitigation and monitoring program (WMMP).</p> <p>The draft WMMP, which includes details on the remote camera monitoring program, was sent to Stoney Nakoda Nation on May 6, 2020, with an offer to meet to discuss the draft plan and obtain feedback. Alberta Transportation would also be pleased to consider written feedback.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Stoney Nakoda Nation to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Stoney Nakoda Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Stoney Nakoda Nation wished to submit a budget for review.</p>		effects of the Project on wildlife movement.	
9	<p>September 14, 2017 Meeting at Stoney Nakoda Resort between the Stoney Nakoda Nations, Alberta Transportation and the Canadian Environmental Assessment Agency June 4, 2018 Meeting between Stoney Nakoda Nations, Alberta Transportation, and Stantec to discuss Stoney Nakoda Nation's concerns and Alberta Transportation's responses as in Table 7-4. February 22, 2019 Meeting between Stoney Nakoda Nations, Alberta Transportation, and Stantec.</p>	Wildlife	<p>The Stoney Nakoda Nation expressed concerns over wildlife passage through the SR1 area following construction. Inquired if there would be wildlife crossings built over HWY 22 or Highway 8.</p> <p>There is a concern with the lack of wildlife corridors and that the project will impact wildlife movement. Wildlife need space and the option to travel the corridors. This goes back to Elder memories because how the animals use the land today is similar to how they used the land in the past.</p>	<p>At the meeting held on September 14, 2017, Alberta Transportation responded that there was no plan to build wildlife overpasses. Alberta Transportation indicated that the diversion channel and dam were contoured to allow for wildlife passage through the SR1 area during non-flood times.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-4 SR1 Project Specific Concerns and Responses - Stoney Nakoda Nations</i> from the March 2018 EIA: There is no plan to build wildlife overpasses. The diversion channel and dam were contoured to allow for wildlife passage through the SR1 area during non-flood times. The channel will be directed under HWY 22 and Township Road 242. The area underneath the bridges will contain rip rap however, the rip rap under the bridges will be filled with gravel potentially enabling animals to move under the bridges and avoid crossing the roads.</p> <p>With respect to Project design, the side slopes and bottom of the diversion channel will be vegetated, with the following exceptions. Where the diversion channel passes through bedrock, the channel would remain as an exposed bedrock cut. Articulated concrete matting will be provided in select areas of the channel where pipelines cross. Riprap erosion protection will be provided at critical areas including at bridge crossings, around the emergency spillway and for a 1.4 km stretch at the diversion channel outlet structure. The south portion, farthest from Elbow River, will</p>	<p>At the meeting held on June 4, 2018, Stoney Nakoda Nations expressed ongoing concerns with infrastructure affecting wildlife passage and recommend the consideration of wildlife crossings, including overpasses.</p> <p>At the meeting held on June 4, 2018, Stoney Nakoda Nations continued to express concerns related to wildlife movement through the project area.</p> <p>Stoney Nakoda Nations recommended that long-term/cumulative wildlife studies be conducted in the Project area. Stoney Nakoda Nations stated that it is important to do cultural studies on wildlife, fish, etc. rather than relying only on Western scientific techniques.</p> <p>At the meeting held on September 13, 2018 and in an email on September 14, 2018, Stoney Nakoda Nations further expressed concerns that there are no dedicated wildlife crossings for the SR1</p>	<p>Alberta Transportation responded to this question on July 22, 2020. Alberta Transportation offered to meet to discuss the response and did not receive any follow up questions or requests for clarification.</p> <p>Alberta Transportation has developed a draft Wildlife Mitigation and Monitoring Plan, which was provided to Stoney Nakoda Nation for review and feedback. Alberta Transportation offered funding for Stoney Nakoda Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into</p>	Ongoing: Working with First Nation

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			<p>be a 450-m earthen embankment vegetated with native grasses. The floodplain berm will also be covered with materials conducive to ungulate movement (see Volume 3A, Section 11).</p> <p>A remote camera program will be designed in consultation with Alberta Environment and Parks (AEP), 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. The remote camera program will also include monitoring along the Elbow River to determine if wildlife use of the Key Wildlife and Biodiversity Zone (KWBZ) has been affected by the construction and operation of the Project.</p> <p>At the meeting held on June 4, 2018, Stantec brought their wildlife biologist to answer questions. The wildlife biologist explained that they were revegetating the structure to make it easier for animals to walk across. Alberta Transportation also explained that the fencing would have smooth top and bottom wires to allow for wildlife going under and over the fence.</p> <p>At the meeting held on September 13, 2018, Alberta Transportation described that the underpasses that will be created by the diversion channel crossings of HWY 22 and Township Road 242 have not been designed as designated wildlife underpasses; but, the design has included measures to accommodate the passage of wildlife that would otherwise cross over HWY 22. The HWY 22 underpass will have 3:1 slopes and be 24 m wide at the bottom. Gaps in the riprap armour on the bottom of the channel will be filled and surfaced with gravel.</p> <p>At the meeting held on February 22, 2019, Alberta Transportation brought Stantec's wildlife biologist to present the mitigation measures in place for wildlife, including fencing, vegetating slopes, and a remote camera monitoring program that Stoney Nakoda Nation can provide input on. They also showed a drawing of the bridge under HWY 22 and how it will be modified to promote wildlife movement.</p> <p>Alberta Transportation sent Stoney Nakoda Nation the draft Wildlife Mitigation and Monitoring Plan via email on May 6, 2020. The email indicated Alberta Transportation welcomes written feedback and would also be available to discuss the monitoring plan at a meeting or workshop.</p> <p>Alberta Transportation responded under cover letter dated July 22, 2020. The diversion channel under Highway 22 has been designed to allow wildlife passage (see Alberta Transportation's response to Round 1 AEP IR411 for Figure 411-1; the figures are attached and are also available at: https://open.alberta.ca/dataset/c7b52cd4-2adc-4f14-8a3e-02255afca154/resource/2aef21ec-8194-4ebe-ae0f-60432d807036/download/sr1_nrcb_aep_ir1_sec6_terrestrial.pdf). A remote camera monitoring program will be developed to assess wildlife use and movement (e.g., crossing success) in the LAA. The program will determine whether large mammals use and cross permanent Project structures, and use the diversion channel to travel under the Highway 22 bridge. Information gathered from the program may lead to adjustments to</p>	<p>project. Stoney Nakoda Nations would prefer overpasses for wildlife rather than underpasses.</p> <p>At the meeting held on February 22, 2019, Stoney Nakoda Nation indicated that Alberta Transportation's mitigation measures for wildlife alleviated some of Stoney Nakoda Nation's concerns, but they would still prefer overpasses.</p>	<p>account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> • Sections of side slopes and bottom of the diversion channel, and side slopes of the floodplain berm and off-stream dam will be vegetated. Vegetated areas will provide a more conducive material for wildlife to move across. • Hwy 22 bridge over the diversion channel is designed to facilitate wildlife movement through open-span dimensions and filling rip-rap with finer material under the bridge. • Where fencing is proposed around the PDA, wildlife-friendly fencing will be installed to allow ungulate passage (except for fencing around the diversion structure control building). • A remote camera monitoring program will be implemented to evaluate the effectiveness of mitigation measures designed to reduce potential effects of the Project on wildlife movement. 	

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				<p>wildlife-friendly fencing design and location, as well as materials used to fill riprap along sections of the diversion channel or floodplain berm (see Alberta Transportation's response to CEAA Conformity IR2-15, available at: https://www.alberta.ca/assets/documents/tr-springbank-response-to-agency-conformity-review-part-2.pdf).</p> <p>Wildlife-exclusion fencing (to guide animals to preferred crossing areas such as the Highway 22 bridge over the diversion channel) is not proposed as part of the Project. All fencing installed will be wildlife-friendly to facilitate wildlife movement within the PDA. The effectiveness of the mitigation to facilitate wildlife movement in the PDA and wildlife LAA will be evaluated as part of the final WMMP.</p> <p>The draft WMMP, which includes details on the remote camera monitoring program, was sent to Stoney Nakoda Nation on May 6, 2020, with an offer to meet to discuss the draft plan and obtain feedback. Alberta Transportation would also be pleased to consider written feedback.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Stoney Nakoda Nation to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Stoney Nakoda Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Stoney Nakoda Nation wished to submit a budget for review.</p>			
10	September 14, 2017 Meeting at Stoney Nakoda Resort between the Stoney Nakoda Nations, Alberta Transportation and the Canadian Environmental Assessment Agency	Wildlife	The Stoney Nakoda Nation expressed concerns that the fences that would be built around the SR1 site might impact wildlife passage through the area.	<p>At the meeting held on September 14, 2017, Alberta Transportation explained the fences that were planned for the SR1 project would be similar to the farm fencing that already exists and should not have any additional impact to wildlife than currently exists.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-4 SR1 Project Specific Concerns and Responses - Stoney Nakoda Nations</i> from the March 2018 EIA: Fences that are planned for the SR1 project would be similar to the farm fencing that already exists and should not have any additional impact to wildlife than currently exists.</p> <p>At the meeting held on June 4, 2018, Alberta Transportation explained that the fencing would have smooth top and bottom wires to allow for wildlife going under and over the fence.</p> <p>Alberta Transportation sent Stoney Nakoda Nation the draft Wildlife Mitigation and Monitoring Plan via email on May 6, 2020. The email indicated Alberta Transportation welcomes written feedback and would also be available to discuss the monitoring plan at a meeting or workshop.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Stoney Nakoda Nation to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual</p>	At the meeting held on June 4, 2018, Stoney Nakoda Nations stated that this type of fencing should be okay for wildlife.	Proponent response satisfactory to First Nation. Alberta Transportation will be using wildlife friendly fencing around the SR1 boundary that will allow wildlife to move under and over.	No further action required.

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				<p>meetings to discuss the draft monitoring plans if Stoney Nakoda Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Stoney Nakoda Nation wished to submit a budget for review.</p>			
11	<p>June 4, 2018</p> <p>Meeting between Stoney Nakoda Nations, Alberta Transportation, and Stantec to discuss Stoney Nakoda Nation's concerns and Alberta Transportation's responses as in Table 7-4.</p>	Wildlife	<p>Concern that there is a lack of long-term wildlife studies on the cumulative impacts the SR1 project would have to wildlife. These studies should address animal movement in the area.</p>	<p>At the meeting held on June 4, 2018, Stantec brought their wildlife biologist, who explained there is a monitoring program planned with wildlife cameras to monitor long-term cumulative effects of the project on wildlife.</p> <p>At the meeting held on February 22, 2019, Alberta Transportation brought Stantec's wildlife biologist to present the mitigation measures in place for wildlife, including fencing, vegetating slopes, and a remote camera monitoring program that Stoney Nakoda Nation can provide input on.</p> <p>Alberta Transportation sent Stoney Nakoda Nation the draft Wildlife Mitigation and Monitoring Plan via email on May 6, 2020. The email indicated Alberta Transportation welcomes written feedback and would also be available to discuss the monitoring plan at a meeting or workshop.</p> <p>Alberta Transportation responded under cover letter dated July 22, 2020. Wildlife monitoring will be implemented during Project construction and dry operations. The draft WMMP outlines goals and objectives for monitoring the effectiveness of mitigation designed to reduce potential changes in wildlife movement and mortality risk, particularly along Project components including the diversion channel, Highway 22 bridge over the diversion channel, and floodplain berm; and wildlife friendly fencing to evaluate the effectiveness in maintaining wildlife movement in the LAA. By using this monitoring data, Alberta Transportation will adapt mitigation if wildlife are not crossing Project components as predicted, and if wildlife mortality (as a result of contact with Project components or vehicles) is not meeting targets.</p> <p>The draft WMMP was sent to Stoney Nakoda Nation on May 6, 2020, with an offer to meet to discuss the draft plan and obtain feedback. Alberta Transportation would also be pleased to consider written feedback.</p> <p>The draft Indigenous Participation Plan (IPP) was reviewed and discussed with Stoney Nakoda Nation at a meeting held on November 19, 2019. Participation opportunities set out in the draft IPP include monitoring programs and cultural educational opportunities. Additionally, the draft IPP includes opportunities for training and business development programs. Stoney Nakoda Nation is welcome to access these programs and opportunities.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Stoney Nakoda Nation to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Stoney Nakoda Nation preferred.</p>	<p>At the meeting held on June 4, 2018, Stoney Nakoda Nations continued to express concerns related to wildlife movement through the project area, and said wildlife cameras do not catch everything.</p>	<p>Alberta Transportation has developed a draft Wildlife Mitigation and Monitoring Plan, which was provided to Stoney Nakoda Nation for review and feedback. Alberta Transportation offered funding for Stoney Nakoda Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> • Pre-construction surveys will be conducted to identify • wildlife features (e.g., nests, dens) and appropriate site-specific mitigation developed. • Temporary workspaces will be reclaimed according to the Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan. • Sections of side slopes and bottom of the diversion channel, and side slopes of the floodplain berm and off-stream dam will be vegetated. Vegetated areas will provide a more conducive material for wildlife to move across. • Hwy 22 bridge over the diversion channel is designed to facilitate wildlife movement 	<p>Ongoing: Working with the First Nation</p>

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				<p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Stoney Nakoda Nation wished to submit a budget for review.</p>		<p>through open-span dimensions and filling rip-rap with finer material under the bridge.</p> <ul style="list-style-type: none"> • Where fencing is proposed around the PDA, wildlife-friendly fencing will be installed to allow ungulate passage (except for fencing around the diversion structure control building). • If construction activities occur within 100 m of an amphibian SOMC breeding wetland during the breeding season (approximately May 1 to September 30), install silt fencing around the perimeter of the wetlands to prevent amphibians from moving into active construction areas. • Waste will be stored in wildlife-proof containers and wildlife awareness training will be provided to staff on site to reduce human-wildlife conflict (e.g., bears). • A remote camera monitoring program will be implemented to evaluate the effectiveness of mitigation measures designed to reduce potential effects of the Project on wildlife movement. • During flood operations, a migratory bird salvage program will be implemented in the off-stream reservoir footprint to reduce mortality risk to ground nesting birds within the constraints of a limited advance flood warning (two to three days) and worker safety. 	
12	June 8, 2016 Letter from Bill Snow to Canadian Environmental	Wildlife Fish	Concerns that the SR1 project will act as a barrier to the migration of wildlife and fish.	<p>Possible impacts and mitigation measures related to concerns raised by the Stoney Nakoda Nation (wildlife and fish) will be addressed as part of the EIA.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-4 SR1</i></p>	At the meeting held on June 4, 2018, Stoney Nakoda Nations expressed concern about fish returning to the habitat once the coffer dam (used during construction) has been removed.	Alberta Transportation responded to this question on July 22, 2020. Alberta Transportation offered to meet to discuss the response and did not	Ongoing: Working with First Nation

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	Assessment Agency and Alberta Transportation		<p>Concerns over the lack of wildlife crossings on the SR1 project.</p>	<p><i>Project Specific Concerns and Responses - Stoney Nakoda Nations</i> 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>During Project design it was recognized that the diversion structure could result in an increase in flow rates of the Elbow River at the structure and potentially affect the ability of fish to pass upstream. In order to avoid affecting fish passage design elements were incorporated to ensure that under normal river conditions flow rates are maintained within the range suitable for fish passage.</p> <p>At the meeting held on June 4, 2018, Stantec explained that fish can pass through the diversion structure during dry conditions and flood conditions. Stantec showed an engineering diagram of the reservoir and how it would affect fish. They also showed berms that will be installed to control the water speed and allow fish to move upstream.</p> <p>At the meeting held on June 4, 2018, Stantec brought their wildlife biologist to answer questions. The wildlife biologist explained that they were revegetating the structure to make it easier for animals to walk across. Alberta Transportation also explained that the fencing would have smooth top and bottom wires to allow for wildlife going under and over the fence.</p> <p>At the meeting held on September 13, 2018, Alberta Transportation described that the underpasses that will be created by the diversion channel crossings of HWY 22 and Township Road 242 have not been designed as designated wildlife underpasses; but, the design has included measures to accommodate the passage of wildlife that would otherwise cross over HWY 22. The HWY 22 underpass will have 3:1 slopes and be 24 m wide at the bottom. Gaps in the riprap armour on the bottom of the channel will be filled and surfaced with gravel.</p> <p>At the meeting held on February 22, 2019, Alberta Transportation brought Stantec's wildlife biologist to present the mitigation measures in place for wildlife, including fencing, vegetating slopes, and a remote camera monitoring program that Stoney Nakoda Nation can provide input on. They also showed a drawing of the bridge under HWY 22 and how it will be modified to promote wildlife movement.</p> <p>Alberta Transportation sent Stoney Nakoda Nation the draft Wildlife Mitigation and Monitoring Plan via email on May 6, 2020. The email indicated Alberta Transportation welcomes written feedback and would also be available to discuss the monitoring plan at a meeting or workshop.</p> <p>Alberta Transportation responded under cover letter dated July 22, 2020. Fish: Alberta Transportation has studied fish salvage options during</p>	<p>The Stoney Nakoda Nations consultation team will discuss fish species of importance (including mountain whitefish, cutthroat, and bull trout) during the next Elder's meeting to understand potential effects and mitigation better.</p> <p>Stoney Nakoda Nations and Alberta Transportation discussed habitat replacement and confirmed that it will be replaced and this will be directed by Fisheries and Oceans Canada (DFO).</p> <p>Stoney Nakoda Nations requested that a discussion be held with Alberta Transportation regarding alternative options for fish salvage, beyond electrofishing.</p> <p>At the meeting held on September 13, 2018 and in an email on September 14, 2018, Stoney Nakoda Nations further expressed concerns that there are no dedicated wildlife crossings for the SR1 project. Stoney Nakoda Nations would prefer overpasses for wildlife rather than underpasses.</p> <p>At the meeting held on February 22, 2019, Stoney Nakoda Nation indicated that Alberta Transportation's mitigation measures for wildlife alleviated some of Stoney Nakoda Nation's concerns, but they would still prefer overpasses.</p>	<p>receive any follow up questions or requests for clarification.</p> <p>Alberta Transportation has developed a draft Wildlife Mitigation and Monitoring Plan, a draft Fish Rescue and Fish Health Monitoring and Mitigation Program, and a Surface Water Monitoring Plan, which were provided to Stoney Nakoda Nation for review and feedback. Alberta Transportation offered funding for Stoney Nakoda Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plans will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the draft Wildlife Mitigation and Monitoring Plan are:</p> <ul style="list-style-type: none"> • Sections of side slopes and bottom of the diversion channel, and side slopes of the floodplain berm and off-stream dam will be vegetated. Vegetated areas will provide a more conducive material for wildlife to move across. • Hwy 22 bridge over the diversion channel is designed to facilitate wildlife movement through open-span dimensions and filling rip-rap with finer material under the bridge. • Where fencing is proposed around the PDA, wildlife-friendly fencing will be installed to allow ungulate passage (except for fencing 	

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			<p>reservoir drawdown. Rescues are possible, however it will depend on the volume of water that is diverted into the reservoir. Fish rescues prior to reservoir drawdown present a number of limitations such as safe access and high water levels that reduce efficacy of backpack electro fishing and boat electrofishing. Gill nets and fyke nets were considered; however, gill nets were considered to pose a risk of injury or stress to the fish and fyke nets are unlikely to yield high catch-per-unit effort (CPUE) over the area at high water levels. Snorkeling was considered to encourage fish to enter nets, but the added manpower is not likely to yield effective CPUE. For these reasons, fish rescue efforts prior to reservoir drawdown are unlikely (see Alberta Transportation's response to CEAA Conformity IR3-29, available at: https://www.alberta.ca/assets/documents/tr-springbank-response-to-agency-conformity-review-part-2.pdf).</p> <p>It is expected that fish will be released through the low-level outlet and into the unnamed creek to Elbow River once reservoir water is released. The low-level outlet will be designed and operated in a manner that allows fish egress from the reservoir and downstream. Fish rescue and salvage efforts such as electrofishing will be maximized to increase the effectiveness of fish capture and rescue activities for fish that may be stranded after reservoir water release.</p> <p>As part of the Round 2 NRCB and AEP Information Requests, Alberta Transportation has completed additional work to better understand the fish habitat in Elbow River. As part of the fisheries offsetting plan, Alberta Transportation has engaged Fisheries and Oceans Canada (DFO) to discuss the criteria to offset fisheries-related effects. AEP will be engaged to discuss how these measures may complement local fisheries objectives. Offsetting options will be presented to Indigenous groups for input and feedback regarding how to best support fisheries important to their cultural needs. Alberta Transportation sent a letter dated June 30, 2020 regarding fisheries offsetting with an offer to meet with Stoney Nakoda Nation to discuss offsetting options in summer 2020.</p> <p>Alberta Transportation has developed a Draft Fish Rescue and Fish Health Monitoring and Mitigation Plan as part of the NRCB/AEP Round 2 IR responses. This draft plan will be sent to Indigenous groups following the submission of the IR response package to the NRCB and AEP, including Stoney Nakoda Nation for its review and feedback.</p> <p>Wildlife Crossings: Alberta Transportation has assessed the importance of wildlife movement and activity for the Project and has factored in the following:</p> <ul style="list-style-type: none"> • Wildlife crossing specifications from guidance documents into the design of the Project and crossing structure/culvert on Hwy 22. • All fencing around the perimeter of the PDA, in the raised section of Highway 22, and along Springbank Road within the reservoir, will be wildlife-friendly, which is designed to facilitate wildlife movement in the PDA and LAA. Wildlife-friendly fencing will contain livestock (as required) consistent with the direction identified in the Draft Guiding Principles and 		<p>around the diversion structure control building).</p> <ul style="list-style-type: none"> • A remote camera monitoring program will be implemented to evaluate the effectiveness of mitigation measures designed to reduce potential effects of the Project on wildlife movement. <p>Key mitigation measures included in the Fish Rescue and Fish Health Monitoring and Mitigation Program are:</p> <ul style="list-style-type: none"> • rescue fish from the reservoir following flood operation; the fish rescue will be initiated once conditions are safe to enter the reservoir • release fish back to Elbow River following rescue from the reservoir • monitor fish that have been released to Elbow River for signs of behavioural or physical distress. <p>The Surface Water Monitoring Plan outlines key mitigations to protect fish passage during construction and dry operations; key mitigation measures in the Plan are:</p> <ul style="list-style-type: none"> • Boulders will be added to increase the bed roughness of the river channel immediately downstream of the diversion structure, which will increase water depths and reduce velocities. • Boulder V-weir structures will be constructed in the river channel downstream of the gates to provide slower velocity and deeper resting zones. • A monitoring plan will be undertaken to identify if fish passage is impeded for 	

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				<p>Direction for Future Land Use (see Alberta Transportation's response to Round 2 AEP IR94).</p> <ul style="list-style-type: none"> As part of the draft WMMP, a remote camera monitoring program will be developed to assess wildlife use and movement (e.g., crossing success) in the LAA using a before-after study design. <p>To facilitate wildlife movement through the PDA, the riprap in portions of the diversion channel will be infilled with smaller diameter material, covered with topsoil, and seeded with grasses. For operations and maintenance reasons, the length of the diversion channel where the riprap will be infilled, covered with topsoil, and reseeded has been reduced to two key areas for riprap (under bridges) and four key areas for revegetation totaling approximately 1.8 km in length (a reduction from 2.5 km). These key areas are identified as areas where wildlife would be more likely to cross the diversion channel (through a review of wildlife camera data, wildlife winter tracking data, and information provided by Indigenous groups).</p> <p>The draft WMMP was sent to Stoney Nakoda Nation on May 6, 2020, with an offer to meet to discuss the draft plan and obtain feedback. Alberta Transportation would also welcome written feedback.</p> <p>Alberta Transportation provided the Draft Fish Rescue and Fish Health Monitoring and Mitigation Programs via email on July 22, 2020, with an offer to discuss further if Stoney Nakoda Nation was interested.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Stoney Nakoda Nation to attend group online meetings to discuss the draft monitoring plans and the fish offsetting options. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Stoney Nakoda Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Stoney Nakoda Nation wished to submit a budget for review.</p>		<p>migratory salmonids or other fish species.</p> <ul style="list-style-type: none"> To maintain upstream fish passage in Elbow River after a flood has occurred, debris will be cleaned from the structure gates after a flood recedes to allow unimpeded fish passage upstream over the structure. Maintenance, debris removal on the structure, and on the fish passage structures will occur immediately to accommodate fish passage. 	
13	June 8, 2016 Letter from Bill Snow to Canadian Environmental Assessment Agency and Alberta Transportation	Wildlife Fish	Concerns expressed that the proposed SR1 project will drive away or minimize the availability of birds, fish, and wildlife.	<p>Possible impacts and mitigation measures related to concerns raised by the Stoney Nakoda Nation (wildlife and fish) will be addressed as part of the EIA.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-4 SR1 Project Specific Concerns and Responses - Stoney Nakoda Nations</i> from the March 2018 EIA: The Project will result in direct and indirect loss of wildlife habitat during construction and dry operations; however, the amount of wildlife habitat permanently affected (168 ha) is relatively small compared to the availability of wildlife habitat remaining in the local assessment area (4,860 ha). Although there would be temporary displacement and disturbance to wildlife during construction, a measurable change in the abundance of wildlife in the regional assessment area is unlikely.</p>	At the meeting held on June 4, 2018, Stoney Nakoda Nations recommended that long-term/cumulative wildlife studies be conducted in the Project area. Stoney Nakoda Nations stated that it is important to do cultural studies on wildlife, fish, etc. rather than relying only on Western scientific techniques.	Alberta Transportation has developed a draft Wildlife Mitigation and Monitoring Plan, which was provided to Stoney Nakoda Nation for review and feedback. Alberta Transportation offered funding for Stoney Nakoda Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into	Ongoing: Working with First Nation

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			<p>Alberta Transportation sent Stoney Nakoda Nation the draft Wildlife Mitigation and Monitoring Plan via email on May 6, 2020. The email indicated Alberta Transportation welcomes written feedback and would also be available to discuss the monitoring plan at a meeting or workshop.</p> <p>Alberta Transportation responded under cover letter dated July 22, 2020. Wildlife monitoring will be implemented during Project construction and dry operations. The draft WMMP outlines goals and objectives for monitoring the effectiveness of mitigation designed to reduce changes in wildlife movement and mortality risk particularly along Project components including the diversion channel, Highway 22 bridge over the diversion channel, and floodplain berm; and wildlife friendly fencing to evaluate its effectiveness in maintaining wildlife movement in the LAA. Using data collected during monitoring, Alberta Transportation will adapt mitigation if wildlife are not crossing Project components as predicted, and if wildlife mortality (as a result of contact with Project components or vehicles) is not meeting targets.</p> <p>The draft WMMP was sent to Stoney Nakoda Nation on May 6, 2020, with an offer to meet to discuss the draft plan and obtain feedback. Alberta Transportation would also be pleased to consider written feedback.</p> <p>Alberta Transportation has developed a Draft Fish Rescue and Fish Health Monitoring and Mitigation Plan as part of the Round 2 NRCB/AEP IR responses. This Draft Plan will be sent to Indigenous groups following the submission of the IR response package to the NRCB and AEP, including Stoney Nakoda Nation for its review and feedback.</p> <p>Alberta Transportation provided the Draft Fish Rescue and Fish Health Monitoring and Mitigation Programs via email on July 22, 2020, with an offer to discuss further if Stoney Nakoda Nation was interested.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Stoney Nakoda Nation to attend group online meetings to discuss the draft monitoring plans and the fish offsetting options. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Stoney Nakoda Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Stoney Nakoda Nation wished to submit a budget for review.</p>		<p>account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> • Pre-construction surveys will be conducted to identify wildlife features (e.g., nests, dens) and appropriate site-specific mitigation developed. • Temporary workspaces will be reclaimed according to the Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan. • Sections of side slopes and bottom of the diversion channel, and side slopes of the floodplain berm and off-stream dam will be vegetated. Vegetated areas will provide a more conducive material for wildlife to move across. • Hwy 22 bridge over the diversion channel is designed to facilitate wildlife movement through open-span dimensions and filling rip-rap with finer material under the bridge. • Where fencing is proposed around the PDA, wildlife-friendly fencing will be installed to allow ungulate passage (except for fencing around the diversion structure control building). • If construction activities occur within 100 m of an amphibian SOMC breeding wetland during the breeding season (approximately May 1 to September 30), install silt fencing around the perimeter of the wetlands to prevent amphibians from moving into active construction areas. • Waste will be stored in wildlife-proof containers and 	

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						<p>wildlife awareness training will be provided to staff on site to reduce human-wildlife conflict (e.g., bears).</p> <ul style="list-style-type: none"> • A remote camera monitoring program will be implemented to evaluate the effectiveness of mitigation measures designed to reduce potential effects of the Project on wildlife movement. • During flood operations, a migratory bird salvage program will be implemented in the off-stream reservoir footprint to reduce mortality risk to ground nesting birds within the constraints of a limited advance flood warning (two to three days) and worker safety. <p>Alberta Transportation has developed a draft Fish Rescue and Fish Health Monitoring and Mitigation Programs Plan, which was provided to Stoney Nakoda Nation for review and feedback. Alberta Transportation offered funding for Stoney Nakoda Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> • rescue fish from the reservoir following flood operation; the fish rescue will be initiated once conditions are safe to enter the reservoir 	

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						<ul style="list-style-type: none"> release fish back to Elbow River following rescue from the reservoir monitor fish that have been released to Elbow River for signs of behavioural or physical distress. <p>The Surface Water Monitoring Plan outlines key mitigations to protect fish passage during construction and dry operations; key mitigation measures in the Plan are:</p> <ul style="list-style-type: none"> Boulders will be added to increase the bed roughness of the river channel immediately downstream of the diversion structure, which will increase water depths and reduce velocities. Boulder V-weir structures will be constructed in the river channel downstream of the gates to provide slower velocity and deeper resting zones. A monitoring plan will be undertaken to identify if fish passage is impeded for migratory salmonids or other fish species. To maintain upstream fish passage in Elbow River after a flood has occurred, debris will be cleaned from the structure gates after a flood recedes to allow unimpeded fish passage upstream over the structure. Maintenance, debris removal on the structure, and on the fish passage structures will occur immediately to accommodate fish passage. 	
14	June 4, 2018 Meeting between Stoney Nakoda Nations, Alberta Transportation, and Stantec	Fish	Concerned that the rate of stabilization for fish will take longer than the expected three years and it will take a long time	At the meeting held on June 4, 2018, Stantec explained there would be a disruption and habitat loss in that area. Alberta Transportation will engineer rocks/berms to give the fish areas of shelter. Stantec explained	None at this time.	Alberta Transportation has developed a draft Fish Rescue and Fish Health Monitoring and Mitigation Programs Plan, which	Ongoing: Working with the First Nation

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	to discuss Stoney Nakoda Nation's concerns and Alberta Transportation's responses as in Table 7-4.		for them to acclimate to the conditions post-construction.	<p>they would design the structure to ensure the fish have proper water speed and depth to move up-river.</p> <p>Alberta Transportation provided the Draft Fish Rescue and Fish Health Monitoring and Mitigation Programs via email on July 22, 2020, with an offer to discuss further if Stoney Nakoda Nation was interested.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Stoney Nakoda Nation to attend group online meetings to discuss the draft monitoring plans and the fish offsetting options. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Stoney Nakoda Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Stoney Nakoda Nation wished to submit a budget for review.</p>		<p>was provided to Stoney Nakoda Nation for review and feedback. Alberta Transportation offered funding for Stoney Nakoda Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> • rescue fish from the reservoir following flood operation; the fish rescue will be initiated once conditions are safe to enter the reservoir • release fish back to Elbow River following rescue from the reservoir • monitor fish that have been released to Elbow River for signs of behavioural or physical distress. <p>The Surface Water Monitoring Plan outlines key mitigations to protect fish passage during construction and dry operations; key mitigation measures in the Plan are:</p> <ul style="list-style-type: none"> • Boulders will be added to increase the bed roughness of the river channel immediately downstream of the diversion structure, which will increase water depths and reduce velocities. • Boulder V-weir structures will be constructed in the river channel downstream of the gates to provide slower velocity and deeper resting zones. 	

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						<ul style="list-style-type: none"> • A monitoring plan will be undertaken to identify if fish passage is impeded for migratory salmonids or other fish species. • To maintain upstream fish passage in Elbow River after a flood has occurred, debris will be cleaned from the structure gates after a flood recedes to allow unimpeded fish passage upstream over the structure. • Maintenance, debris removal on the structure, and on the fish passage structures will occur immediately to accommodate fish passage. 	
15	<p>June 4, 2018</p> <p>Meeting between Stoney Nakoda Nations, Alberta Transportation, and Stantec to discuss Stoney Nakoda Nation's concerns and Alberta Transportation's responses as in Table 7-4.</p>	Fish	<p>Native fish species (mountain white fish, bull trout and cutthroat trout) should be included in the discussion on fish and fish habitat. These are species that First Nations traditionally subsided on and lands in SR1 were used as camping spots to access these fish resources. In addition, the Stony Nakoda are noticing a decrease in water levels which will have a further impact on fish habitat.</p>	<p>At the meeting held on June 4, 2018, Stantec went over the fish species they found in the Elbow River and the proportion of each in different sections of the river.</p> <p>Under a cover letter dated June 30, 2020, Alberta Transportation sent a letter regarding Fisheries and Oceans Canada and fish offsetting requirements for the SR1 Project, with an indication that they would like to meet in late July-August to discuss the options and get feedback from Stoney Nakoda Nation.</p> <p>Alberta Transportation provided the Draft Fish Rescue and Fish Health Monitoring and Mitigation Programs via email on July 22, 2020, with an offer to discuss further if Stoney Nakoda Nation was interested.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Stoney Nakoda Nation to attend group online meetings to discuss the draft monitoring plans and the fish offsetting options. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Stoney Nakoda Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Stoney Nakoda Nation wished to submit a budget for review.</p>	<p>At the meeting held on June 4, 2018, Stoney Nakoda Nations said they will discuss the topic at their next Elders meeting.</p>	<p>Alberta Transportation has developed a draft Fish Rescue and Fish Health Monitoring and Mitigation Programs Plan, which was provided to Stoney Nakoda Nation for review and feedback. Alberta Transportation offered funding for Stoney Nakoda Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> • rescue fish from the reservoir following flood operation; the fish rescue will be initiated once conditions are safe to enter the reservoir • release fish back to Elbow River following rescue from the reservoir • monitor fish that have been released to Elbow River for 	Ongoing: Working with the First Nation

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						<p>signs of behavioural or physical distress.</p> <p>The Surface Water Monitoring Plan outlines key mitigations to protect fish passage during construction and dry operations; key mitigation measures in the Plan are:</p> <ul style="list-style-type: none"> • Boulders will be added to increase the bed roughness of the river channel immediately downstream of the diversion structure, which will increase water depths and reduce velocities. • Boulder V-weir structures will be constructed in the river channel downstream of the gates to provide slower velocity and deeper resting zones. • A monitoring plan will be undertaken to identify if fish passage is impeded for migratory salmonids or other fish species. • To maintain upstream fish passage in Elbow River after a flood has occurred, debris will be cleaned from the structure gates after a flood recedes to allow unimpeded fish passage upstream over the structure. • Maintenance, debris removal on the structure, and on the fish passage structures will occur immediately to accommodate fish passage. 	
16	<p>June 4, 2018</p> <p>Meeting between Stoney Nakoda Nations, Alberta Transportation, and Stantec to discuss Stoney Nakoda Nation's concerns and Alberta Transportation's responses as in Table 7-4.</p>	Fish	<p>There is a concern using electrofishing and that fish will die during relocation. Stoney Nakoda Nations would like Alberta Transportation to explore other ways of retrieving and relocating the stranded fish.</p>	<p>At the meeting held on June 4, 2018, Alberta Transportation said they will look at methods of capturing fish and note the concern with electrofishing.</p> <p>Alberta Transportation provided the Draft Fish Rescue and Fish Health Monitoring and Mitigation Programs via email on July 22, 2020, with an offer to discuss further Stoney Nakoda Nation was interested.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Stoney Nakoda Nation to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual</p>	None at this time.	<p>Alberta Transportation has developed a draft Fish Rescue and Fish Health Monitoring and Mitigation Programs Plan, which was provided to Stoney Nakoda Nation for review and feedback. Alberta Transportation offered funding for Stoney Nakoda Nation to provide written</p>	Ongoing: Working with the First Nation

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				<p>meetings to discuss the draft monitoring plans if Stoney Nakoda Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Stoney Nakoda Nation wished to submit a budget for review.</p>		<p>feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> rescue fish from the reservoir following flood operation; the fish rescue will be initiated once conditions are safe to enter the reservoir release fish back to Elbow River following rescue from the reservoir monitor fish that have been released to Elbow River for signs of behavioural or physical distress. 	
17	<p>September 14, 2017 Meeting at Stoney Nakoda Resort between the Stoney Nakoda Nations, Alberta Transportation and the Canadian Environmental Assessment Agency September 13, 2018 Meeting between Stoney Nakoda Nations and Alberta Transportation</p>	Hydrology	<p>The Stoney Nakoda Nation was concerned about the hydrology of the SR1 area. In particular cited the Elbow River vs. groundwater impacts.</p>	<p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-4 SR1 Project Specific Concerns and Responses - Stoney Nakoda Nations</i> from the March 2018 EIA: The EIA considered the effects of the Project on both surface water (Volume 3A and 3B, section 6) and groundwater, including the Alluvial Aquifer (Volumes 3A and 3B, section 5, Appendix I).</p> <p>The assessment used a complex numerical groundwater model (FEFLOW) to evaluate potential changes to the hydrogeologic system, including aquifer pressure, caused by floods and construction and operation of the Project. The results of a series of the modeling scenarios showed that the groundwater levels and flow patterns are altered within the vicinity of the proposed Project. Changes are observed within the reservoir area during flooding and recede toward pre-flood conditions following floods. Changes in the groundwater flow regime are also observed along the proposed diversion channel. The model results were used as the basis for the EIA. The assessment concluded that effects to groundwater quantity and quality would not be significant.</p> <p>The residual effects on groundwater quantity from the Project are assessed as not significant because they would not decrease the yield of groundwater supply wells to the point where they can no longer be used. The residual effects on groundwater quality from the Project are assessed as not significant because changes in groundwater quality at existing wells would not deteriorate to the point where it becomes non-potable or cannot meet the Guidelines for Canadian Drinking Water Quality for a consecutive</p>	<p>At the meeting held on June 4, 2018, Stoney Nakoda Nations indicated this concern was raised by the consultation officer for Chiniki First Nation. Stoney Nakoda Nations will provide the hydrology summary (from the EIA Summary) to Chiniki First Nation to confirm whether this response addresses the concern.</p>	<p>Alberta Transportation has developed a draft Surface Water Monitoring Plan, which was provided to Stoney Nakoda Nation for review and feedback. Alberta Transportation offered funding for Stoney Nakoda Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan include:</p> <ul style="list-style-type: none"> Water management during construction Developing a site-specific Erosion and Sediment Control Plan 	Ongoing: Working with First Nation

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				<p>period exceeding 30 days (for those parameters which don't already, under existing conditions, exceed those guidelines). Effects to groundwater would be limited to the local assessment area.</p> <p>At the meeting held on June 4, 2018, Stantec showed figures to help explain the hydrology of the SR1 project area. Alberta Transportation also explained that the natural clay till cap would act as a natural barrier and not allow flood water to mix with groundwater.</p> <p>At the meeting held on September 13, 2018, Alberta Transportation responded that hydrology information had been shared in Sections 3A and 3B of the EIA. Alberta Transportation committed to providing the EIA material again.</p> <p>In an email on October 24, 2018, Alberta Transportation provided a link to a FTP site with the March 2018 EIA.</p> <p>Alberta Transportation sent Stoney Nakoda Nation the draft Groundwater Monitoring Plan and the draft Surface Water Monitoring Plan via email on May 6, 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> <p>Alberta Transportation responded under cover letter dated July 22, 2020. A two-dimensional (2D) modelling approach was recently used to model the effects of the Project on suspended sediment processes within the model domain. This model, known as Mike21, was used to evaluate the effects of the Project on suspended sediment concentration and deposition upstream and downstream of the Project during the 1:10 year, 1:100 year and design (2013) floods. In addition, a 2D bedload model, known as Mike21C was also used to assess effects of the Project on the bedform of Elbow River, in the context of downstream changes to fish habitat. These latest models were developed in response to information requests from the Province, and are an improvement to the previous models used for the EIA in March 2018.</p> <p>Updated groundwater modelling was completed to include a larger area covering land south of the Elbow River Valley, including the Tsuut'ina Nation Reserve. The expanded groundwater model also addressed a number of Information Requests from the NRCB, AEP and IAAC (formerly CEAA) following their review of the EIA filed in March 2018. The updated modelling information has been provided to support the Information Requests (available at: https://www.alberta.ca/resources-springbank-off-stream-reservoir.aspx). The updated groundwater modelling results showed some variation from the original modelling results presented in the EIA, but continues to show that the impacts to groundwater are limited to the area immediately adjacent to the Project, and do not extend in a southerly direction across the Elbow River Valley. The updated modelling results indicate that residual effects on groundwater quantity and quality remain not significant.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Stoney Nakoda Nation to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual</p>		<ul style="list-style-type: none"> Managing contaminants through Project design, implementing a spill containment and response plan, using appropriate sediment and erosion control measures, limiting the use of and following best management practices for herbicides and fertilizers in the dry reservoir or near waterbodies, and using nontoxic biodegradable hydraulic fluids in equipment for any required instream works. <p>Alberta Transportation has developed a draft Groundwater Monitoring Plan, which was provided to Stoney Nakoda Nation for review and feedback. Alberta Transportation offered funding for Stoney Nakoda Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> Existing water wells within the off-stream reservoir footprint will be decommissioned to prevent groundwater contamination. Implement an ECO Plan for dewatering and other construction activities. Seepage into the dry diversion channel will be allowed to infiltrate back into the ground or will flow back to Elbow River, thus retaining 	

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				<p>meetings to discuss the draft monitoring plans if Stoney Nakoda Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Stoney Nakoda Nation wished to submit a budget for review.</p>		<p>existing regional water balances.</p> <ul style="list-style-type: none"> • Mitigation for potential artesian flowing conditions include turning on well pumps to lower water levels, or shutting in the well at the wellhead to control flows to surface. • Effects related to groundwater discharges to ground surface would be mitigated by controlling the flows through proper conveyance (ditches or piping) and managing resulting water quality issues through implementation of erosion and sediment controls. • Mitigation for potential basement flooding caused by rising shallow groundwater levels include raising the topographic elevation of the land surface near these residents, and potentially constructing subsurface drains (e.g., weeping tile systems, interceptor trenches) to collect and control shallow groundwater. • Mitigation for lowering of groundwater levels due to dewatering or in areas where permanent lowering of groundwater levels is anticipated (e.g., near the diversion channel) could involve deepening of existing wells where possible, outright replacement of the well with a deeper one where deepening isn't possible, or providing an alternative water source(s) (i.e., trucking). 	
18	September 14, 2017 Meeting at Stoney Nakoda Resort between the Stoney	Land replacement	The Stoney Nakoda Nation was concerned that Crown land	At the meeting held on September 14, 2017, Alberta Transportation responded that any wetlands impacted would be replaced however the overall SR1 lands would not be replaced.	At the meeting held on June 4, 2018, Stoney Nakoda Nations requested a discussion regarding compensation for the loss of access to Crown lands,	Alberta Transportation developed <i>Draft Guiding Principles and Direction for Future Land Use</i> and provided these to Stoney	Ongoing: Working with First Nation

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	<p>Nakoda Nations, Alberta Transportation and the Canadian Environmental Assessment Agency June 4, 2018</p> <p>Meeting between Stoney Nakoda Nations, Alberta Transportation, and Stantec to discuss Stoney Nakoda Nation's concerns and Alberta Transportation's responses as in Table 7-4. February 22, 2019</p> <p>Meeting between Stoney Nakoda Nations, Alberta Transportation, and Stantec November 19, 2019</p> <p>Meeting between Stoney Nakoda Nations, Alberta Transportation, and Stantec</p>		<p>should be set aside to replace lands taken for SR1.</p> <p>There is a concern from the Stoney Nakoda Nation that the land they can practise Aboriginal Treaty Rights on is getting smaller with an increase in development. This has an impact on Aboriginal Rights.</p> <p>There is a concern that the SR1 area was used in the past for traditional activities, such as hunting, and camping and that this activity would be permanently altered by the Project.</p>	<p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-4 SR1 Project Specific Concerns and Responses - Stoney Nakoda Nations</i> from the March 2018 EIA: If approved, the project requires the acquisition of private land. Landowners would be provided monetary compensation. These private lands will not be replaced.</p> <p>At the meeting held on June 4, 2018, Alberta Transportation explained there will be more land access through the eastern area of the project area and this is a grazing lease.</p> <p>At the meeting held on February 22, 2019, Alberta Transportation presented on the proposed land use plan in which Stoney Nakoda Nations could participate.</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 Project Development Area (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>In a letter dated October 21, 2019, 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 future land use documents under cover 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 19, 2019, future land use was discussed. Alberta Transportation indicated they had met with Stoney Nakoda Nation many times to discuss wildlife connectivity, most recently on February 22, 2019. At the February 22, 2019 meeting, the changes made to the underpasses and culverts to increase wildlife connectivity had been highlighted. Alberta Transportation offered to discuss wildlife connectivity at another meeting.</p>	<p>since the Project area will become Crown land once it is purchased from private landowners.</p> <p>At the meeting held on November 19, 2019, Stoney Nakoda Nations voiced concerns that the future land use principles did not include a piece on wildlife connectivity.</p>	<p>Nakoda Nation for review and feedback.</p> <p><i>Updated Draft Guiding Principles and Direction for Future Land Use</i> were developed following receipt of feedback from Indigenous groups, including Stoney Nakoda Nation.</p> <p>The final LUP will be developed following Project approval and will incorporate feedback obtained from the Indigenous engagement program.</p> <p>Key mitigations for concerns regarding access include:</p> <ul style="list-style-type: none"> • The LUP will prioritize access to the area for the practice of Treaty rights and traditional uses • Alberta Environment and Parks will work with First Nations to develop a Land Use Working Group to guide and facilitate the principles of the LUP and allow the exercise of Treaty rights and traditional uses in the LUA. • Alberta Transportation recognizes that some land uses are competing uses and commits to exploring various management approaches to ensure safety of all users in the LUA. • 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. • The Government of Alberta will work with First Nations to identify a portion of land near the LUA that can be used by 	

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				<p>Alberta Transportation provided their response to IAAC 4-05, including the <i>Updated Draft Guiding Principles and Direction for Future Land Use</i>, via email on October 23, 2020.</p>		<p>First Nations as a staging area (e.g., parking, setting up temporary campsites) or for activities, such as cultural ceremonies, transmittal of traditional knowledge to the youth, traditional activities. The staging area would be accessible to all First Nations engaged on the Project throughout the year except during the flood season when access to the area may be prohibited for safety reasons.</p> <ul style="list-style-type: none"> • The Government of Alberta will create a First Nations Land Use Advisory Committee which will meet on a regular basis to guide and facilitate the implementation of the principles of the Land Use Plan and make recommendations to allow the exercise of Treaty rights and traditional uses in the LUA. • Alberta Transportation will appoint a Community Liaison (a representative from Alberta Transportation during construction and from AEP during operations) who will serve as point of contact with stakeholders; they will primarily communicate through the local representation for Indigenous groups, community associations, local businesses, government administration and local government officials. The Community Liaison would work with Indigenous groups in identifying preferred means of communication for each Indigenous group (e.g., phone call, emails, letters) for receiving information. 	

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						Information from the First Nations Land Use Advisory Committee will be provided to the Community Liaison.	
19	<p>February 22, 2019 Meeting between Stoney Nakoda Nations, Alberta Transportation, and Stantec</p> <p>November 19, 2019 Meeting between Stoney Nakoda Nations, Alberta Transportation, and Stantec</p>	Monitoring	Stoney Nakoda Nation is interested in participating in monitoring programs.	<p>At the meeting held on February 22, 2019, Alberta Transportation committed to continued discussions on monitoring.</p> <p>In a letter dated October 21, 2019, Alberta Transportation provided an update on the 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 Plan, 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 Stoney Nakoda Nations. The draft IPP contained an overview of economic opportunities available for the Project, including monitoring.</p> <p>At the meeting held on November 19, 2019, the IPP was reviewed and discussed.</p> <p>Under a cover letter dated May 15, 2020, Alberta Transportation sent Stoney Nakoda 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>Alberta Transportation sent Stoney Nakoda Nation the draft Wildlife Mitigation and Monitoring Plan, the draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan, the draft Groundwater Monitoring Plan, and the draft Surface Water Monitoring Plan via email on May 6, 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> <p>Alberta Transportation provided the Draft Fish Rescue and Fish Health Monitoring and Mitigation Programs and the draft Air Quality Monitoring Plan via email on July 22, 2020, with an offer to discuss further if Stoney Nakoda Nation was interested.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Stoney Nakoda Nation to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Stoney Nakoda Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Stoney Nakoda Nation wished to submit a budget for review.</p>	<p>At the meeting held on November 19, 2019, Stoney Nakoda Nations indicated they would need direction from leadership on the IPP.</p> <p>Stoney Nakoda Nations provided their completed Request for Information on October 26, 2020.</p>	<p>Alberta Transportation has developed draft monitoring plans, which were provided to Stoney Nakoda Nation for review and feedback. Alberta Transportation offered funding for Stoney Nakoda Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including group meetings and offering individual meetings to discuss. The plans will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Alberta Transportation has committed to Indigenous participation in the SR1 Project and has developed a draft Indigenous Participation Plan. The IPP was provided to Stoney Nakoda Nation for review and feedback.</p> <p>Discussion on the details of the Stoney Nakoda Nation's participation in the SR1 Project, specific to the Indigenous Participation Plan, will continue until construction in a separate process from this formal Consultation.</p>	Ongoing: Working with the First Nation

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				<p>Alberta Transportation invited Stoney Nakoda Nation and their business representatives to a Business Readiness Workshop on October 21, 2020. Information about procurement, work plans, and other aspects of Project construction were reviewed.</p>			
20	<p>October 20, 2014 Initial Meeting with the Stoney Nakoda Nations occurred at the Super 8 Hotel in Cochrane AB.</p> <p>February 22, 2019 Meeting between Stoney Nakoda Nations, Alberta Transportation, and Stantec</p>	Pipelines	<p>Inquired about the oil pipelines that cross the SR1 lands and what would happen to them as part of SR1.</p>	<p>At the meeting held on October 20, 2014, Alberta Transportation responded the oil pipelines would likely be relocated, but at the time that information was not available.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-4 SR1 Project Specific Concerns and Responses - Stoney Nakoda Nations</i> from the March 2018 EIA: The procedures for dealing with overhead and buried utilities located within constructions zones is highly regulated. All regulatory requirements will be strictly adhered to.</p> <p>Oil and gas pipelines operated by four companies (TransCanada Pipelines Ltd., Pengrowth Energy Corp., Veresen Inc., and Plains Midstream Canada) are located within the diversion channel, dam, and reservoir areas.</p> <p>Alberta Transportation are currently in contact with these utility owners and crossing agreements will be developed. Buried pipeline and overhead utilities will be relocated, moved or lowered as required. Prior to any soil disturbance, utility locate sweeps will be done and buried lines and pipelines will be flagged and marked. Pipeline crossings will be designed and maintained as required by the utility owners and in strict compliance with regulations. Daily hazard assessments will be conducted before work is undertaken in the vicinity of utilities. In the event of damage to existing pipelines, project personnel would contact the pipeline company's emergency contacts to address pipeline emergency response. The implementation preventative measures and of daily hazard assessments will greatly reduce the risk of accidental contact with utilities.</p> <p>In the unlikely event of damage to existing pipelines, project personnel would contact the pipeline company's emergency contacts to address and coordinate the emergency response. The implementation of preventative measures and of daily hazard assessments will greatly reduce the risk of accidental contact with utilities.</p> <p>At the meeting held on February 22, 2019, Alberta Transportation showed a map with the current pipelines within the project area, what is in them, who owns them, and what would happen to them if the Project is approved. It was confirmed there was no sour gas in any of the lines. Alberta Transportation committed to looking into mercaptans.</p> <p>In an email sent June 3, 2019 with the draft February 22, 2019 meeting minutes, Alberta Transportation responded further: The pipelines in the Project area are regulated by the Alberta Energy Regulator (AER) (with the exception of TransCanada's lines which are regulated by the National Energy Board (NEB)). Their jurisdiction over the lines will be maintained within the footprint of SR1. If there are requirements for mercaptans or other additives to be placed in the lines then these would be the jurisdiction of those regulatory bodies. Pipelines within the footprints of the</p>	<p>At the meeting held on June 4, 2018, Stoney Nakoda Nations expressed concerns about emergency preparedness. Stoney Nakoda Nations requests reassurance that there will be an emergency response plan in place and that the regulator(s) will manage the response in the event of an incident, spill, release, etc. Stoney Nakoda Nations stated that a communication plan needs to be part of the response plan.</p> <p>At the meeting held on February 22, 2019, Stoney Nakoda Nation voiced concerns regarding any mercaptans that may have been added to the contents of the pipelines around the SR1 Project.</p>	<p>Alberta Transportation responded to this question on July 22, 2020. Alberta Transportation offered to meet to discuss the response and did not receive any follow up questions or requests for clarification.</p>	<p>Ongoing: Working with First Nation</p>

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				<p>structures will be removed, and any pipeline abandoned within the reservoir footprint will be purged, plugged, and capped as per standard regulatory requirements.</p> <p>Alberta Transportation responded under cover letter dated July 22, 2020. Plains Midstream Canada operates three pipelines (a crude oil pipeline, a low-vapour pressure product pipeline and an abandoned pipeline) that cross the PDA at the deepest part of the off-stream reservoir and pass under the off-stream dam. The pipelines located within the PDA will be abandoned and removed.</p> <p>TransCanada Pipelines Ltd. operates two natural gas pipelines under the entities of Foothills Pipelines Ltd. and NOVA Gas Transmission Ltd. Both pipelines will remain operational and stay in their current rights-of-way. The pipelines in the upper reaches of the off-stream reservoir will likely be retrofitted by weighting while the sections of the pipelines (located in the south portion of the PDA) that cross the diversion channel will be trenched or horizontally directionally drilled to a depth that buries them below the diversion channel by a minimum of 3 m (for more information, please see Alberta Transportation's response to Round 1 AEP IR533 in relation to existing pipelines within the Project footprint)</p> <p>The possibility of a pipeline rupture is addressed in the EIA, Volume 3D, Section 1.5.6 using two mechanisms:</p> <p>(1) a rupture of a third-party pipeline during retrofitting or re-location activities undertaken by the pipeline operator, and</p> <p>(2) a rupture of a third-party pipeline during flood operations when there is water in the off-stream reservoir.</p> <p>The worst-case pipeline rupture would be the rupture of an oil pipeline within the northwest portion of the off-stream reservoir during the release of water associated with a design flood. Any spills from the pipelines crossing underneath the diversion channel would possibly flow along the channel, not the reservoir. Spill cleanup could occur in the diversion channel or within the reservoir to contain the spill locally and preventing the proliferation of the oil contaminated water through the reservoir.</p> <p>In the event of a pipeline rupture during the release of water from the off-stream reservoir, the low-level outlet gates would be closed to contain the contaminated water within the reservoir and allow spill cleanup. Water would not be released back to Elbow River until it met the Government of Alberta's guidelines (2018). Environmental effects would be similar to those for a hazardous material spill with the addition of the potential for any remaining hydrocarbons after cleanup in the off-stream reservoir that might contaminate soil and vegetation, damage wildlife habitat and possibly cause wildlife mortality.</p> <p>Contingency and response planning for hazardous material spills will be required from all contractors as part of their Environmental Construction Operations Plan (ECO Plan) that must be submitted by the contractor to Alberta Transportation prior to commencing work. The ECO Plan framework is provided in the EIA, Volume 4, supporting Documentation,</p>			

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				Document 10 (available at: https://open.alberta.ca/publications/environmental-assessment-springbank-off-stream-reservoir-project-eia).			
21	<p>June 4, 2018</p> <p>Meeting between Stoney Nakoda Nations, Alberta Transportation, and Stantec to discuss Stoney Nakoda Nation's concerns and Alberta Transportation's responses as in Table 7-4.</p> <p>February 22, 2019</p> <p>Meeting between Stoney Nakoda Nations, Alberta Transportation, and Stantec</p>	<p>Pipelines and utility lines</p> <p>Emergency response</p>	<p>There is a concern with emergency response preparedness and how emergencies would be communicated to the Stoney Nakoda Nations (specifically for pipelines and utility lines).</p>	<p>At the meeting held on June 4, 2018, Alberta Transportation said they will get information on what pipelines and utility lines are in the area and who owns the lines. Alberta Transportation will review whether the regulator is AUC or the AER and investigate the emergency response plans of the utility companies.</p> <p>At the meeting held on February 22, 2019, Alberta Transportation indicated the emergency response plans for pipelines were the responsibility of the pipeline owners.</p> <p>In an email sent June 3, 2019 with the draft February 22, 2019 meeting minutes, Alberta Transportation responded further: The pipelines in the Project area are regulated by the AER (with the exception of TransCanada's lines which are regulated by the NEB). All standard processes for reporting of breaks/ruptures, as required by these regulatory bodies, will apply.</p> <p>Alberta Transportation responded under cover letter dated July 22, 2020. As part of the EIA (Volume 3D, Section 1.3.2.1), Alberta Transportation provided information on the Emergency Preparedness Plan (EPP) and Emergency Response Plan (ERP) that will be developed by Alberta Environment and Parks (AEP) prior to operations of the Project. It will be administered through the Project's lifecycle.</p> <p>A Community Liaison will be appointed (a representative from Alberta Transportation during Project construction and from AEP during operations) who will serve as point of contact with stakeholders; they will primarily communicate through the local representation for Indigenous groups, community associations, local businesses, government administration and local government officials. The Community Liaison would work with Indigenous groups in identifying preferred means of communication for each Indigenous group (e.g., phone call, email, letter, text message) for receiving information. Information from the First Nations Land Use Working Group will be provided to the Community Liaison.</p> <p>A communication plan will be developed prior to Project construction that outlines the means and procedures for communicating Project information during the different phases of the Project. The communication plan will be developed with information provided by Indigenous groups and finalized prior to construction of the Project. The plan will be in place prior to construction.</p>	<p>At the meeting held on February 22, 2019, Stoney Nakoda Nation expressed concerns about general emergency response planning, including with regards to pipelines.</p>	<p>Alberta Transportation responded to this question on July 22, 2020. Alberta Transportation offered to meet to discuss the response and did not receive any follow up questions or requests for clarification.</p>	<p>Ongoing: Working with the First Nation</p>
22	<p>January 15, 2017</p> <p>Letter sent via email to Shelly Boss, CEAA from Rae and Company on behalf of the Stoney Nakoda Nations</p>	<p>Historic Trails</p>	<p>Questions about location of Calgary/Morleyville Trail, and if Alberta considers it a pre-existing trail prior to 1877 then an allowance for a right-of-way through the Proposed</p>	<p>Alberta Transportation responded under cover letter dated July 22, 2020. Although trails were once present in the Project development area (PDA), the high degree of cultivation makes mapping of these trails very difficult; the Historic Resources Impact Assessment conducted for the Project did not identify intact trails of precontact age within the PDA to date. Mitigation measures will be implemented to reduce potential adverse effects of the Project on current use sites and areas:</p>	<p>None at this time.</p>	<p>Alberta Transportation responded to this question on July 22, 2020. Alberta Transportation offered to meet to discuss the response and did not receive any follow up questions or requests for clarification.</p>	<p>Ongoing: Working with First Nation</p>

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			Development Area will have to be provided for.	<ul style="list-style-type: none"> • Alberta Transportation will evaluate the reported presence of trails observed by Indigenous groups and the disagreement between conventional archaeological assessment and Indigenous groups to determine whether a supplemental historical resources impact assessment or additional field visits by Alberta Culture, Multiculturalism, Status of Women (Alberta Culture) is required. If Alberta Culture determines historical trails are present, standard mitigation will be applied, including photography, mapping, and documentation to preserve the knowledge of the site. (See Alberta Transportation response to CEEA Conformity IR2-10; available at: https://www.alberta.ca/assets/documents/tr-springbank-response-to-agency-conformity-review-part-2.pdf). • 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 access management. • In the event an unanticipated cultural resource is discovered during construction of the Project, a historical resources chance find protocol would be enacted, as required by Alberta Culture during construction. As per the Historical Resources Act "a person who discovers a historic resource in the course of making an excavation for a purpose other than for the purpose of seeking historic resources shall forthwith notify the Minister of the discovery." • Alberta Transportation will follow current industry best practices and comply with applicable legislation. Should additional historical resources be encountered during construction, Alberta Transportation will follow current Alberta Culture policies and guidelines. Other mitigation that may be required by Alberta Culture include additional engagement with Indigenous groups regarding potential mitigation. • Alberta Transportation will minimize disturbance to cultural and spiritual sites and subsurface impacts, which could include flagging, fencing, or providing signage of sites to prevent disturbance during construction. • Alberta Transportation will notify Indigenous groups regarding Project activities and schedules, including provision of Project maps and design components. • Alberta Transportation commits to offering to hold workshops with Indigenous groups to discuss mitigation measures. 			
23	September 14, 2017 Meeting at Stoney Nakoda Resort between the Stoney Nakoda Nations, Alberta Transportation and the Canadian Environmental Assessment Agency	Mapping	The Stoney Nakoda Nation expressed concerns with the Stoney lack of mapping capability and requested some assistance understanding the SR1 mapping.	<p>At the meeting held on September 14, 2017, Alberta Transportation agreed to provide a PDF and Google KMZ map of the test bore holes that Stantec completed during the site investigation phase at the SR1 project.</p> <p>Maps of the test bore hole locations were sent to Stoney Nakoda Nations September 17, 2017.</p> <p>In an email on October 6, 2017, Alberta Transportation recommended a company capable of doing GIS (geographic information system) mapping, and offered to look into what GIS data Stantec had that could be shared.</p>	At the meeting held on June 4, 2018, Stoney Nakoda Nations confirmed they had received the test bore hole location maps sent by Alberta Transportation.	Proponent response satisfactory to First Nation. The maps were provided to Stoney Nakoda Nations.	No further action required.

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				On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-4 SR1 Project Specific Concerns and Responses - Stoney Nakoda Nations</i> from the March 2018 EIA: Alberta Transportation provided a PDF and Google KMZ map of the test Bore holes completed during the site investigation phase at the SR1 project.			
24	January 15, 2017 Letter sent via email to Shelly Boss, CEAA from Rae and Company on behalf of the Stoney Nakoda Nations	Mapping of Stoney IR 142, 143, 144.	Transportation has used incorrect maps of Stoney IR 142, 143, 144.	On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-4 SR1 Project Specific Concerns and Responses - Stoney Nakoda Nations</i> from the March 2018 EIA: The EIA has been updated to use the correct maps of the Stoney Nakoda Nation Reserves 142, 143, 144. The map was sourced from the Natural Resources Canada, Lands and Minerals Sector – Geobase http://ftp.geogratis.gc.ca/pub/nrcan_nrcan/vector/geobase_al_ta/	At the meeting held on June 4, 2018, Stoney Nakoda Nations indicated that the updated maps of IR 142, 143, and 144, included in the March 2018 EIA responded to the concern. The maps were included in the updated EIA.	Proponent response satisfactory to First Nation. The maps of IR 142, 143, and 144 were corrected in the March 2018 EIA.	No further action required.
25	January 15, 2017 Letter sent via email to Shelly Boss, CEAA from Rae and Company on behalf of the Stoney Nakoda Nations	Traditional territory	Provide map of location of traditional territory of Stoney Nakoda	On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-4 SR1 Project Specific Concerns and Responses - Stoney Nakoda Nations</i> from the March 2018 EIA: The EIA provides a description of the Stoney Nakoda traditional territory from source - SIB 2014: Amended Statement of Claim, Court File Number 0301-19586. This amended statement of claim was prepared and filed by Stoney Nakoda Nations in the context of Action Number 0301-19586. This source was used to provide background information for Stoney Nakoda Nations, including information on the traditional territory. The scope of the identified traditional territory is one of the issues in dispute in the context of this litigation.	At the meeting held on June 4, 2018, Stoney Nakoda Nations indicated that this responded to the concern.	Proponent response satisfactory to First Nation.	No further action required.
26	August 23, 2017 Meeting between Dallas Maynard and Bill Snow at Starbucks, West Hills Shopping Centre	Information sharing	Bill Snow explained there have recently been elections within the Stoney Nakoda Nations and he would like to request that Alberta Transportation organize a presentation on the SR1 to update their Chiefs and CAOs on SR1.	Alberta Transportation followed up November 10, 2017 asking if Stoney Nakoda Nation were still interested in having a presentation for the newly elected officials and received no response. On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-4 SR1 Project Specific Concerns and Responses - Stoney Nakoda Nations</i> from the March 2018 EIA: Alberta Transportation presented the SR1 Project to the Stoney Nakoda Nation at the Stoney Nakoda Resort on February 12, 2018. A further workshop at the Stoney Nakoda Resort has been scheduled for February 20, 2018. No further requests have been made by Stoney Nakoda Nation to present to Chief and Council.	None at this time.	Alberta Transportation has met with Stoney Nakoda Nation multiple times and offered to meet with Chief and Council. No follow up requests have been made since 2017.	Ongoing: Working with First Nation
27	September 14, 2017 Meeting at Stoney Nakoda Resort between the Stoney Nakoda Nations, Alberta Transportation and the Canadian Environmental Assessment Agency	Information sharing	Requested an on-reserve presentation on the SR1 project.	At the meeting held on September 14, 2017, Alberta Transportation said they would inquire about accommodating an on-reserve presentation. On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-4 SR1 Project Specific Concerns and Responses - Stoney Nakoda Nations</i> from the March 2018 EIA: Alberta Transportation presented the SR1 Project to the Stoney Nakoda Nation at the Stoney Nakoda Resort on February 12,	At the meeting held on June 4, 2018, Stoney Nakoda Nations responded that they will discuss whether this concern has been met with other members of the consultation team.	Alberta Transportation has met with Stoney Nakoda Nation multiple times. No follow up requests have been made since 2018.	Ongoing: Working with First Nation

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				2018. A further workshop at the Stoney Nakoda Resort has been scheduled for February 20, 2018. To date, Alberta Transportation has met with Stoney Nakoda Nations a total of 11 times.			
28	September 14, 2018 Email from Bill Snow to Dallas Maynard.	Consultation	Alberta Transporting does not have a good record in accommodating First Nation project concerns or sharing information.	In a letter dated May 30, 2019 Alberta Transportation detailed the consultation that has occurred since August 2014 with the Stoney Nakoda Nations, including 11 meetings and 11 days of site visits as well as providing the Record of Consultation logs.	None at this time.	None at this time.	Ongoing: Working with the First Nation.
29	September 14, 2018 Email from Bill Snow to Dallas Maynard.	Consultation	Minister Mason's comments in June 2018 were inappropriate and is seen as inadequate consultation.	At the meeting held on September 13, 2018, Alberta Transportation described that consultation with the Stoney Nakoda Nations had begun in October 2014, with multiple meetings and site visits occurring, as well as funding being provided for a TUS.	None at this time.	None at this time.	Ongoing: Working with the First Nation.
30	May 22, 2019 Email from Dean Cherkas to Jennifer Hallson.	Consultation	From the Stoney Nakoda perspective, consultation has not started yet on this project.	In a letter dated May 30, 2019 Alberta Transportation responded to this statement. The letter detailed the consultation that has occurred since August 2014 with the Stoney Nakoda Nations, including 11 meetings and 11 days of site visits as well as providing the Record of Consultation logs. The letter also set out the main concerns raised by Stoney Nakoda Nations throughout the process, with the responses Alberta Transportation has provided at meetings. The letter stated Alberta Transportation was willing to meet to discuss Stoney Nakoda Nations' concerns further.	None at this time.	None at this time.	Ongoing: Working with the First Nation.
31	September 14, 2018 Email from Bill Snow to Dallas Maynard.	Funding	Administrative and financial challenges posed by the CEAA funding process, which are embedding additional project administration and financing to First Nations.	At the meeting held on September 13, 2018, Alberta Transportation informed Stoney Nakoda Nations that there was money available from their TUS budget, which will be paid once the TUS is received. Alberta Transportation requested a budget for any additional work Stoney Nakoda Nations would like to do. Alberta Transportation again requested a budget for the additional work (another site visit) in an email December 18, 2018 as well as in person on December 19, 2018. No budget has been received.	At the meeting held on February 22, 2019, Stoney Nakoda Nations indicated they would not be submitting a TUS report or related budgets.	Alberta Transportation provided funding for Stoney Nakoda Nation to complete a TUS and offered further funding.	No further action required.
32	January 15, 2017 Letter sent via email to Shelly Boss, CEAA from Rae and Company on behalf of the Stoney Nakoda Nations	Project in relation to other flood measures	EIA and the project cannot be looked at in isolation from other flood control measures	On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-4 SR1 Project Specific Concerns and Responses - Stoney Nakoda Nations</i> from the March 2018 EIA: Following the floods of June 2013, the government of Alberta assessed various flood mitigation measures as detailed in the Project Location Alternatives section of the Volume 1 Project Description of the EIA. The SR1 Project was selected as the preferred option. In addition, flood mitigation projects for Bragg Creek and Redwood Meadows are underway. Alberta Transportation responded under cover letter dated July 22, 2020. The Springbank Off-stream Reservoir is a piece of the larger flood, drought, and fire management plan led by AEP throughout the province. This plan is comprised of several existing, planned, and proposed projects at provincial and municipal levels, with the Springbank Off-stream Reservoir functioning as a significant portion of the flood management strategy within the Bow River Basin.	At the meeting held on June 4, 2018, Stoney Nakoda Nations acknowledged this response but did not provide further feedback.	None at this time.	Ongoing: Working with First Nation

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				Additional information on province-wide flood mitigation projects can be found at www.alberta.ca/flood-mitigation.aspx . The graphic below provides a high-level overview of how the Springbank Off-stream Reservoir fits into the larger plan.			
33	December 9, 2016 Email Comment from Bill Snow, Consultation Manager, Stoney Tribal Government related to receiving notification that that an environmental assessment was being completed at McLean Creek as part of the SR1 project.	Wildlife	In response to the McLean Creek (MC1) option environmental assessment notification, Bill Snow requested that the project designers also include wildlife crossing options into their assessment.	On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-4 SR1 Project Specific Concerns and Responses - Stoney Nakoda Nations</i> from the March 2018 EIA: There is no intention to complete historical/indigenous impact studies for the MC1 option. An assessment of the MC1 option was included as part of the Project Location Alternatives assessment in the EIA (Volume 1, Section 3, Volume 4, Supporting Documentation). Alberta Transportation is applying for the SR1 Project. At the meeting held on June 4, 2018, it was reiterated that the MC1 option was not moving forward.	At the meeting held on June 4, 2018, Stoney Nakoda Nations indicated that the response in Table 7-4 responded to the concern.	Proponent response satisfactory to First Nation.	No further action required.
34	January 15, 2017 Letter sent via email to Shelly Boss, CEAA from Rae and Company on behalf of the Stoney Nakoda Nations	McLean Creek	Asked when/how historical/indigenous impact studies will be conducted for the McLean Creek option.	On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-4 SR1 Project Specific Concerns and Responses - Stoney Nakoda Nations</i> from the March 2018 EIA: There is no intention to complete historical/indigenous impact studies for the MC1 option. An assessment of the MC1 option was included as part of the Project Location Alternatives assessment in the EIA (Volume 1, Section 3, Volume 4, Supporting Documentation). Alberta Transportation is applying for the SR1 Project.	At the meeting held on June 4, 2018, Stoney Nakoda Nations indicated that the Table 7-4 response on historical/indigenous impact studies responded to the concern.	Proponent response satisfactory to First Nation.	No further action required.
35	May 6, 2019 Letter from Chief Darcy Dixon, Bearspaw First Nation, Chief Aaron Young, Chiniki First Nation, Chief Clifford Poucette, Wesley First Nation to Jason Kenney, Premier November 19, 2019 Meeting between Stoney Nakoda Nations and Alberta Transportation October 7, 2020 Email from Dean Cherkas	Objection	Stoney Nakoda Nations stated their objection to the SR1 project.	In a letter dated June 26, 2019, Alberta Transportation responded to the May 6, 2019 letter. The letter referenced Matthew Hebert's letter dated May 30, 2019, and that Alberta Transportation remains committed to consulting with the Stoney Nakoda Nations on the SR1 project and expressed the desire to meet to discuss the project. At the meeting held on November 19, 2019, Alberta Transportation indicated a response had been sent to the May 6, 2019 letter and that the goal of this consultation process was to make sure concerns were noted so mitigation measures could be developed.	At the meeting held on November 19, 2019, Stoney Nakoda Nations reiterated that they were opposed to flood mitigation projects across the province including the SR1 project as stated in the letter sent to Alberta Transportation on May 6, 2019. In an email on October 7, 2020, Stoney Nakoda Nation stated that Stoney Nakoda Nation continues to object to the regulatory process and the Project.	None at this time.	Ongoing: Working with the First Nation.

Springbank SR1 - Specific Concerns and Response Table

First Nation or Metis Settlement: **Stoney Nakoda (Chiniki) Nation**

Date: **AUGUST 2014 – OCTOBER 2020**

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1	<p>September 19, 2014 Letter from Bill Snow to DEMA Land Services</p> <p>October 20, 2014 Initial Meeting with the Stoney Nakoda Nations occurred at the Super 8 Hotel in Cochrane AB.</p> <p>May 4, 2016 Meeting with Stoney Nakoda Nations at the Chiniki Restaurant Meeting Room on HWY #1 at Morley.</p> <p>June 8, 2016 Letter from Bill Snow to Canadian Environmental Assessment Agency and Alberta Transportation</p>	<p>Cultural Resources</p> <p>Traditional Use Studies</p>	<p>The Stoney Nakoda Nations have historic trails, campsites, hunting areas, fishing waters, ceremonial & spiritual sites, trade routes, grave sites, and gathering areas throughout our historical territory. As such Stoney Nakoda Nations do have site specific concerns, but cannot share the information without an agreement due to intellectual property and protocol concerns. Stoney Nakoda Nations indicated they needed more time to review the project.</p> <p>Stoney Nakoda Nation confirmed the SR1 project is in their traditional territory. They want to be able to complete an internal Cultural Review of the project area with Elders.</p> <p>Bill Snow indicated that Aboriginal Relations policy does not apply to private lands. He also indicated that the Stoney Nakoda Nations will want to undertake a Cultural Assessment of the Springbank Project Area.</p> <p>The Stoney Nakoda representatives indicated the need to do research in the river valleys, the Bow River was mentioned as one area that the Stoney Nakoda Nations need to do more testing.</p> <p>The Stoney Nakoda Nation feel a Cultural Use Study, a Stoney Hydrology report, and a wildlife impacts study are required.</p>	<p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-4 SR1 Project Specific Concerns and Responses - Stoney Nakoda Nations</i> from the March 2018 EIA: Alberta Transportation has been engaged with Stoney Nakoda Nation since 2014 to understand how the Project potentially impacts rights, interests and traditional uses.</p> <p>Alberta Transportation has provided funding for the Stoney Nakoda Bearspaw, Chiniki, Wesley Nations to conduct a Traditional Use Study on the project lands. No report has been received to date, March 16, 2018.</p> <p>To facilitate the traditional use studies, Alberta Transportation arranged and facilitated 11 site visits by Stoney Nakoda Nations within the Project Development Area (PDA) in the fall of 2016.</p> <p>Alberta Transportation sent the link to the October 2017 EIA to Stoney Nakoda Nation on November 3, 2017. On December 5, 2017, Alberta Transportation requested feedback on the TLRU sections (Volumes 3A and 3B).</p> <p>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 Stoney Nakoda Nations 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 Stoney Nakoda Nations and to provide responses to the concerns raised to date.</p> <p>A workshop was held with Stoney Nakoda Nation on February 12, 2018, and was facilitated by Canadian Environmental Assessment Agency (CEAA). Verification of the meeting minutes from the workshops was not received prior to March 16, 2018 and therefore the TLRU sections in the EIA have not been updated to include information discussed. A second workshop is planned for March 20, 2018.</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>At the meeting held on June 4, 2018, Alberta Transportation expressed their willingness to assist in arranging land access if Stoney Nakoda Nations would like to undertake another site visit. Alberta Transportation also indicated that Stoney Nakoda Nations could submit a budget for further work.</p>	<p>At the meeting held on June 4, 2018, Stoney Nakoda Nations explained that they are currently being engaged on over 500 active projects and therefore capacity continues to be an issue for Stoney Nakoda Nations. They have done the site visits but have not written the report. The TUS is currently underway. Stoney Nakoda Nations is considering what additional work may be required.</p> <p>At the meeting held on June 4, 2018, Stoney Nakoda Nations said they would submit what they would like to do and where they would like to visit.</p> <p>At the meeting held on February 22, 2019, Stoney Nakoda Nations indicated they would not be submitting a TUS report or related budgets.</p>	<p>Stoney Nakoda Nations will not be submitting further budgets and no reports or studies are expected.</p>	<p>No further action required.</p> <p>The Stoney Nakoda Nations conducted a TUS (11 field days) in the fall of 2016. The TUS report has not been received. The TUS would have been used to inform the Traditional Land and Resource Use (TLRU) section of the Environmental Impact Assessment (EIA) had it been received prior to submission.</p> <p>Stoney Nakoda Nations have not submitted a budget for a hydrology or wildlife study.</p>

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2	September 14, 2017 Meeting at Stoney Nakoda Resort between the Stoney Nakoda Nations, Alberta Transportation and the Canadian Environmental Assessment Agency	Site visits	Indicated desire to do a site visit with elders.	<p>At the meeting held on September 14, 2017, Alberta Transportation explained they do not have access to the SR1 lands, and access will have to be requested on an owner by owner basis.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-4 SR1 Project Specific Concerns and Responses - Stoney Nakoda Nations</i> from the March 2018 EIA: At the time of the request Alberta Transportation's agreement with the landowners for access had expired. Any additional access would need to be requested on an owner by owner basis.</p> <p>At the meeting held on June 4, 2018, Alberta Transportation expressed their willingness to assist in arranging land access if Stoney Nakoda Nations would like to undertake another site visit. Alberta Transportation also indicated that Stoney Nakoda Nations could submit a budget for further work.</p>	<p>At the meeting held on June 4, 2018, the Stoney Nakoda Nations consultation team said they would speak with Elders to determine which areas to visit or revisit. Stoney Nakoda Nations said they would submit what they would like to do and where they would like to visit.</p> <p>At the meeting held on February 22, 2019, Stoney Nakoda Nations indicated they would likely not be submitting a budget or a TUS report.</p>	Stoney Nakoda Nations will not be submitting further budgets and no reports or studies are expected.	No further action required.
3	June 4, 2018 Meeting between Stoney Nakoda Nations, Alberta Transportation, and Stantec to discuss Stoney Nakoda Nation's concerns and Alberta Transportation's responses as in Table 7-4.	Cultural assessment	The Stoney Nakoda would like to mark the importance of the cultural assessment and place animal and plant studies into one cultural assessment as these topics relate to certain stories and wildlife behaviour. This relates to using cultural studies to look at animals and plant instead of relying only on scientific techniques.	<p>Alberta Transportation has provided funding for the Stoney Nakoda Nations to conduct a TUS on the project lands. No report has been received to date. To facilitate the traditional use studies, Alberta Transportation arranged and facilitated 11 site visits by Stoney Nakoda Nations within the PDA in the fall of 2016.</p> <p>At the meeting held on June 4, 2018, Alberta Transportation expressed their willingness to assist in arranging land access if Stoney Nakoda Nations would like to undertake another site visit. Alberta Transportation also indicated that Stoney Nakoda Nations could submit a budget for further work.</p> <p>Alberta Transportation responded under cover letter dated July 22, 2020. Alberta Transportation has provided funding for the Stoney Nakoda Nation to conduct a Traditional Use Study (TUS) on the Project lands. No report has been received to date. To facilitate the traditional use studies, Alberta Transportation arranged and facilitated 11 site visits by Stoney Nakoda Nation within the Project development area (PDA) in the fall of 2016.</p> <p>At the meeting held on June 4, 2018, Alberta Transportation expressed its willingness to assist in arranging land access if Stoney Nakoda Nation would like to undertake another site visit. Alberta Transportation also indicated that Stoney Nakoda Nation could submit a budget for further work.</p> <p>At the request of Indigenous groups, Alberta Transportation will fund and participate (if invited) in a ceremony prior to the start of Project construction. Alberta Transportation has also committed to conduct field visits with Indigenous Elders prior to construction to identify priority areas for harvesting of traditional plants, and will provide opportunities for harvesting or relocating medicinal and ceremonial plants prior to construction.</p>	At the meeting held on February 22, 2019, Stoney Nakoda Nations indicated they would likely not be submitting a budget or a TUS report.	At the request of Indigenous groups, Alberta Transportation will fund and participate (if invited) in a ceremony prior to the start of Project construction.	No further action required.
4	June 8, 2016 Letter from Bill Snow to Canadian Environmental	Treaty and Traditional Rights Wildlife Fish	The Stoney Nakoda Nations expressed concerns to their Treaty Rights and traditional uses of lands in the Project area.	On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-4 SR1 Project Specific Concerns and Responses - Stoney Nakoda Nations</i> from the March 2018 EIA: Effects on potential or established Aboriginal or Treaty rights are addressed through the assessment of the current use of	At the meeting held on June 4, 2018, Stoney Nakoda Nations did not completely agree with the response, explaining that the lands that are available for traditional land and	Alberta Transportation developed <i>Draft Guiding Principles and Direction for Future Land Use</i> and provided these to Stoney	Ongoing: Working with First Nation

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	Assessment Agency and Alberta Transportation	Vegetation Wetlands	<p>Concerns were expressed for the Stoney Nakoda cultural practices, their current use of lands and resources for traditional purposes, the effect on water and wetlands for wildlife, fish, birds and vegetation.</p>	<p>lands and resources for traditional purposes. By acknowledging a link between practice-based rights and current use, this assessment accepts 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 will have a consequent effect on the ability of Indigenous groups to exercise potential or established Aboriginal and Treaty rights. Given that the residual effects for the Project on TLRU are predicted to be not significant, no effects on potential or established Aboriginal or Treaty rights is expected to occur as a result of the Project.</p> <p>In addition, a conservative assumption was made that Indigenous groups had access to the PDA to practice traditional use activities notwithstanding access to these private lands is limited.</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 Project Development Area (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>In a letter dated October 21, 2019, 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 future land use documents under cover 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 19, 2019, future land use was discussed. Alberta Transportation indicated they had met with Stoney Nakoda Nation many times to discuss wildlife connectivity, most recently on February 22, 2019. At the February 22, 2019 meeting, the changes made to the underpasses and culverts to increase wildlife connectivity had been highlighted. Alberta Transportation offered to discuss wildlife connectivity at another meeting.</p> <p>Alberta Transportation sent Stoney Nakoda Nation the draft Wildlife Mitigation and Monitoring Plan, the draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan, the draft Groundwater Monitoring Plan, and the draft Surface Water Monitoring Plan via email on</p>	<p>resource use are getting smaller and smaller over the years. This is a cumulative effect and habitat replacement is important.</p> <p>Stoney Nakoda Nations stated that an effect on wildlife results in an effect on Treaty rights.</p> <p>At the meeting held on November 19, 2019, Stoney Nakoda Nations voiced concerns that the future land use principles did not include a piece on wildlife connectivity.</p>	<p>Nakoda Nation for review and feedback.</p> <p><i>Updated Draft Guiding Principles and Direction for Future Land Use</i> were developed following receipt of feedback from Indigenous groups.</p> <p>The final Land Use Plan (LUP) will be developed following Project approval and will incorporate feedback obtained from the Indigenous engagement program.</p> <p>Key mitigations for concerns regarding access include:</p> <ul style="list-style-type: none"> • The LUP will prioritize access to the area for the practice of treaty rights and traditional uses • Alberta Environment and Parks will work with First Nations to develop a Land Use Working Group to guide and facilitate the principles of the LUP and allow the exercise of Treaty rights and traditional uses in the LUA. • Alberta Transportation recognizes that some land uses are competing uses and commits to exploring various management approaches to ensure safety of all users in the LUA. • 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. • The Government of Alberta will work with First Nations to identify a portion of land near the LUA that can be used by First Nations as a staging 	

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			<p>May 6, 2020. The email indicated Alberta Transportation welcomes written feedback and would also be available to discuss the draft Plans at a meeting or workshop.</p> <p>Alberta Transportation provided the Draft Fish Rescue and Fish Health Monitoring and Mitigation Programs via email on July 22, 2020, with an offer to discuss further if Stoney Nakoda Nation was interested.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Stoney Nakoda Nation to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Stoney Nakoda Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Stoney Nakoda Nation wished to submit a budget for review.</p> <p>Alberta Transportation provided their response to IAAC 4-05, including the <i>Updated Draft Guiding Principles and Direction for Future Land Use</i>, via email on October 23, 2020.</p>		<p>area (e.g., parking, setting up temporary campsites) or for activities, such as cultural ceremonies, transmittal of traditional knowledge to the youth, traditional activities. The staging area would be accessible to all First Nations engaged on the Project throughout the year except during the flood season when access to the area may be prohibited for safety reasons.</p> <ul style="list-style-type: none"> • The Government of Alberta will create a First Nations Land Use Advisory Committee which will meet on a regular basis to guide and facilitate the implementation of the principles of the Land Use Plan and make recommendations to allow the exercise of Treaty rights and traditional uses in the LUA. • Alberta Transportation will appoint a Community Liaison (a representative from Alberta Transportation during construction and from AEP during operations) who will serve as point of contact with stakeholders; they will primarily communicate through the local representation for Indigenous groups, community associations, local businesses, government administration and local government officials. The Community Liaison would work with Indigenous groups in identifying preferred means of communication for each Indigenous group (e.g., phone call, emails, letters) for receiving information. Information from the First Nations Land Use Advisory 	

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						Committee will be provided to the Community Liaison.	
5	May 4, 2016 Meeting with Stoney Nakoda Nations at the Chiniki Restaurant Meeting Room on HWY #1 at Morley.	Ceremony	The Stoney Nakoda representatives spoke of doing a ceremony in the SR1 project area.	Alberta Transportation response in table sent March 23, 2018: At the request of Indigenous groups, Alberta Transportation will participate in ceremonies (if invited) prior to the start of construction, including making offerings.	At the meeting held on June 4, 2018, Stoney Nakoda Nations said they will confirm with CEAA regarding funding for holding a ceremony.	At the request of Indigenous groups, Alberta Transportation will fund and participate (if invited) in a ceremony prior to the start of Project construction.	No further action required.
6	August 23, 2017 Meeting between Dallas Maynard and Bill Snow at Starbucks, West Hills Shopping Centre	Ceremony	Bill Snow discussed the Stoney Nakoda Nations funding from CEAA and the desire for their Consultation team and elders to undertake a ceremony on the SR1 lands. Bill explained the Stoney had a long-standing relationship with Mary Robinson's family. They wanted Alberta Transportation and CEAA to participate.	Alberta Transportation agreed to a meeting with the Stoney Nakoda Nations on September 14, 2017, which included CEAA, to discuss and work with the Stoney Nakoda Nation to respond to their requests. On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-4 SR1 Project Specific Concerns and Responses - Stoney Nakoda Nations</i> from the March 2018 EIA: At the request of Indigenous groups, Alberta Transportation will participate in ceremonies (if invited) prior to the start of construction, including making offerings. At the meeting held on June 4, 2018, Alberta Transportation stated that if Stoney Nakoda Nations required funding for a ceremony to submit a budget to Alberta Transportation. Alberta Transportation responded under cover letter dated July 22, 2020. At the request of Stoney Nakoda Nation, Alberta Transportation will participate in ceremonies (if invited) prior to the start of Project construction, if the Project is approved. Alberta Transportation cannot speak on behalf of CEAA's (now IAAC – Impact Assessment Agency of Canada) willingness to participate.	At the meeting held on June 4, 2018, Stoney Nakoda Nations said they will confirm with CEAA regarding funding for holding a ceremony. Stoney Nakoda Nations will reach out to a landowner to access their land in order to view some sites; Stoney Nakoda Nations' preference is to perform a ceremony pre-construction on or near their land as well, as there are tipi rings and sites present on the property.	At the request of Indigenous groups, Alberta Transportation will fund and participate (if invited) in a ceremony prior to the start of Project construction.	No further action required.
7	May 4, 2016 Meeting with Stoney Nakoda Nations at the Chiniki Restaurant Meeting Room on HWY #1 at Morley. January 15, 2018 Letter sent via email to Shelly Boss, CEAA from Rae and Company on behalf of the Stoney Nakoda Nations	Hunting	Stated there are two different trap lines out there and their members use the area for trapping but did not specify their location. EIA reflects existence of at least two Stoney Nakoda traplines in project area, loss of harvesting opportunities will have to be compensated	On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-4 SR1 Project Specific Concerns and Responses - Stoney Nakoda Nations</i> from the March 2018 EIA: Based on available information there are no registered traplines within the PDA. Alberta Transportation has requested the locations of the two traplines and were the Stoney members trap in order to determine if there is potential impact from the Project.	At the meeting held on June 4, 2018, Stoney Nakoda Nations confirmed that the traplines are located west of Bragg Creek and there are no active traplines in the Project area.	No further mitigation required as the traplines are not in the project area and will not be affected.	No further action required.
8	May 4, 2016 Meeting with Stoney Nakoda Nations at the Chiniki Restaurant Meeting Room on HWY #1 at Morley. February 22, 2019 Meeting between Stoney Nakoda Nations, Alberta Transportation, and Stantec.	Wildlife	Asked if the SR1 project would include any wildlife crossings, and also inquired about fencing. Emphasized the importance of wildlife crossings and was concerned that if not properly managed could be a problem for the SR1 project.	At the meeting held on May 4, 2016, Alberta Transportation responded that the SR1 diversion channels and the earthen dam would be designed to allow the passage of wildlife along the Elbow River. Alberta Transportation responded that there will likely be some fencing on the SR1 Project. Alberta Transportation response in table set March 23, 2018: 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	Stoney Nakoda Nations expressed concerns that wildlife will not adapt to the new land configurations. Stoney Nakoda Nations recommended that long-term/cumulative wildlife studies be conducted in the Project area. Stoney Nakoda Nations stated that it is important to do cultural studies on wildlife, fish, etc. rather than relying only on Western scientific techniques.	Alberta Transportation responded to this question on July 22, 2020. Alberta Transportation offered to meet to discuss the response and did not receive any follow up questions or requests for clarification. Alberta Transportation has developed a draft Wildlife Mitigation and Monitoring Plan, which was provided to Stoney	Ongoing: Working with First Nation

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			<p>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>At the meeting held on June 4, 2018, Stantec brought their wildlife biologist to answer questions. The wildlife biologist explained that they were revegetating the structure to make it easier for animals to walk across. Alberta Transportation also explained that the fencing would have smooth top and bottom wires to allow for wildlife going under and over the fence.</p> <p>At the meeting held on September 13, 2018, Alberta Transportation described that the underpasses that will be created by the diversion channel crossings of HWY 22 and Township Road 242 have not been designed as designated wildlife underpasses; but, the design has included measures to accommodate the passage of wildlife that would otherwise cross over HWY 22. The HWY 22 underpass will have 3:1 slopes and be 24 m wide at the bottom. Gaps in the riprap armour on the bottom of the channel will be filled and surfaced with gravel.</p> <p>At the meeting held on February 22, 2019, Alberta Transportation brought Stantec's wildlife biologist to present the mitigation measures in place for wildlife, including fencing, vegetating slopes, and a remote camera monitoring program that Stoney Nakoda Nation can provide input on. They also showed a drawing of the bridge under HWY 22 and how it will be modified to promote wildlife movement.</p> <p>Alberta Transportation sent Stoney Nakoda Nation the draft Wildlife Mitigation and Monitoring Plan via email on May 6, 2020. The email indicated Alberta Transportation welcomes written feedback and would also be available to discuss the monitoring plan at a meeting or workshop.</p> <p>Alberta Transportation responded under cover letter dated July 22, 2020. The Project has designed the Highway 22 bridge over the diversion channel to facilitate wildlife movement across Highway 22 by providing an underpass with suitable width and height (i.e., openness). In addition, a culvert with a height of 2.45 m and width of 3.67 m will be placed at the bottom of the raised intersection at Highway 22 and Springbank Road, which may be utilized as a passageway for smaller wildlife to pass under Highway 22 (see Alberta Transportation's response to Round 1 AEP IR411 for Figures 411-1 & 411-2; the figures are attached and are also available at: https://open.alberta.ca/dataset/c7b52cd4-2adc-4f14-8a3e-02255afca154/resource/2aef21ec-8194-4ebe-ae0f-60432d807036/download/sr1_nrcb_aep_ir1_sec6_terrestrial.pdf).</p> <p>A remote camera monitoring program will be developed to assess wildlife use and movement (e.g., crossing success) in the local assessment area (LAA). The program will determine whether large mammals use and cross permanent Project structures, and use the diversion channel to travel under the Highway 22 bridge. Information gathered by the program may lead to adjustments to wildlife-friendly fencing design and location, as well as materials used to fill riprap along sections of the diversion channel or floodplain berm (see Alberta Transportation's response to CEAA Conformity IR2-15, available at:</p>	<p>At the meeting held on September 13, 2018 and in an email on September 14, 2018, Stoney Nakoda Nations further expressed concerns that there are no dedicated wildlife crossings for the SR1 project. Stoney Nakoda Nations would prefer overpasses for wildlife rather than underpasses.</p> <p>At the meeting held on February 22, 2019, Stoney Nakoda Nation indicated that Alberta Transportation's mitigation measures for wildlife alleviated some of Stoney Nakoda Nation's concerns, but they would still prefer overpasses.</p>	<p>Nakoda Nation for review and feedback. Alberta Transportation offered funding for Stoney Nakoda Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> • Sections of side slopes and bottom of the diversion channel, and side slopes of the floodplain berm and off-stream dam will be vegetated. Vegetated areas will provide a more conducive material for wildlife to move across. • Hwy 22 bridge over the diversion channel is designed to facilitate wildlife movement through open-span dimensions and filling rip-rap with finer material under the bridge. • Where fencing is proposed around the PDA, wildlife-friendly fencing will be installed to allow ungulate passage (except for fencing around the diversion structure control building). • A remote camera monitoring program will be implemented to evaluate the effectiveness of mitigation measures designed to reduce potential effects of the Project on wildlife movement. 	

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				<p>https://www.alberta.ca/assets/documents/tr-springbank-response-to-agency-conformity-review-part-2.pdf.</p> <p>All Project fencing will be wildlife-friendly to facilitate wildlife movement within the PDA. The effectiveness of the mitigation to facilitate wildlife movement in the PDA and wildlife LAA will be evaluated as part of the final wildlife mitigation and monitoring program (WMMP).</p> <p>The draft WMMP, which includes details on the remote camera monitoring program, was sent to Stoney Nakoda Nation on May 6, 2020, with an offer to meet to discuss the draft plan and obtain feedback. Alberta Transportation would also be pleased to consider written feedback.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Stoney Nakoda Nation to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Stoney Nakoda Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Stoney Nakoda Nation wished to submit a budget for review.</p>			
9	<p>September 14, 2017 Meeting at Stoney Nakoda Resort between the Stoney Nakoda Nations, Alberta Transportation and the Canadian Environmental Assessment Agency June 4, 2018 Meeting between Stoney Nakoda Nations, Alberta Transportation, and Stantec to discuss Stoney Nakoda Nation's concerns and Alberta Transportation's responses as in Table 7-4. February 22, 2019 Meeting between Stoney Nakoda Nations, Alberta Transportation, and Stantec.</p>	Wildlife	<p>The Stoney Nakoda Nation expressed concerns over wildlife passage through the SR1 area following construction. Inquired if there would be wildlife crossings built over HWY 22 or Highway 8.</p> <p>There is a concern with the lack of wildlife corridors and that the project will impact wildlife movement. Wildlife need space and the option to travel the corridors. This goes back to Elder memories because how the animals use the land today is similar to how they used the land in the past.</p>	<p>At the meeting held on September 14, 2017, Alberta Transportation responded that there was no plan to build wildlife overpasses. Alberta Transportation indicated that the diversion channel and dam were contoured to allow for wildlife passage through the SR1 area during non-flood times.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-4 SR1 Project Specific Concerns and Responses - Stoney Nakoda Nations</i> from the March 2018 EIA: There is no plan to build wildlife overpasses. The diversion channel and dam were contoured to allow for wildlife passage through the SR1 area during non-flood times. The channel will be directed under HWY 22 and Township Road 242. The area underneath the bridges will contain rip rap however, the rip rap under the bridges will be filled with gravel potentially enabling animals to move under the bridges and avoid crossing the roads.</p> <p>With respect to Project design, the side slopes and bottom of the diversion channel will be vegetated, with the following exceptions. Where the diversion channel passes through bedrock, the channel would remain as an exposed bedrock cut. Articulated concrete matting will be provided in select areas of the channel where pipelines cross. Riprap erosion protection will be provided at critical areas including at bridge crossings, around the emergency spillway and for a 1.4 km stretch at the diversion channel outlet structure. The south portion, farthest from Elbow River, will be a 450-m earthen embankment vegetated with native grasses. The floodplain berm will also be covered with materials conducive to ungulate movement (see Volume 3A, Section 11).</p>	<p>At the meeting held on June 4, 2018, Stoney Nakoda Nations expressed ongoing concerns with infrastructure affecting wildlife passage and recommend the consideration of wildlife crossings, including overpasses.</p> <p>At the meeting held on June 4, 2018, Stoney Nakoda Nations continued to express concerns related to wildlife movement through the project area.</p> <p>Stoney Nakoda Nations recommended that long-term/cumulative wildlife studies be conducted in the Project area. Stoney Nakoda Nations stated that it is important to do cultural studies on wildlife, fish, etc. rather than relying only on Western scientific techniques.</p> <p>At the meeting held on September 13, 2018 and in an email on September 14, 2018, Stoney Nakoda Nations further expressed concerns that there are no dedicated wildlife crossings for the SR1 project. Stoney Nakoda Nations would prefer overpasses for wildlife rather than underpasses.</p> <p>At the meeting held on February 22, 2019, Stoney Nakoda Nation indicated</p>	<p>Alberta Transportation responded to this question on July 22, 2020. Alberta Transportation offered to meet to discuss the response and did not receive any follow up questions or requests for clarification.</p> <p>Alberta Transportation has developed a draft Wildlife Mitigation and Monitoring Plan, which was provided to Stoney Nakoda Nation for review and feedback. Alberta Transportation offered funding for Stoney Nakoda Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p>	Ongoing: Working with First Nation

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			<p>A remote camera program will be designed in consultation with Alberta Environment and Parks (AEP), 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. The remote camera program will also include monitoring along the Elbow River to determine if wildlife use of the Key Wildlife and Biodiversity Zone (KWBZ) has been affected by the construction and operation of the Project.</p> <p>At the meeting held on June 4, 2018, Stantec brought their wildlife biologist to answer questions. The wildlife biologist explained that they were revegetating the structure to make it easier for animals to walk across. Alberta Transportation also explained that the fencing would have smooth top and bottom wires to allow for wildlife going under and over the fence.</p> <p>At the meeting held on September 13, 2018, Alberta Transportation described that the underpasses that will be created by the diversion channel crossings of HWY 22 and Township Road 242 have not been designed as designated wildlife underpasses; but, the design has included measures to accommodate the passage of wildlife that would otherwise cross over HWY 22. The HWY 22 underpass will have 3:1 slopes and be 24 m wide at the bottom. Gaps in the riprap armour on the bottom of the channel will be filled and surfaced with gravel.</p> <p>At the meeting held on February 22, 2019, Alberta Transportation brought Stantec's wildlife biologist to present the mitigation measures in place for wildlife, including fencing, vegetating slopes, and a remote camera monitoring program that Stoney Nakoda Nation can provide input on. They also showed a drawing of the bridge under HWY 22 and how it will be modified to promote wildlife movement.</p> <p>Alberta Transportation sent Stoney Nakoda Nation the draft Wildlife Mitigation and Monitoring Plan via email on May 6, 2020. The email indicated Alberta Transportation welcomes written feedback and would also be available to discuss the monitoring plan at a meeting or workshop.</p> <p>Alberta Transportation responded under cover letter dated July 22, 2020. The diversion channel under Highway 22 has been designed to allow wildlife passage (see Alberta Transportation's response to Round 1 AEP IR411 for Figure 411-1; the figures are attached and are also available at: https://open.alberta.ca/dataset/c7b52cd4-2adc-4f14-8a3e-02255afca154/resource/2aef21ec-8194-4ebe-ae0f-60432d807036/download/sr1_nrcb_aep_ir1_sec6_terrestrial.pdf). A remote camera monitoring program will be developed to assess wildlife use and movement (e.g., crossing success) in the LAA. The program will determine whether large mammals use and cross permanent Project structures, and use the diversion channel to travel under the Highway 22 bridge. Information gathered from the program may lead to adjustments to wildlife-friendly fencing design and location, as well as materials used to fill riprap along sections of the diversion channel or floodplain berm (see Alberta Transportation's response to CEAA Conformity IR2-15, available</p>	<p>that Alberta Transportation's mitigation measures for wildlife alleviated some of Stoney Nakoda Nation's concerns, but they would still prefer overpasses.</p>	<ul style="list-style-type: none"> Sections of side slopes and bottom of the diversion channel, and side slopes of the floodplain berm and off-stream dam will be vegetated. Vegetated areas will provide a more conducive material for wildlife to move across. Hwy 22 bridge over the diversion channel is designed to facilitate wildlife movement through open-span dimensions and filling rip-rap with finer material under the bridge. Where fencing is proposed around the PDA, wildlife-friendly fencing will be installed to allow ungulate passage (except for fencing around the diversion structure control building). A remote camera monitoring program will be implemented to evaluate the effectiveness of mitigation measures designed to reduce potential effects of the Project on wildlife movement. 	

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				<p>at: https://www.alberta.ca/assets/documents/tr-springbank-response-to-agency-conformity-review-part-2.pdf).</p> <p>Wildlife-exclusion fencing (to guide animals to preferred crossing areas such as the Highway 22 bridge over the diversion channel) is not proposed as part of the Project. All fencing installed will be wildlife-friendly to facilitate wildlife movement within the PDA. The effectiveness of the mitigation to facilitate wildlife movement in the PDA and wildlife LAA will be evaluated as part of the final WMMP.</p> <p>The draft WMMP, which includes details on the remote camera monitoring program, was sent to Stoney Nakoda Nation on May 6, 2020, with an offer to meet to discuss the draft plan and obtain feedback. Alberta Transportation would also be pleased to consider written feedback.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Stoney Nakoda Nation to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Stoney Nakoda Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Stoney Nakoda Nation wished to submit a budget for review.</p>			
10	September 14, 2017 Meeting at Stoney Nakoda Resort between the Stoney Nakoda Nations, Alberta Transportation and the Canadian Environmental Assessment Agency	Wildlife	The Stoney Nakoda Nation expressed concerns that the fences that would be built around the SR1 site might impact wildlife passage through the area.	<p>At the meeting held on September 14, 2017, Alberta Transportation explained the fences that were planned for the SR1 project would be similar to the farm fencing that already exists and should not have any additional impact to wildlife than currently exists.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-4 SR1 Project Specific Concerns and Responses - Stoney Nakoda Nations</i> from the March 2018 EIA: Fences that are planned for the SR1 project would be similar to the farm fencing that already exists and should not have any additional impact to wildlife than currently exists.</p> <p>At the meeting held on June 4, 2018, Alberta Transportation explained that the fencing would have smooth top and bottom wires to allow for wildlife going under and over the fence.</p> <p>Alberta Transportation sent Stoney Nakoda Nation the draft Wildlife Mitigation and Monitoring Plan via email on May 6, 2020. The email indicated Alberta Transportation welcomes written feedback and would also be available to discuss the monitoring plan at a meeting or workshop.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Stoney Nakoda Nation to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Stoney Nakoda Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft</p>	At the meeting held on June 4, 2018, Stoney Nakoda Nations stated that this type of fencing should be okay for wildlife.	Proponent response satisfactory to First Nation. Alberta Transportation will be using wildlife friendly fencing around the SR1 boundary that will allow wildlife to move under and over.	No further action required.

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				<p>monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Stoney Nakoda Nation wished to submit a budget for review.</p>			
11	<p>June 4, 2018</p> <p>Meeting between Stoney Nakoda Nations, Alberta Transportation, and Stantec to discuss Stoney Nakoda Nation's concerns and Alberta Transportation's responses as in Table 7-4.</p>	Wildlife	<p>Concern that there is a lack of long-term wildlife studies on the cumulative impacts the SR1 project would have to wildlife. These studies should address animal movement in the area.</p>	<p>At the meeting held on June 4, 2018, Stantec brought their wildlife biologist, who explained there is a monitoring program planned with wildlife cameras to monitor long-term cumulative effects of the project on wildlife.</p> <p>At the meeting held on February 22, 2019, Alberta Transportation brought Stantec's wildlife biologist to present the mitigation measures in place for wildlife, including fencing, vegetating slopes, and a remote camera monitoring program that Stoney Nakoda Nation can provide input on.</p> <p>Alberta Transportation sent Stoney Nakoda Nation the draft Wildlife Mitigation and Monitoring Plan via email on May 6, 2020. The email indicated Alberta Transportation welcomes written feedback and would also be available to discuss the monitoring plan at a meeting or workshop.</p> <p>Alberta Transportation responded under cover letter dated July 22, 2020. Wildlife monitoring will be implemented during Project construction and dry operations. The draft WMMP outlines goals and objectives for monitoring the effectiveness of mitigation designed to reduce potential changes in wildlife movement and mortality risk, particularly along Project components including the diversion channel, Highway 22 bridge over the diversion channel, and floodplain berm; and wildlife friendly fencing to evaluate the effectiveness in maintaining wildlife movement in the LAA. By using this monitoring data, Alberta Transportation will adapt mitigation if wildlife are not crossing Project components as predicted, and if wildlife mortality (as a result of contact with Project components or vehicles) is not meeting targets.</p> <p>The draft WMMP was sent to Stoney Nakoda Nation on May 6, 2020, with an offer to meet to discuss the draft plan and obtain feedback. Alberta Transportation would also be pleased to consider written feedback.</p> <p>The draft Indigenous Participation Plan (IPP) was reviewed and discussed with Stoney Nakoda Nation at a meeting held on November 19, 2019. Participation opportunities set out in the draft IPP include monitoring programs and cultural educational opportunities. Additionally, the draft IPP includes opportunities for training and business development programs. Stoney Nakoda Nation is welcome to access these programs and opportunities.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Stoney Nakoda Nation to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Stoney Nakoda Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Stoney Nakoda Nation wished to submit a budget for review.</p>	<p>At the meeting held on June 4, 2018, Stoney Nakoda Nations continued to express concerns related to wildlife movement through the project area, and said wildlife cameras do not catch everything.</p>	<p>Alberta Transportation has developed a draft Wildlife Mitigation and Monitoring Plan, which was provided to Stoney Nakoda Nation for review and feedback. Alberta Transportation offered funding for Stoney Nakoda Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> • Pre-construction surveys will be conducted to identify • wildlife features (e.g., nests, dens) and appropriate site-specific mitigation developed. • Temporary workspaces will be reclaimed according to the Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan. • Sections of side slopes and bottom of the diversion channel, and side slopes of the floodplain berm and off-stream dam will be vegetated. Vegetated areas will provide a more conducive material for wildlife to move across. • Hwy 22 bridge over the diversion channel is designed to facilitate wildlife movement through open-span dimensions and filling rip-rap with finer material under the bridge. 	<p>Ongoing: Working with the First Nation</p>

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						<ul style="list-style-type: none"> • Where fencing is proposed around the PDA, wildlife-friendly fencing will be installed to allow ungulate passage (except for fencing around the diversion structure control building). • If construction activities occur within 100 m of an amphibian SOMC breeding wetland during the breeding season (approximately May 1 to September 30), install silt fencing around the perimeter of the wetlands to prevent amphibians from moving into active construction areas. • Waste will be stored in wildlife-proof containers and wildlife awareness training will be provided to staff on site to reduce human-wildlife conflict (e.g., bears). • A remote camera monitoring program will be implemented to evaluate the effectiveness of mitigation measures designed to reduce potential effects of the Project on wildlife movement. • During flood operations, a migratory bird salvage program will be implemented in the off-stream reservoir footprint to reduce mortality risk to ground nesting birds within the constraints of a limited advance flood warning (two to three days) and worker safety. 	
12	June 8, 2016 Letter from Bill Snow to Canadian Environmental Assessment Agency and Alberta Transportation	Wildlife Fish	Concerns that the SR1 project will act as a barrier to the migration of wildlife and fish. Concerns over the lack of wildlife crossings on the SR1 project.	Possible impacts and mitigation measures related to concerns raised by the Stoney Nakoda Nation (wildlife and fish) will be addressed as part of the EIA. On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-4 SR1 Project Specific Concerns and Responses - Stoney Nakoda Nations</i> 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	At the meeting held on June 4, 2018, Stoney Nakoda Nations expressed concern about fish returning to the habitat once the coffer dam (used during construction) has been removed. The Stoney Nakoda Nations consultation team will discuss fish species of importance (including mountain whitefish, cutthroat, and bull trout) during the next Elder's meeting to	Alberta Transportation responded to this question on July 22, 2020. Alberta Transportation offered to meet to discuss the response and did not receive any follow up questions or requests for clarification. Alberta Transportation has developed a draft Wildlife Mitigation and Monitoring Plan, a	Ongoing: Working with First Nation

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			<p>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>During Project design it was recognized that the diversion structure could result in an increase in flow rates of the Elbow River at the structure and potentially affect the ability of fish to pass upstream. In order to avoid affecting fish passage design elements were incorporated to ensure that under normal river conditions flow rates are maintained within the range suitable for fish passage.</p> <p>At the meeting held on June 4, 2018, Stantec explained that fish can pass through the diversion structure during dry conditions and flood conditions. Stantec showed an engineering diagram of the reservoir and how it would affect fish. They also showed berms that will be installed to control the water speed and allow fish to move upstream.</p> <p>At the meeting held on June 4, 2018, Stantec brought their wildlife biologist to answer questions. The wildlife biologist explained that they were revegetating the structure to make it easier for animals to walk across. Alberta Transportation also explained that the fencing would have smooth top and bottom wires to allow for wildlife going under and over the fence.</p> <p>At the meeting held on September 13, 2018, Alberta Transportation described that the underpasses that will be created by the diversion channel crossings of HWY 22 and Township Road 242 have not been designed as designated wildlife underpasses; but, the design has included measures to accommodate the passage of wildlife that would otherwise cross over HWY 22. The HWY 22 underpass will have 3:1 slopes and be 24 m wide at the bottom. Gaps in the riprap armour on the bottom of the channel will be filled and surfaced with gravel.</p> <p>At the meeting held on February 22, 2019, Alberta Transportation brought Stantec's wildlife biologist to present the mitigation measures in place for wildlife, including fencing, vegetating slopes, and a remote camera monitoring program that Stoney Nakoda Nation can provide input on. They also showed a drawing of the bridge under HWY 22 and how it will be modified to promote wildlife movement.</p> <p>Alberta Transportation sent Stoney Nakoda Nation the draft Wildlife Mitigation and Monitoring Plan via email on May 6, 2020. The email indicated Alberta Transportation welcomes written feedback and would also be available to discuss the monitoring plan at a meeting or workshop.</p> <p>Alberta Transportation responded under cover letter dated July 22, 2020. Fish: Alberta Transportation has studied fish salvage options during reservoir drawdown. Rescues are possible, however it will depend on the volume of water that is diverted into the reservoir. Fish rescues prior to reservoir drawdown present a number of limitations such as safe access and high water levels that reduce efficacy of backpack electro fishing and boat electrofishing. Gill nets and fyke nets were considered; however, gill nets were considered to pose a risk of injury or stress to the fish and fyke</p>	<p>understand potential effects and mitigation better.</p> <p>Stoney Nakoda Nations and Alberta Transportation discussed habitat replacement and confirmed that it will be replaced and this will be directed by Fisheries and Oceans Canada (DFO).</p> <p>Stoney Nakoda Nations requested that a discussion be held with Alberta Transportation regarding alternative options for fish salvage, beyond electrofishing.</p> <p>At the meeting held on September 13, 2018 and in an email on September 14, 2018, Stoney Nakoda Nations further expressed concerns that there are no dedicated wildlife crossings for the SR1 project. Stoney Nakoda Nations would prefer overpasses for wildlife rather than underpasses.</p> <p>At the meeting held on February 22, 2019, Stoney Nakoda Nation indicated that Alberta Transportation's mitigation measures for wildlife alleviated some of Stoney Nakoda Nation's concerns, but they would still prefer overpasses.</p>	<p>draft Fish Rescue and Fish Health Monitoring and Mitigation Program, and a Surface Water Monitoring Plan, which were provided to Stoney Nakoda Nation for review and feedback. Alberta Transportation offered funding for Stoney Nakoda Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plans will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the draft Wildlife Mitigation and Monitoring Plan are:</p> <ul style="list-style-type: none"> • Sections of side slopes and bottom of the diversion channel, and side slopes of the floodplain berm and off-stream dam will be vegetated. Vegetated areas will provide a more conducive material for wildlife to move across. • Hwy 22 bridge over the diversion channel is designed to facilitate wildlife movement through open-span dimensions and filling rip-rap with finer material under the bridge. • Where fencing is proposed around the PDA, wildlife-friendly fencing will be installed to allow ungulate passage (except for fencing around the diversion structure control building). • A remote camera monitoring program will be implemented to evaluate the effectiveness of mitigation measures designed to reduce potential 	

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			<p>nets are unlikely to yield high catch-per-unit effort (CPUE) over the area at high water levels. Snorkeling was considered to encourage fish to enter nets, but the added manpower is not likely to yield effective CPUE. For these reasons, fish rescue efforts prior to reservoir drawdown are unlikely (see Alberta Transportation's response to CEAA Conformity IR3-29, available at: https://www.alberta.ca/assets/documents/tr-springbank-response-to-agency-conformity-review-part-2.pdf).</p> <p>It is expected that fish will be released through the low-level outlet and into the unnamed creek to Elbow River once reservoir water is released. The low-level outlet will be designed and operated in a manner that allows fish egress from the reservoir and downstream. Fish rescue and salvage efforts such as electrofishing will be maximized to increase the effectiveness of fish capture and rescue activities for fish that may be stranded after reservoir water release.</p> <p>As part of the Round 2 NRCB and AEP Information Requests, Alberta Transportation has completed additional work to better understand the fish habitat in Elbow River. As part of the fisheries offsetting plan, Alberta Transportation has engaged Fisheries and Oceans Canada (DFO) to discuss the criteria to offset fisheries-related effects. AEP will be engaged to discuss how these measures may complement local fisheries objectives. Offsetting options will be presented to Indigenous groups for input and feedback regarding how to best support fisheries important to their cultural needs. Alberta Transportation sent a letter dated June 30, 2020 regarding fisheries offsetting with an offer to meet with Stoney Nakoda Nation to discuss offsetting options in summer 2020.</p> <p>Alberta Transportation has developed a Draft Fish Rescue and Fish Health Monitoring and Mitigation Plan as part of the NRCB/AEP Round 2 IR responses. This draft plan will be sent to Indigenous groups following the submission of the IR response package to the NRCB and AEP, including Stoney Nakoda Nation for its review and feedback.</p> <p>Wildlife Crossings: Alberta Transportation has assessed the importance of wildlife movement and activity for the Project and has factored in the following:</p> <ul style="list-style-type: none"> • Wildlife crossing specifications from guidance documents into the design of the Project and crossing structure/culvert on Hwy 22. • All fencing around the perimeter of the PDA, in the raised section of Highway 22, and along Springbank Road within the reservoir, will be wildlife-friendly, which is designed to facilitate wildlife movement in the PDA and LAA. Wildlife-friendly fencing will contain livestock (as required) consistent with the direction identified in the Draft Guiding Principles and Direction for Future Land Use (see Alberta Transportation's response to Round 2 AEP IR94). • As part of the draft WMMP, a remote camera monitoring program will be developed to assess wildlife use and movement (e.g., crossing success) in the LAA using a before-after study design. <p>To facilitate wildlife movement through the PDA, the riprap in portions of the diversion channel will be infilled with smaller diameter material,</p>		<p>effects of the Project on wildlife movement.</p> <p>Key mitigation measures included in the Fish Rescue and Fish Health Monitoring and Mitigation Program are:</p> <ul style="list-style-type: none"> • rescue fish from the reservoir following flood operation; the fish rescue will be initiated once conditions are safe to enter the reservoir • release fish back to Elbow River following rescue from the reservoir • monitor fish that have been released to Elbow River for signs of behavioural or physical distress. <p>The Surface Water Monitoring Plan outlines key mitigations to protect fish passage during construction and dry operations; key mitigation measures in the Plan are:</p> <ul style="list-style-type: none"> • Boulders will be added to increase the bed roughness of the river channel immediately downstream of the diversion structure, which will increase water depths and reduce velocities. • Boulder V-weir structures will be constructed in the river channel downstream of the gates to provide slower velocity and deeper resting zones. • A monitoring plan will be undertaken to identify if fish passage is impeded for migratory salmonids or other fish species. • To maintain upstream fish passage in Elbow River after a flood has occurred, debris will be cleaned from the structure gates after a flood recedes to allow unimpeded 	

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				<p>covered with topsoil, and seeded with grasses. For operations and maintenance reasons, the length of the diversion channel where the riprap will be infilled, covered with topsoil, and reseeded has been reduced to two key areas for riprap (under bridges) and four key areas for revegetation totaling approximately 1.8 km in length (a reduction from 2.5 km). These key areas are identified as areas where wildlife would be more likely to cross the diversion channel (through a review of wildlife camera data, wildlife winter tracking data, and information provided by Indigenous groups).</p> <p>The draft WMMP was sent to Stoney Nakoda Nation on May 6, 2020, with an offer to meet to discuss the draft plan and obtain feedback. Alberta Transportation would also welcome written feedback.</p> <p>Alberta Transportation provided the Draft Fish Rescue and Fish Health Monitoring and Mitigation Programs via email on July 22, 2020, with an offer to discuss further if Stoney Nakoda Nation was interested.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Stoney Nakoda Nation to attend group online meetings to discuss the draft monitoring plans and the fish offsetting options. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Stoney Nakoda Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Stoney Nakoda Nation wished to submit a budget for review.</p>		<p>fish passage upstream over the structure.</p> <ul style="list-style-type: none"> Maintenance, debris removal on the structure, and on the fish passage structures will occur immediately to accommodate fish passage. 	
13	June 8, 2016 Letter from Bill Snow to Canadian Environmental Assessment Agency and Alberta Transportation	Wildlife Fish	Concerns expressed that the proposed SR1 project will drive away or minimize the availability of birds, fish, and wildlife.	<p>Possible impacts and mitigation measures related to concerns raised by the Stoney Nakoda Nation (wildlife and fish) will be addressed as part of the EIA.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-4 SR1 Project Specific Concerns and Responses - Stoney Nakoda Nations</i> from the March 2018 EIA: The Project will result in direct and indirect loss of wildlife habitat during construction and dry operations; however, the amount of wildlife habitat permanently affected (168 ha) is relatively small compared to the availability of wildlife habitat remaining in the local assessment area (4,860 ha). Although there would be temporary displacement and disturbance to wildlife during construction, a measurable change in the abundance of wildlife in the regional assessment area is unlikely.</p> <p>Alberta Transportation sent Stoney Nakoda Nation the draft Wildlife Mitigation and Monitoring Plan via email on May 6, 2020. The email indicated Alberta Transportation welcomes written feedback and would also be available to discuss the monitoring plan at a meeting or workshop.</p> <p>Alberta Transportation responded under cover letter dated July 22, 2020. Wildlife monitoring will be implemented during Project construction and dry operations. The draft WMMP outlines goals and objectives for monitoring the effectiveness of mitigation designed to reduce changes in wildlife</p>	At the meeting held on June 4, 2018, Stoney Nakoda Nations recommended that long-term/cumulative wildlife studies be conducted in the Project area. Stoney Nakoda Nations stated that it is important to do cultural studies on wildlife, fish, etc. rather than relying only on Western scientific techniques.	<p>Alberta Transportation has developed a draft Wildlife Mitigation and Monitoring Plan, which was provided to Stoney Nakoda Nation for review and feedback. Alberta Transportation offered funding for Stoney Nakoda Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> Pre-construction surveys will be conducted to identify 	Ongoing: Working with First Nation

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			<p>movement and mortality risk particularly along Project components including the diversion channel, Highway 22 bridge over the diversion channel, and floodplain berm; and wildlife friendly fencing to evaluate its effectiveness in maintaining wildlife movement in the LAA. Using data collected during monitoring, Alberta Transportation will adapt mitigation if wildlife are not crossing Project components as predicted, and if wildlife mortality (as a result of contact with Project components or vehicles) is not meeting targets.</p> <p>The draft WMMP was sent to Stoney Nakoda Nation on May 6, 2020, with an offer to meet to discuss the draft plan and obtain feedback. Alberta Transportation would also be pleased to consider written feedback.</p> <p>Alberta Transportation has developed a Draft Fish Rescue and Fish Health Monitoring and Mitigation Plan as part of the Round 2 NRCB/AEP IR responses. This Draft Plan will be sent to Indigenous groups following the submission of the IR response package to the NRCB and AEP, including Stoney Nakoda Nation for its review and feedback.</p> <p>Alberta Transportation provided the Draft Fish Rescue and Fish Health Monitoring and Mitigation Programs via email on July 22, 2020, with an offer to discuss further if Stoney Nakoda Nation was interested.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Stoney Nakoda Nation to attend group online meetings to discuss the draft monitoring plans and the fish offsetting options. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Stoney Nakoda Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Stoney Nakoda Nation wished to submit a budget for review.</p>		<p>wildlife features (e.g., nests, dens) and appropriate site-specific mitigation developed.</p> <ul style="list-style-type: none"> • Temporary workspaces will be reclaimed according to the Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan. • Sections of side slopes and bottom of the diversion channel, and side slopes of the floodplain berm and off-stream dam will be vegetated. Vegetated areas will provide a more conducive material for wildlife to move across. • Hwy 22 bridge over the diversion channel is designed to facilitate wildlife movement through open-span dimensions and filling rip-rap with finer material under the bridge. • Where fencing is proposed around the PDA, wildlife-friendly fencing will be installed to allow ungulate passage (except for fencing around the diversion structure control building). • If construction activities occur within 100 m of an amphibian SOMC breeding wetland during the breeding season (approximately May 1 to September 30), install silt fencing around the perimeter of the wetlands to prevent amphibians from moving into active construction areas. • Waste will be stored in wildlife-proof containers and wildlife awareness training will be provided to staff on site to reduce human-wildlife conflict (e.g., bears). • A remote camera monitoring program will be implemented to evaluate the effectiveness of mitigation measures 	

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					<p>designed to reduce potential effects of the Project on wildlife movement.</p> <ul style="list-style-type: none"> • During flood operations, a migratory bird salvage program will be implemented in the off-stream reservoir footprint to reduce mortality risk to ground nesting birds within the constraints of a limited advance flood warning (two to three days) and worker safety. <p>Alberta Transportation has developed a draft Fish Rescue and Fish Health Monitoring and Mitigation Programs Plan, which was provided to Stoney Nakoda Nation for review and feedback. Alberta Transportation offered funding for Stoney Nakoda Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> • rescue fish from the reservoir following flood operation; the fish rescue will be initiated once conditions are safe to enter the reservoir • release fish back to Elbow River following rescue from the reservoir • monitor fish that have been released to Elbow River for signs of behavioural or physical distress. <p>The Surface Water Monitoring Plan outlines key mitigations to protect fish passage during construction and dry operations;</p>	

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						<p>key mitigation measures in the Plan are:</p> <ul style="list-style-type: none"> • Boulders will be added to increase the bed roughness of the river channel immediately downstream of the diversion structure, which will increase water depths and reduce velocities. • Boulder V-weir structures will be constructed in the river channel downstream of the gates to provide slower velocity and deeper resting zones. • A monitoring plan will be undertaken to identify if fish passage is impeded for migratory salmonids or other fish species. • To maintain upstream fish passage in Elbow River after a flood has occurred, debris will be cleaned from the structure gates after a flood recedes to allow unimpeded fish passage upstream over the structure. • Maintenance, debris removal on the structure, and on the fish passage structures will occur immediately to accommodate fish passage. 	
14	<p>June 4, 2018</p> <p>Meeting between Stoney Nakoda Nations, Alberta Transportation, and Stantec to discuss Stoney Nakoda Nation's concerns and Alberta Transportation's responses as in Table 7-4.</p>	Fish	<p>Concerned that the rate of stabilization for fish will take longer than the expected three years and it will take a long time for them to acclimate to the conditions post-construction.</p>	<p>At the meeting held on June 4, 2018, Stantec explained there would be a disruption and habitat loss in that area. Alberta Transportation will engineer rocks/berms to give the fish areas of shelter. Stantec explained they would design the structure to ensure the fish have proper water speed and depth to move up-river.</p> <p>Alberta Transportation provided the Draft Fish Rescue and Fish Health Monitoring and Mitigation Programs via email on July 22, 2020, with an offer to discuss further if Stoney Nakoda Nation was interested.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Stoney Nakoda Nation to attend group online meetings to discuss the draft monitoring plans and the fish offsetting options. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Stoney Nakoda Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft</p>	None at this time.	<p>Alberta Transportation has developed a draft Fish Rescue and Fish Health Monitoring and Mitigation Programs Plan, which was provided to Stoney Nakoda Nation for review and feedback. Alberta Transportation offered funding for Stoney Nakoda Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into</p>	Ongoing: Working with the First Nation

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				<p>monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Stoney Nakoda Nation wished to submit a budget for review.</p>		<p>account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> • rescue fish from the reservoir following flood operation; the fish rescue will be initiated once conditions are safe to enter the reservoir • release fish back to Elbow River following rescue from the reservoir • monitor fish that have been released to Elbow River for signs of behavioural or physical distress. <p>The Surface Water Monitoring Plan outlines key mitigations to protect fish passage during construction and dry operations; key mitigation measures in the Plan are:</p> <ul style="list-style-type: none"> • Boulders will be added to increase the bed roughness of the river channel immediately downstream of the diversion structure, which will increase water depths and reduce velocities. • Boulder V-weir structures will be constructed in the river channel downstream of the gates to provide slower velocity and deeper resting zones. • A monitoring plan will be undertaken to identify if fish passage is impeded for migratory salmonids or other fish species. • To maintain upstream fish passage in Elbow River after a flood has occurred, debris will be cleaned from the structure gates after a flood recedes to allow unimpeded fish passage upstream over the structure. 	

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						<ul style="list-style-type: none"> Maintenance, debris removal on the structure, and on the fish passage structures will occur immediately to accommodate fish passage. 	
15	<p>June 4, 2018</p> <p>Meeting between Stoney Nakoda Nations, Alberta Transportation, and Stantec to discuss Stoney Nakoda Nation's concerns and Alberta Transportation's responses as in Table 7-4.</p>	Fish	<p>Native fish species (mountain white fish, bull trout and cutthroat trout) should be included in the discussion on fish and fish habitat. These are species that First Nations traditionally subsided on and lands in SR1 were used as camping spots to access these fish resources. In addition, the Stony Nakoda are noticing a decrease in water levels which will have a further impact on fish habitat.</p>	<p>At the meeting held on June 4, 2018, Stantec went over the fish species they found in the Elbow River and the proportion of each in different sections of the river.</p> <p>Under a cover letter dated June 30, 2020, Alberta Transportation sent a letter regarding Fisheries and Oceans Canada and fish offsetting requirements for the SR1 Project, with an indication that they would like to meet in late July-August to discuss the options and get feedback from Stoney Nakoda Nation.</p> <p>Alberta Transportation provided the Draft Fish Rescue and Fish Health Monitoring and Mitigation Programs via email on July 22, 2020, with an offer to discuss further if Stoney Nakoda Nation was interested.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Stoney Nakoda Nation to attend group online meetings to discuss the draft monitoring plans and the fish offsetting options. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Stoney Nakoda Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Stoney Nakoda Nation wished to submit a budget for review.</p>	<p>At the meeting held on June 4, 2018, Stoney Nakoda Nations said they will discuss the topic at their next Elders meeting.</p>	<p>Alberta Transportation has developed a draft Fish Rescue and Fish Health Monitoring and Mitigation Programs Plan, which was provided to Stoney Nakoda Nation for review and feedback. Alberta Transportation offered funding for Stoney Nakoda Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> rescue fish from the reservoir following flood operation; the fish rescue will be initiated once conditions are safe to enter the reservoir release fish back to Elbow River following rescue from the reservoir monitor fish that have been released to Elbow River for signs of behavioural or physical distress. <p>The Surface Water Monitoring Plan outlines key mitigations to protect fish passage during construction and dry operations; key mitigation measures in the Plan are:</p> <ul style="list-style-type: none"> Boulders will be added to increase the bed roughness of the river channel immediately downstream of the diversion structure, which 	Ongoing: Working with the First Nation

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						<p>will increase water depths and reduce velocities.</p> <ul style="list-style-type: none"> • Boulder V-weir structures will be constructed in the river channel downstream of the gates to provide slower velocity and deeper resting zones. • A monitoring plan will be undertaken to identify if fish passage is impeded for migratory salmonids or other fish species. • To maintain upstream fish passage in Elbow River after a flood has occurred, debris will be cleaned from the structure gates after a flood recedes to allow unimpeded fish passage upstream over the structure. • Maintenance, debris removal on the structure, and on the fish passage structures will occur immediately to accommodate fish passage. 	
16	<p>June 4, 2018</p> <p>Meeting between Stoney Nakoda Nations, Alberta Transportation, and Stantec to discuss Stoney Nakoda Nation's concerns and Alberta Transportation's responses as in Table 7-4.</p>	Fish	<p>There is a concern using electrofishing and that fish will die during relocation. Stoney Nakoda Nations would like Alberta Transportation to explore other ways of retrieving and relocating the stranded fish.</p>	<p>At the meeting held on June 4, 2018, Alberta Transportation said they will look at methods of capturing fish and note the concern with electrofishing.</p> <p>Alberta Transportation provided the Draft Fish Rescue and Fish Health Monitoring and Mitigation Programs via email on July 22, 2020, with an offer to discuss further Stoney Nakoda Nation was interested.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Stoney Nakoda Nation to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Stoney Nakoda Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Stoney Nakoda Nation wished to submit a budget for review.</p>	None at this time.	<p>Alberta Transportation has developed a draft Fish Rescue and Fish Health Monitoring and Mitigation Programs Plan, which was provided to Stoney Nakoda Nation for review and feedback. Alberta Transportation offered funding for Stoney Nakoda Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> • rescue fish from the reservoir following flood operation; the fish rescue will be initiated 	Ongoing: Working with the First Nation

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						<p>once conditions are safe to enter the reservoir</p> <ul style="list-style-type: none"> release fish back to Elbow River following rescue from the reservoir monitor fish that have been released to Elbow River for signs of behavioural or physical distress. 	
17	<p>September 14, 2017 Meeting at Stoney Nakoda Resort between the Stoney Nakoda Nations, Alberta Transportation and the Canadian Environmental Assessment Agency September 13, 2018 Meeting between Stoney Nakoda Nations and Alberta Transportation</p>	Hydrology	<p>The Stoney Nakoda Nation was concerned about the hydrology of the SR1 area. In particular cited the Elbow River vs. groundwater impacts.</p>	<p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-4 SR1 Project Specific Concerns and Responses - Stoney Nakoda Nations</i> from the March 2018 EIA: The EIA considered the effects of the Project on both surface water (Volume 3A and 3B, section 6) and groundwater, including the Alluvial Aquifer (Volumes 3A and 3B, section 5, Appendix I).</p> <p>The assessment used a complex numerical groundwater model (FEFLOW) to evaluate potential changes to the hydrogeologic system, including aquifer pressure, caused by floods and construction and operation of the Project. The results of a series of the modeling scenarios showed that the groundwater levels and flow patterns are altered within the vicinity of the proposed Project. Changes are observed within the reservoir area during flooding and recede toward pre-flood conditions following floods. Changes in the groundwater flow regime are also observed along the proposed diversion channel. The model results were used as the basis for the EIA. The assessment concluded that effects to groundwater quantity and quality would not be significant.</p> <p>The residual effects on groundwater quantity from the Project are assessed as not significant because they would not decrease the yield of groundwater supply wells to the point where they can no longer be used. The residual effects on groundwater quality from the Project are assessed as not significant because changes in groundwater quality at existing wells would not deteriorate to the point where it becomes non-potable or cannot meet the Guidelines for Canadian Drinking Water Quality for a consecutive period exceeding 30 days (for those parameters which don't already, under existing conditions, exceed those guidelines). Effects to groundwater would be limited to the local assessment area.</p> <p>At the meeting held on June 4, 2018, Stantec showed figures to help explain the hydrology of the SR1 project area. Alberta Transportation also explained that the natural clay till cap would act as a natural barrier and not allow flood water to mix with groundwater.</p> <p>At the meeting held on September 13, 2018, Alberta Transportation responded that hydrology information had been shared in Sections 3A and 3B of the EIA. Alberta Transportation committed to providing the EIA material again.</p> <p>In an email on October 24, 2018, Alberta Transportation provided a link to a FTP site with the March 2018 EIA.</p> <p>Alberta Transportation sent Stoney Nakoda Nation the draft Groundwater Monitoring Plan and the draft Surface Water Monitoring Plan via email on</p>	<p>At the meeting held on June 4, 2018, Stoney Nakoda Nations indicated this concern was raised by the consultation officer for Chiniki First Nation. Stoney Nakoda Nations will provide the hydrology summary (from the EIA Summary) to Chiniki First Nation to confirm whether this response addresses the concern.</p>	<p>Alberta Transportation has developed a draft Surface Water Monitoring Plan, which was provided to Stoney Nakoda Nation for review and feedback. Alberta Transportation offered funding for Stoney Nakoda Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan include:</p> <ul style="list-style-type: none"> Water management during construction Developing a site-specific Erosion and Sediment Control Plan Managing contaminants through Project design, implementing a spill containment and response plan, using appropriate sediment and erosion control measures, limiting the use of and following best management practices for herbicides and fertilizers in the dry reservoir or near waterbodies, and using nontoxic biodegradable hydraulic fluids in equipment for any required instream works. 	Ongoing: Working with First Nation

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			<p>May 6, 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> <p>Alberta Transportation responded under cover letter dated July 22, 2020. A two-dimensional (2D) modelling approach was recently used to model the effects of the Project on suspended sediment processes within the model domain. This model, known as Mike21, was used to evaluate the effects of the Project on suspended sediment concentration and deposition upstream and downstream of the Project during the 1:10 year, 1:100 year and design (2013) floods. In addition, a 2D bedload model, known as Mike21C was also used to assess effects of the Project on the bedform of Elbow River, in the context of downstream changes to fish habitat. These latest models were developed in response to information requests from the Province, and are an improvement to the previous models used for the EIA in March 2018.</p> <p>Updated groundwater modelling was completed to include a larger area covering land south of the Elbow River Valley, including the Tsuut'ina Nation Reserve. The expanded groundwater model also addressed a number of Information Requests from the NRCB, AEP and IAAC (formerly CEAA) following their review of the EIA filed in March 2018. The updated modelling information has been provided to support the Information Requests (available at: https://www.alberta.ca/resources-springbank-off-stream-reservoir.aspx). The updated groundwater modelling results showed some variation from the original modelling results presented in the EIA, but continues to show that the impacts to groundwater are limited to the area immediately adjacent to the Project, and do not extend in a southerly direction across the Elbow River Valley. The updated modelling results indicate that residual effects on groundwater quantity and quality remain not significant.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Stoney Nakoda Nation to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Stoney Nakoda Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Stoney Nakoda Nation wished to submit a budget for review.</p>		<p>Alberta Transportation has developed a draft Groundwater Monitoring Plan, which was provided to Stoney Nakoda Nation for review and feedback. Alberta Transportation offered funding for Stoney Nakoda Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> • Existing water wells within the off-stream reservoir footprint will be decommissioned to prevent groundwater contamination. • Implement an ECO Plan for dewatering and other construction activities. • Seepage into the dry diversion channel will be allowed to infiltrate back into the ground or will flow back to Elbow River, thus retaining existing regional water balances. • Mitigation for potential artesian flowing conditions include turning on well pumps to lower water levels, or shutting in the well at the wellhead to control flows to surface. • Effects related to groundwater discharges to ground surface would be mitigated by controlling the flows through proper conveyance (ditches or piping) and managing resulting water quality issues through implementation of 	

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						<p>erosion and sediment controls.</p> <ul style="list-style-type: none"> Mitigation for potential basement flooding caused by rising shallow groundwater levels include raising the topographic elevation of the land surface near these residents, and potentially constructing subsurface drains (e.g., weeping tile systems, interceptor trenches) to collect and control shallow groundwater. Mitigation for lowering of groundwater levels due to dewatering or in areas where permanent lowering of groundwater levels is anticipated (e.g., near the diversion channel) could involve deepening of existing wells where possible, outright replacement of the well with a deeper one where deepening isn't possible, or providing an alternative water source(s) (i.e., trucking). 	
18	<p>September 14, 2017 Meeting at Stoney Nakoda Resort between the Stoney Nakoda Nations, Alberta Transportation and the Canadian Environmental Assessment Agency June 4, 2018 Meeting between Stoney Nakoda Nations, Alberta Transportation, and Stantec to discuss Stoney Nakoda Nation's concerns and Alberta Transportation's responses as in Table 7-4. February 22, 2019 Meeting between Stoney Nakoda Nations, Alberta Transportation, and Stantec November 19, 2019</p>	Land replacement	<p>The Stoney Nakoda Nation was concerned that Crown land should be set aside to replace lands taken for SR1.</p> <p>There is a concern from the Stoney Nakoda Nation that the land they can practise Aboriginal Treaty Rights on is getting smaller with an increase in development. This has an impact on Aboriginal Rights.</p> <p>There is a concern that the SR1 area was used in the past for traditional activities, such as hunting, and camping and that this activity would be permanently altered by the Project.</p>	<p>At the meeting held on September 14, 2017, Alberta Transportation responded that any wetlands impacted would be replaced however the overall SR1 lands would not be replaced.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-4 SR1 Project Specific Concerns and Responses - Stoney Nakoda Nations</i> from the March 2018 EIA: If approved, the project requires the acquisition of private land. Landowners would be provided monetary compensation. These private lands will not be replaced.</p> <p>At the meeting held on June 4, 2018, Alberta Transportation explained there will be more land access through the eastern area of the project area and this is a grazing lease.</p> <p>At the meeting held on February 22, 2019, Alberta Transportation presented on the proposed land use plan in which Stoney Nakoda Nations could participate.</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 Project Development Area (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.</p>	<p>At the meeting held on June 4, 2018, Stoney Nakoda Nations requested a discussion regarding compensation for the loss of access to Crown lands, since the Project area will become Crown land once it is purchased from private landowners.</p> <p>At the meeting held on November 19, 2019, Stoney Nakoda Nations voiced concerns that the future land use principles did not include a piece on wildlife connectivity.</p>	<p>Alberta Transportation developed <i>Draft Guiding Principles and Direction for Future Land Use</i> and provided these to Stoney Nakoda Nation for review and feedback.</p> <p><i>Updated Draft Guiding Principles and Direction for Future Land Use</i> were developed following receipt of feedback from Indigenous groups, including Stoney Nakoda Nation.</p> <p>The final LUP will be developed following Project approval and will incorporate feedback obtained from the Indigenous engagement program.</p> <p>Key mitigations for concerns regarding access include:</p> <ul style="list-style-type: none"> The LUP will prioritize access to the area for the practice of 	Ongoing: Working with First Nation

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	Meeting between Stoney Nakoda Nations, Alberta Transportation, and Stantec			<p>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>In a letter dated October 21, 2019, 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 future land use documents under cover 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 19, 2019, future land use was discussed. Alberta Transportation indicated they had met with Stoney Nakoda Nation many times to discuss wildlife connectivity, most recently on February 22, 2019. At the February 22, 2019 meeting, the changes made to the underpasses and culverts to increase wildlife connectivity had been highlighted. Alberta Transportation offered to discuss wildlife connectivity at another meeting.</p> <p>Alberta Transportation provided their response to IAAC 4-05, including the <i>Updated Draft Guiding Principles and Direction for Future Land Use</i>, via email on October 23, 2020.</p>		<p>Treaty rights and traditional uses</p> <ul style="list-style-type: none"> • Alberta Environment and Parks will work with First Nations to develop a Land Use Working Group to guide and facilitate the principles of the LUP and allow the exercise of Treaty rights and traditional uses in the LUA. • Alberta Transportation recognizes that some land uses are competing uses and commits to exploring various management approaches to ensure safety of all users in the LUA. • 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. • The Government of Alberta will work with First Nations to identify a portion of land near the LUA that can be used by First Nations as a staging area (e.g., parking, setting up temporary campsites) or for activities, such as cultural ceremonies, transmittal of traditional knowledge to the youth, traditional activities. The staging area would be accessible to all First Nations engaged on the Project throughout the year except during the flood season when access to the area may be prohibited for safety reasons. • The Government of Alberta will create a First Nations Land Use Advisory Committee which will meet on a regular basis to guide and facilitate the 	

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						<p>implementation of the principles of the Land Use Plan and make recommendations to allow the exercise of Treaty rights and traditional uses in the LUA.</p> <ul style="list-style-type: none"> • Alberta Transportation will appoint a Community Liaison (a representative from Alberta Transportation during construction and from AEP during operations) who will serve as point of contact with stakeholders; they will primarily communicate through the local representation for Indigenous groups, community associations, local businesses, government administration and local government officials. The Community Liaison would work with Indigenous groups in identifying preferred means of communication for each Indigenous group (e.g., phone call, emails, letters) for receiving information. Information from the First Nations Land Use Advisory Committee will be provided to the Community Liaison. 	
19	<p>February 22, 2019 Meeting between Stoney Nakoda Nations, Alberta Transportation, and Stantec</p> <p>November 19, 2019 Meeting between Stoney Nakoda Nations, Alberta Transportation, and Stantec</p>	Monitoring	Stoney Nakoda Nation is interested in participating in monitoring programs.	<p>At the meeting held on February 22, 2019, Alberta Transportation committed to continued discussions on monitoring.</p> <p>In a letter dated October 21, 2019, Alberta Transportation provided an update on the 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 Plan, 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 Stoney Nakoda Nations. The draft IPP contained an overview of economic opportunities available for the Project, including monitoring.</p>	<p>At the meeting held on November 19, 2019, Stoney Nakoda Nations indicated they would need direction from leadership on the IPP.</p> <p>Stoney Nakoda Nations provided their completed Request for Information on October 26, 2020.</p>	<p>Alberta Transportation has developed draft monitoring plans, which were provided to Stoney Nakoda Nation for review and feedback. Alberta Transportation offered funding for Stoney Nakoda Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including group meetings and offering individual meetings to discuss. The plans will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p>	Ongoing: Working with the First Nation

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				<p>At the meeting held on November 19, 2019, the IPP was reviewed and discussed.</p> <p>Under a cover letter dated May 15, 2020, Alberta Transportation sent Stoney Nakoda 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>Alberta Transportation sent Stoney Nakoda Nation the draft Wildlife Mitigation and Monitoring Plan, the draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan, the draft Groundwater Monitoring Plan, and the draft Surface Water Monitoring Plan via email on May 6, 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> <p>Alberta Transportation provided the Draft Fish Rescue and Fish Health Monitoring and Mitigation Programs and the draft Air Quality Monitoring Plan via email on July 22, 2020, with an offer to discuss further if Stoney Nakoda Nation was interested.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Stoney Nakoda Nation to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Stoney Nakoda Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Stoney Nakoda Nation wished to submit a budget for review.</p> <p>Alberta Transportation invited Stoney Nakoda Nation and their business representatives to a Business Readiness Workshop on October 21, 2020. Information about procurement, work plans, and other aspects of Project construction were reviewed.</p>		<p>Alberta Transportation has committed to Indigenous participation in the SR1 Project and has developed a draft Indigenous Participation Plan. The IPP was provided to Stoney Nakoda Nation for review and feedback.</p> <p>Discussion on the details of the Stoney Nakoda Nation's participation in the SR1 Project, specific to the Indigenous Participation Plan, will continue until construction in a separate process from this formal Consultation.</p>	
20	<p>October 20, 2014 Initial Meeting with the Stoney Nakoda Nations occurred at the Super 8 Hotel in Cochrane AB.</p> <p>February 22, 2019 Meeting between Stoney Nakoda Nations, Alberta Transportation, and Stantec</p>	Pipelines	<p>Inquired about the oil pipelines that cross the SR1 lands and what would happen to them as part of SR1.</p>	<p>At the meeting held on October 20, 2014, Alberta Transportation responded the oil pipelines would likely be relocated, but at the time that information was not available.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-4 SR1 Project Specific Concerns and Responses - Stoney Nakoda Nations</i> from the March 2018 EIA: The procedures for dealing with overhead and buried utilities located within constructions zones is highly regulated. All regulatory requirements will be strictly adhered to.</p> <p>Oil and gas pipelines operated by four companies (TransCanada Pipelines Ltd., Pengrowth Energy Corp., Veresen Inc., and Plains Midstream Canada) are located within the diversion channel, dam, and reservoir areas.</p> <p>Alberta Transportation are currently in contact with these utility owners and crossing agreements will be developed. Buried pipeline and overhead</p>	<p>At the meeting held on June 4, 2018, Stoney Nakoda Nations expressed concerns about emergency preparedness. Stoney Nakoda Nations requests reassurance that there will be an emergency response plan in place and that the regulator(s) will manage the response in the event of an incident, spill, release, etc. Stoney Nakoda Nations stated that a communication plan needs to be part of the response plan.</p> <p>At the meeting held on February 22, 2019, Stoney Nakoda Nation voiced concerns regarding any mercaptans that may have been added to the</p>	<p>Alberta Transportation responded to this question on July 22, 2020. Alberta Transportation offered to meet to discuss the response and did not receive any follow up questions or requests for clarification.</p>	Ongoing: Working with First Nation

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				<p>utilities will be relocated, moved or lowered as required. Prior to any soil disturbance, utility locate sweeps will be done and buried lines and pipelines will be flagged and marked. Pipeline crossings will be designed and maintained as required by the utility owners and in strict compliance with regulations. Daily hazard assessments will be conducted before work is undertaken in the vicinity of utilities. In the event of damage to existing pipelines, project personnel would contact the pipeline company's emergency contacts to address pipeline emergency response. The implementation preventative measures and of daily hazard assessments will greatly reduce the risk of accidental contact with utilities.</p> <p>In the unlikely event of damage to existing pipelines, project personnel would contact the pipeline company's emergency contacts to address and coordinate the emergency response. The implementation of preventative measures and of daily hazard assessments will greatly reduce the risk of accidental contact with utilities.</p> <p>At the meeting held on February 22, 2019, Alberta Transportation showed a map with the current pipelines within the project area, what is in them, who owns them, and what would happen to them if the Project is approved. It was confirmed there was no sour gas in any of the lines. Alberta Transportation committed to looking into mercaptans.</p> <p>In an email sent June 3, 2019 with the draft February 22, 2019 meeting minutes, Alberta Transportation responded further: The pipelines in the Project area are regulated by the Alberta Energy Regulator (AER) (with the exception of TransCanada's lines which are regulated by the National Energy Board (NEB)). Their jurisdiction over the lines will be maintained within the footprint of SR1. If there are requirements for mercaptans or other additives to be placed in the lines then these would be the jurisdiction of those regulatory bodies. Pipelines within the footprints of the structures will be removed, and any pipeline abandoned within the reservoir footprint will be purged, plugged, and capped as per standard regulatory requirements.</p> <p>Alberta Transportation responded under cover letter dated July 22, 2020. Plains Midstream Canada operates three pipelines (a crude oil pipeline, a low-vapour pressure product pipeline and an abandoned pipeline) that cross the PDA at the deepest part of the off-stream reservoir and pass under the off-stream dam. The pipelines located within the PDA will be abandoned and removed.</p> <p>TransCanada Pipelines Ltd. operates two natural gas pipelines under the entities of Foothills Pipelines Ltd. and NOVA Gas Transmission Ltd. Both pipelines will remain operational and stay in their current rights-of-way. The pipelines in the upper reaches of the off-stream reservoir will likely be retrofitted by weighting while the sections of the pipelines (located in the south portion of the PDA) that cross the diversion channel will be trenched or horizontally directionally drilled to a depth that buries them below the diversion channel by a minimum of 3 m (for more information, please see Alberta Transportation's response to Round 1 AEP IR533 in relation to existing pipelines within the Project footprint)</p>	<p>contents of the pipelines around the SR1 Project.</p>		

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				<p>The possibility of a pipeline rupture is addressed in the EIA, Volume 3D, Section 1.5.6 using two mechanisms:</p> <p>(1) a rupture of a third-party pipeline during retrofitting or re-location activities undertaken by the pipeline operator, and</p> <p>(2) a rupture of a third-party pipeline during flood operations when there is water in the off-stream reservoir.</p> <p>The worst-case pipeline rupture would be the rupture of an oil pipeline within the northwest portion of the off-stream reservoir during the release of water associated with a design flood. Any spills from the pipelines crossing underneath the diversion channel would possibly flow along the channel, not the reservoir. Spill cleanup could occur in the diversion channel or within the reservoir to contain the spill locally and preventing the proliferation of the oil contaminated water through the reservoir.</p> <p>In the event of a pipeline rupture during the release of water from the off-stream reservoir, the low-level outlet gates would be closed to contain the contaminated water within the reservoir and allow spill cleanup. Water would not be released back to Elbow River until it met the Government of Alberta's guidelines (2018). Environmental effects would be similar to those for a hazardous material spill with the addition of the potential for any remaining hydrocarbons after cleanup in the off-stream reservoir that might contaminate soil and vegetation, damage wildlife habitat and possibly cause wildlife mortality.</p> <p>Contingency and response planning for hazardous material spills will be required from all contractors as part of their Environmental Construction Operations Plan (ECO Plan) that must be submitted by the contractor to Alberta Transportation prior to commencing work. The ECO Plan framework is provided in the EIA, Volume 4, supporting Documentation, Document 10 (available at: https://open.alberta.ca/publications/environmental-assessment-springbank-off-stream-reservoir-project-eia).</p>			
21	<p>June 4, 2018 Meeting between Stoney Nakoda Nations, Alberta Transportation, and Stantec to discuss Stoney Nakoda Nation's concerns and Alberta Transportation's responses as in Table 7-4.</p> <p>February 22, 2019 Meeting between Stoney Nakoda Nations, Alberta Transportation, and Stantec</p>	<p>Pipelines and utility lines Emergency response</p>	<p>There is a concern with emergency response preparedness and how emergencies would be communicated to the Stoney Nakoda Nations (specifically for pipelines and utility lines).</p>	<p>At the meeting held on June 4, 2018, Alberta Transportation said they will get information on what pipelines and utility lines are in the area and who owns the lines. Alberta Transportation will review whether the regulator is AUC or the AER and investigate the emergency response plans of the utility companies.</p> <p>At the meeting held on February 22, 2019, Alberta Transportation indicated the emergency response plans for pipelines were the responsibility of the pipeline owners.</p> <p>In an email sent June 3, 2019 with the draft February 22, 2019 meeting minutes, Alberta Transportation responded further: The pipelines in the Project area are regulated by the AER (with the exception of TransCanada's lines which are regulated by the NEB). All standard processes for reporting of breaks/ruptures, as required by these regulatory bodies, will apply.</p> <p>Alberta Transportation responded under cover letter dated July 22, 2020. As part of the EIA (Volume 3D, Section 1.3.2.1), Alberta Transportation provided information on the Emergency Preparedness Plan (EPP) and</p>	<p>At the meeting held on February 22, 2019, Stoney Nakoda Nation expressed concerns about general emergency response planning, including with regards to pipelines.</p>	<p>Alberta Transportation responded to this question on July 22, 2020. Alberta Transportation offered to meet to discuss the response and did not receive any follow up questions or requests for clarification.</p>	<p>Ongoing: Working with the First Nation</p>

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				<p>Emergency Response Plan (ERP) that will be developed by Alberta Environment and Parks (AEP) prior to operations of the Project. It will be administered through the Project's lifecycle.</p> <p>A Community Liaison will be appointed (a representative from Alberta Transportation during Project construction and from AEP during operations) who will serve as point of contact with stakeholders; they will primarily communicate through the local representation for Indigenous groups, community associations, local businesses, government administration and local government officials. The Community Liaison would work with Indigenous groups in identifying preferred means of communication for each Indigenous group (e.g., phone call, email, letter, text message) for receiving information. Information from the First Nations Land Use Working Group will be provided to the Community Liaison.</p> <p>A communication plan will be developed prior to Project construction that outlines the means and procedures for communicating Project information during the different phases of the Project. The communication plan will be developed with information provided by Indigenous groups and finalized prior to construction of the Project. The plan will be in place prior to construction.</p>			
22	<p>January 15, 2017</p> <p>Letter sent via email to Shelly Boss, CEAA from Rae and Company on behalf of the Stoney Nakoda Nations</p>	Historic Trails	<p>Questions about location of Calgary/Morleyville Trail, and if Alberta considers it a pre-existing trail prior to 1877 then an allowance for a right-of-way through the Proposed Development Area will have to be provided for.</p>	<p>Alberta Transportation responded under cover letter dated July 22, 2020. Although trails were once present in the Project development area (PDA), the high degree of cultivation makes mapping of these trails very difficult; the Historic Resources Impact Assessment conducted for the Project did not identify intact trails of precontact age within the PDA to date. Mitigation measures will be implemented to reduce potential adverse effects of the Project on current use sites and areas:</p> <ul style="list-style-type: none"> • Alberta Transportation will evaluate the reported presence of trails observed by Indigenous groups and the disagreement between conventional archaeological assessment and Indigenous groups to determine whether a supplemental historical resources impact assessment or additional field visits by Alberta Culture, Multiculturalism, Status of Women (Alberta Culture) is required. If Alberta Culture determines historical trails are present, standard mitigation will be applied, including photography, mapping, and documentation to preserve the knowledge of the site. (See Alberta Transportation response to CEAA Conformity IR2-10; available at: https://www.alberta.ca/assets/documents/tr-springbank-response-to-agency-conformity-review-part-2.pdf). • 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 access management. • In the event an unanticipated cultural resource is discovered during construction of the Project, a historical resources chance find protocol would be enacted, as required by Alberta Culture during construction. As per the Historical Resources Act "a person who discovers a historic resource in the course of making an excavation for a purpose other than 	None at this time.	<p>Alberta Transportation responded to this question on July 22, 2020. Alberta Transportation offered to meet to discuss the response and did not receive any follow up questions or requests for clarification.</p>	Ongoing: Working with First Nation

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				<p>for the purpose of seeking historic resources shall forthwith notify the Minister of the discovery.”</p> <ul style="list-style-type: none"> • Alberta Transportation will follow current industry best practices and comply with applicable legislation. Should additional historical resources be encountered during construction, Alberta Transportation will follow current Alberta Culture policies and guidelines. Other mitigation that may be required by Alberta Culture include additional engagement with Indigenous groups regarding potential mitigation. • Alberta Transportation will minimize disturbance to cultural and spiritual sites and subsurface impacts, which could include flagging, fencing, or providing signage of sites to prevent disturbance during construction. • Alberta Transportation will notify Indigenous groups regarding Project activities and schedules, including provision of Project maps and design components. • Alberta Transportation commits to offering to hold workshops with Indigenous groups to discuss mitigation measures. 			
23	September 14, 2017 Meeting at Stoney Nakoda Resort between the Stoney Nakoda Nations, Alberta Transportation and the Canadian Environmental Assessment Agency	Mapping	The Stoney Nakoda Nation expressed concerns with the Stoney lack of mapping capability and requested some assistance understanding the SR1 mapping.	<p>At the meeting held on September 14, 2017, Alberta Transportation agreed to provide a PDF and Google KMZ map of the test bore holes that Stantec completed during the site investigation phase at the SR1 project.</p> <p>Maps of the test bore hole locations were sent to Stoney Nakoda Nations September 17, 2017.</p> <p>In an email on October 6, 2017, Alberta Transportation recommended a company capable of doing GIS (geographic information system) mapping, and offered to look into what GIS data Stantec had that could be shared.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-4 SR1 Project Specific Concerns and Responses - Stoney Nakoda Nations</i> from the March 2018 EIA: Alberta Transportation provided a PDF and Google KMZ map of the test Bore holes completed during the site investigation phase at the SR1 project.</p>	At the meeting held on June 4, 2018, Stoney Nakoda Nations confirmed they had received the test bore hole location maps sent by Alberta Transportation.	Proponent response satisfactory to First Nation. The maps were provided to Stoney Nakoda Nations.	No further action required.
24	January 15, 2017 Letter sent via email to Shelly Boss, CEAA from Rae and Company on behalf of the Stoney Nakoda Nations	Mapping of Stoney IR 142, 143, 144.	Transportation has used incorrect maps of Stoney IR 142, 143, 144.	<p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-4 SR1 Project Specific Concerns and Responses - Stoney Nakoda Nations</i> from the March 2018 EIA: The EIA has been updated to use the correct maps of the Stoney Nakoda Nation Reserves 142, 143, 144. The map was sourced from the Natural Resources Canada, Lands and Minerals Sector – Geobase http://ftp.geogratis.gc.ca/pub/nrcan_rncan/vector/geobase_al_ta/</p>	At the meeting held on June 4, 2018, Stoney Nakoda Nations indicated that the updated maps of IR 142, 143, and 144, included in the March 2018 EIA responded to the concern. The maps were included in the updated EIA.	Proponent response satisfactory to First Nation. The maps of IR 142, 143, and 144 were corrected in the March 2018 EIA.	No further action required.
25	January 15, 2017 Letter sent via email to Shelly Boss, CEAA from Rae and Company on behalf of the Stoney Nakoda Nations	Traditional territory	Provide map of location of traditional territory of Stoney Nakoda	<p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-4 SR1 Project Specific Concerns and Responses - Stoney Nakoda Nations</i> from the March 2018 EIA: The EIA provides a description of the Stoney Nakoda traditional territory from source - SIB 2014: Amended Statement of Claim, Court File Number 0301-19586.</p>	At the meeting held on June 4, 2018, Stoney Nakoda Nations indicated that this responded to the concern.	Proponent response satisfactory to First Nation.	No further action required.

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				This amended statement of claim was prepared and filed by Stoney Nakoda Nations in the context of Action Number 0301-19586. This source was used to provide background information for Stoney Nakoda Nations, including information on the traditional territory. The scope of the identified traditional territory is one of the issues in dispute in the context of this litigation.			
26	August 23, 2017 Meeting between Dallas Maynard and Bill Snow at Starbucks, West Hills Shopping Centre	Information sharing	Bill Snow explained there have recently been elections within the Stoney Nakoda Nations and he would like to request that Alberta Transportation organize a presentation on the SR1 to update their Chiefs and CAOs on SR1.	Alberta Transportation followed up November 10, 2017 asking if Stoney Nakoda Nation were still interested in having a presentation for the newly elected officials and received no response. On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-4 SR1 Project Specific Concerns and Responses - Stoney Nakoda Nations</i> from the March 2018 EIA: Alberta Transportation presented the SR1 Project to the Stoney Nakoda Nation at the Stoney Nakoda Resort on February 12, 2018. A further workshop at the Stoney Nakoda Resort has been scheduled for February 20, 2018. No further requests have been made by Stoney Nakoda Nation to present to Chief and Council.	None at this time.	Alberta Transportation has met with Stoney Nakoda Nation multiple times and offered to meet with Chief and Council. No follow up requests have been made since 2017.	Ongoing: Working with First Nation
27	September 14, 2017 Meeting at Stoney Nakoda Resort between the Stoney Nakoda Nations, Alberta Transportation and the Canadian Environmental Assessment Agency	Information sharing	Requested an on-reserve presentation on the SR1 project.	At the meeting held on September 14, 2017, Alberta Transportation said they would inquire about accommodating an on-reserve presentation. On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-4 SR1 Project Specific Concerns and Responses - Stoney Nakoda Nations</i> from the March 2018 EIA: Alberta Transportation presented the SR1 Project to the Stoney Nakoda Nation at the Stoney Nakoda Resort on February 12, 2018. A further workshop at the Stoney Nakoda Resort has been scheduled for February 20, 2018. To date, Alberta Transportation has met with Stoney Nakoda Nations a total of 11 times.	At the meeting held on June 4, 2018, Stoney Nakoda Nations responded that they will discuss whether this concern has been met with other members of the consultation team.	Alberta Transportation has met with Stoney Nakoda Nation multiple times. No follow up requests have been made since 2018.	Ongoing: Working with First Nation
28	September 14, 2018 Email from Bill Snow to Dallas Maynard.	Consultation	Alberta Transporting does not have a good record in accommodating First Nation project concerns or sharing information.	In a letter dated May 30, 2019 Alberta Transportation detailed the consultation that has occurred since August 2014 with the Stoney Nakoda Nations, including 11 meetings and 11 days of site visits as well as providing the Record of Consultation logs.	None at this time.	None at this time.	Ongoing: Working with the First Nation.
29	September 14, 2018 Email from Bill Snow to Dallas Maynard.	Consultation	Minister Mason's comments in June 2018 were inappropriate and is seen as inadequate consultation.	At the meeting held on September 13, 2018, Alberta Transportation described that consultation with the Stoney Nakoda Nations had begun in October 2014, with multiple meetings and site visits occurring, as well as funding being provided for a TUS.	None at this time.	None at this time.	Ongoing: Working with the First Nation.
30	May 22, 2019 Email from Dean Cherkas to Jennifer Hallson.	Consultation	From the Stoney Nakoda perspective, consultation has not started yet on this project.	In a letter dated May 30, 2019 Alberta Transportation responded to this statement. The letter detailed the consultation that has occurred since August 2014 with the Stoney Nakoda Nations, including 11 meetings and 11 days of site visits as well as providing the Record of Consultation logs. The letter also set out the main concerns raised by Stoney Nakoda Nations throughout the process, with the responses Alberta Transportation has provided at meetings. The letter stated Alberta Transportation was willing to meet to discuss Stoney Nakoda Nations' concerns further.	None at this time.	None at this time.	Ongoing: Working with the First Nation.

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31	September 14, 2018 Email from Bill Snow to Dallas Maynard.	Funding	Administrative and financial challenges posed by the CEAA funding process, which are embedding additional project administration and financing to First Nations.	At the meeting held on September 13, 2018, Alberta Transportation informed Stoney Nakoda Nations that there was money available from their TUS budget, which will be paid once the TUS is received. Alberta Transportation requested a budget for any additional work Stoney Nakoda Nations would like to do. Alberta Transportation again requested a budget for the additional work (another site visit) in an email December 18, 2018 as well as in person on December 19, 2018. No budget has been received.	At the meeting held on February 22, 2019, Stoney Nakoda Nations indicated they would not be submitting a TUS report or related budgets.	Alberta Transportation provided funding for Stoney Nakoda Nation to complete a TUS and offered further funding.	No further action required.
32	January 15, 2017 Letter sent via email to Shelly Boss, CEAA from Rae and Company on behalf of the Stoney Nakoda Nations	Project in relation to other flood measures	EIA and the project cannot be looked at in isolation from other flood control measures	On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-4 SR1 Project Specific Concerns and Responses - Stoney Nakoda Nations</i> from the March 2018 EIA: Following the floods of June 2013, the government of Alberta assessed various flood mitigation measures as detailed in the Project Location Alternatives section of the Volume 1 Project Description of the EIA. The SR1 Project was selected as the preferred option. In addition, flood mitigation projects for Bragg Creek and Redwood Meadows are underway. Alberta Transportation responded under cover letter dated July 22, 2020. The Springbank Off-stream Reservoir is a piece of the larger flood, drought, and fire management plan led by AEP throughout the province. This plan is comprised of several existing, planned, and proposed projects at provincial and municipal levels, with the Springbank Off-stream Reservoir functioning as a significant portion of the flood management strategy within the Bow River Basin. Additional information on province-wide flood mitigation projects can be found at www.alberta.ca/flood-mitigation.aspx . The graphic below provides a high-level overview of how the Springbank Off-stream Reservoir fits into the larger plan.	At the meeting held on June 4, 2018, Stoney Nakoda Nations acknowledged this response but did not provide further feedback.	None at this time.	Ongoing: Working with First Nation
33	December 9, 2016 Email Comment from Bill Snow, Consultation Manager, Stoney Tribal Government related to receiving notification that that an environmental assessment was being completed at McLean Creek as part of the SR1 project.	Wildlife	In response to the McLean Creek (MC1) option environmental assessment notification, Bill Snow requested that the project designers also include wildlife crossing options into their assessment.	On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-4 SR1 Project Specific Concerns and Responses - Stoney Nakoda Nations</i> from the March 2018 EIA: There is no intention to complete historical/indigenous impact studies for the MC1 option. An assessment of the MC1 option was included as part of the Project Location Alternatives assessment in the EIA (Volume 1, Section 3, Volume 4, Supporting Documentation). Alberta Transportation is applying for the SR1 Project. At the meeting held on June 4, 2018, it was reiterated that the MC1 option was not moving forward.	At the meeting held on June 4, 2018, Stoney Nakoda Nations indicated that the response in Table 7-4 responded to the concern.	Proponent response satisfactory to First Nation.	No further action required.
34	January 15, 2017 Letter sent via email to Shelly Boss, CEAA from Rae and Company on behalf of the Stoney Nakoda Nations	McLean Creek	Asked when/how historical/indigenous impact studies will be conducted for the McLean Creek option.	On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-4 SR1 Project Specific Concerns and Responses - Stoney Nakoda Nations</i> from the March 2018 EIA: There is no intention to complete historical/indigenous impact studies for the MC1 option. An assessment of the MC1 option was included as part of the Project Location Alternatives assessment in the EIA (Volume 1, Section 3, Volume 4, Supporting Documentation). Alberta Transportation is applying for the SR1 Project.	At the meeting held on June 4, 2018, Stoney Nakoda Nations indicated that the Table 7-4 response on historical/indigenous impact studies responded to the concern.	Proponent response satisfactory to First Nation.	No further action required.

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35	<p>May 6, 2019</p> <p>Letter from Chief Darcy Dixon, Bearspaw First Nation, Chief Aaron Young, Chiniki First Nation, Chief Clifford Poucette, Wesley First Nation to Jason Kenney, Premier</p> <p>November 19, 2019</p> <p>Meeting between Stoney Nakoda Nations and Alberta Transportation</p> <p>October 7, 2020</p> <p>Email from Dean Cherkas</p>	Objection	Stoney Nakoda Nations stated their objection to the SR1 project.	<p>In a letter dated June 26, 2019, Alberta Transportation responded to the May 6, 2019 letter. The letter referenced Matthew Hebert's letter dated May 30, 2019, and that Alberta Transportation remains committed to consulting with the Stoney Nakoda Nations on the SR1 project and expressed the desire to meet to discuss the project.</p> <p>At the meeting held on November 19, 2019, Alberta Transportation indicated a response had been sent to the May 6, 2019 letter and that the goal of this consultation process was to make sure concerns were noted so mitigation measures could be developed.</p>	<p>At the meeting held on November 19, 2019, Stoney Nakoda Nations reiterated that they were opposed to flood mitigation projects across the province including the SR1 project as stated in the letter sent to Alberta Transportation on May 6, 2019.</p> <p>In an email on October 7, 2020, Stoney Nakoda Nation stated that Stoney Nakoda Nation continues to object to the regulatory process and the Project.</p>	None at this time.	Ongoing: Working with the First Nation.

Springbank SR1 - Specific Concerns and Response Table

First Nation or Metis Settlement: **Stoney Nakoda (Wesley) Nation**

Date: **AUGUST 2014 – OCTOBER 2020**

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1	<p>September 19, 2014 Letter from Bill Snow to DEMA Land Services</p> <p>October 20, 2014 Initial Meeting with the Stoney Nakoda Nations occurred at the Super 8 Hotel in Cochrane AB.</p> <p>May 4, 2016 Meeting with Stoney Nakoda Nations at the Chiniki Restaurant Meeting Room on HWY #1 at Morley.</p> <p>June 8, 2016 Letter from Bill Snow to Canadian Environmental Assessment Agency and Alberta Transportation</p>	<p>Cultural Resources</p> <p>Traditional Use Studies</p>	<p>The Stoney Nakoda Nations have historic trails, campsites, hunting areas, fishing waters, ceremonial & spiritual sites, trade routes, grave sites, and gathering areas throughout our historical territory. As such Stoney Nakoda Nations do have site specific concerns, but cannot share the information without an agreement due to intellectual property and protocol concerns. Stoney Nakoda Nations indicated they needed more time to review the project.</p> <p>Stoney Nakoda Nation confirmed the SR1 project is in their traditional territory. They want to be able to complete an internal Cultural Review of the project area with Elders.</p> <p>Bill Snow indicated that Aboriginal Relations policy does not apply to private lands. He also indicated that the Stoney Nakoda Nations will want to undertake a Cultural Assessment of the Springbank Project Area.</p> <p>The Stoney Nakoda representatives indicated the need to do research in the river valleys, the Bow River was mentioned as one area that the Stoney Nakoda Nations need to do more testing.</p> <p>The Stoney Nakoda Nation feel a Cultural Use Study, a Stoney Hydrology report, and a wildlife impacts study are required.</p>	<p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-4 SR1 Project Specific Concerns and Responses - Stoney Nakoda Nations</i> from the March 2018 EIA: Alberta Transportation has been engaged with Stoney Nakoda Nation since 2014 to understand how the Project potentially impacts rights, interests and traditional uses.</p> <p>Alberta Transportation has provided funding for the Stoney Nakoda Bears paw, Chiniki, Wesley Nations to conduct a Traditional Use Study on the project lands. No report has been received to date, March 16, 2018.</p> <p>To facilitate the traditional use studies, Alberta Transportation arranged and facilitated 11 site visits by Stoney Nakoda Nations within the Project Development Area (PDA) in the fall of 2016.</p> <p>Alberta Transportation sent the link to the October 2017 EIA to Stoney Nakoda Nation on November 3, 2017. On December 5, 2017, Alberta Transportation requested feedback on the TLRU sections (Volumes 3A and 3B).</p> <p>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 Stoney Nakoda Nations 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 Stoney Nakoda Nations and to provide responses to the concerns raised to date.</p> <p>A workshop was held with Stoney Nakoda Nation on February 12, 2018, and was facilitated by Canadian Environmental Assessment Agency (CEAA). Verification of the meeting minutes from the workshops was not received prior to March 16, 2018 and therefore the TLRU sections in the EIA have not been updated to include information discussed. A second workshop is planned for March 20, 2018.</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>At the meeting held on June 4, 2018, Alberta Transportation expressed their willingness to assist in arranging land access if Stoney Nakoda Nations would like to undertake another site visit. Alberta Transportation also indicated that Stoney Nakoda Nations could submit a budget for further work.</p>	<p>At the meeting held on June 4, 2018, Stoney Nakoda Nations explained that they are currently being engaged on over 500 active projects and therefore capacity continues to be an issue for Stoney Nakoda Nations. They have done the site visits but have not written the report. The TUS is currently underway. Stoney Nakoda Nations is considering what additional work may be required.</p> <p>At the meeting held on June 4, 2018, Stoney Nakoda Nations said they would submit what they would like to do and where they would like to visit.</p> <p>At the meeting held on February 22, 2019, Stoney Nakoda Nations indicated they would not be submitting a TUS report or related budgets.</p>	<p>Stoney Nakoda Nations will not be submitting further budgets and no reports or studies are expected.</p>	<p>No further action required.</p> <p>The Stoney Nakoda Nations conducted a TUS (11 field days) in the fall of 2016. The TUS report has not been received. The TUS would have been used to inform the Traditional Land and Resource Use (TLRU) section of the Environmental Impact Assessment (EIA) had it been received prior to submission.</p> <p>Stoney Nakoda Nations have not submitted a budget for a hydrology or wildlife study.</p>

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2	September 14, 2017 Meeting at Stoney Nakoda Resort between the Stoney Nakoda Nations, Alberta Transportation and the Canadian Environmental Assessment Agency	Site visits	Indicated desire to do a site visit with elders.	<p>At the meeting held on September 14, 2017, Alberta Transportation explained they do not have access to the SR1 lands, and access will have to be requested on an owner by owner basis.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-4 SR1 Project Specific Concerns and Responses - Stoney Nakoda Nations</i> from the March 2018 EIA: At the time of the request Alberta Transportation's agreement with the landowners for access had expired. Any additional access would need to be requested on an owner by owner basis.</p> <p>At the meeting held on June 4, 2018, Alberta Transportation expressed their willingness to assist in arranging land access if Stoney Nakoda Nations would like to undertake another site visit. Alberta Transportation also indicated that Stoney Nakoda Nations could submit a budget for further work.</p>	<p>At the meeting held on June 4, 2018, the Stoney Nakoda Nations consultation team said they would speak with Elders to determine which areas to visit or revisit. Stoney Nakoda Nations said they would submit what they would like to do and where they would like to visit.</p> <p>At the meeting held on February 22, 2019, Stoney Nakoda Nations indicated they would likely not be submitting a budget or a TUS report.</p>	Stoney Nakoda Nations will not be submitting further budgets and no reports or studies are expected.	No further action required.
3	June 4, 2018 Meeting between Stoney Nakoda Nations, Alberta Transportation, and Stantec to discuss Stoney Nakoda Nation's concerns and Alberta Transportation's responses as in Table 7-4.	Cultural assessment	The Stoney Nakoda would like to mark the importance of the cultural assessment and place animal and plant studies into one cultural assessment as these topics relate to certain stories and wildlife behaviour. This relates to using cultural studies to look at animals and plant instead of relying only on scientific techniques.	<p>Alberta Transportation has provided funding for the Stoney Nakoda Nations to conduct a TUS on the project lands. No report has been received to date. To facilitate the traditional use studies, Alberta Transportation arranged and facilitated 11 site visits by Stoney Nakoda Nations within the PDA in the fall of 2016.</p> <p>At the meeting held on June 4, 2018, Alberta Transportation expressed their willingness to assist in arranging land access if Stoney Nakoda Nations would like to undertake another site visit. Alberta Transportation also indicated that Stoney Nakoda Nations could submit a budget for further work.</p> <p>Alberta Transportation responded under cover letter dated July 22, 2020. Alberta Transportation has provided funding for the Stoney Nakoda Nation to conduct a Traditional Use Study (TUS) on the Project lands. No report has been received to date. To facilitate the traditional use studies, Alberta Transportation arranged and facilitated 11 site visits by Stoney Nakoda Nation within the Project development area (PDA) in the fall of 2016.</p> <p>At the meeting held on June 4, 2018, Alberta Transportation expressed its willingness to assist in arranging land access if Stoney Nakoda Nation would like to undertake another site visit. Alberta Transportation also indicated that Stoney Nakoda Nation could submit a budget for further work.</p> <p>At the request of Indigenous groups, Alberta Transportation will fund and participate (if invited) in a ceremony prior to the start of Project construction. Alberta Transportation has also committed to conduct field visits with Indigenous Elders prior to construction to identify priority areas for harvesting of traditional plants, and will provide opportunities for harvesting or relocating medicinal and ceremonial plants prior to construction.</p>	At the meeting held on February 22, 2019, Stoney Nakoda Nations indicated they would likely not be submitting a budget or a TUS report.	At the request of Indigenous groups, Alberta Transportation will fund and participate (if invited) in a ceremony prior to the start of Project construction.	No further action required.
4	June 8, 2016 Letter from Bill Snow to Canadian Environmental	Treaty and Traditional Rights Wildlife Fish	The Stoney Nakoda Nations expressed concerns to their Treaty Rights and traditional uses of lands in the Project area.	On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-4 SR1 Project Specific Concerns and Responses - Stoney Nakoda Nations</i> from the March 2018 EIA: Effects on potential or established Aboriginal or Treaty rights are addressed through the assessment of the current use of	At the meeting held on June 4, 2018, Stoney Nakoda Nations did not completely agree with the response, explaining that the lands that are available for traditional land and	Alberta Transportation developed <i>Draft Guiding Principles and Direction for Future Land Use</i> and provided these to Stoney	Ongoing: Working with First Nation

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	Assessment Agency and Alberta Transportation	Vegetation Wetlands	<p>Concerns were expressed for the Stoney Nakoda cultural practices, their current use of lands and resources for traditional purposes, the effect on water and wetlands for wildlife, fish, birds and vegetation.</p>	<p>lands and resources for traditional purposes. By acknowledging a link between practice-based rights and current use, this assessment accepts 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 will have a consequent effect on the ability of Indigenous groups to exercise potential or established Aboriginal and Treaty rights. Given that the residual effects for the Project on TLRU are predicted to be not significant, no effects on potential or established Aboriginal or Treaty rights is expected to occur as a result of the Project.</p> <p>In addition, a conservative assumption was made that Indigenous groups had access to the PDA to practice traditional use activities notwithstanding access to these private lands is limited.</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 Project Development Area (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>In a letter dated October 21, 2019, 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 future land use documents under cover 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 19, 2019, future land use was discussed. Alberta Transportation indicated they had met with Stoney Nakoda Nation many times to discuss wildlife connectivity, most recently on February 22, 2019. At the February 22, 2019 meeting, the changes made to the underpasses and culverts to increase wildlife connectivity had been highlighted. Alberta Transportation offered to discuss wildlife connectivity at another meeting.</p> <p>Alberta Transportation sent Stoney Nakoda Nation the draft Wildlife Mitigation and Monitoring Plan, the draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan, the draft Groundwater Monitoring Plan, and the draft Surface Water Monitoring Plan via email on</p>	<p>resource use are getting smaller and smaller over the years. This is a cumulative effect and habitat replacement is important.</p> <p>Stoney Nakoda Nations stated that an effect on wildlife results in an effect on Treaty rights.</p> <p>At the meeting held on November 19, 2019, Stoney Nakoda Nations voiced concerns that the future land use principles did not include a piece on wildlife connectivity.</p>	<p>Nakoda Nation for review and feedback.</p> <p><i>Updated Draft Guiding Principles and Direction for Future Land Use</i> were developed following receipt of feedback from Indigenous groups.</p> <p>The final Land Use Plan (LUP) will be developed following Project approval and will incorporate feedback obtained from the Indigenous engagement program.</p> <p>Key mitigations for concerns regarding access include:</p> <ul style="list-style-type: none"> • The LUP will prioritize access to the area for the practice of treaty rights and traditional uses • Alberta Environment and Parks will work with First Nations to develop a Land Use Working Group to guide and facilitate the principles of the LUP and allow the exercise of Treaty rights and traditional uses in the LUA. • Alberta Transportation recognizes that some land uses are competing uses and commits to exploring various management approaches to ensure safety of all users in the LUA. • 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. • The Government of Alberta will work with First Nations to identify a portion of land near the LUA that can be used by First Nations as a staging 	

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			<p>May 6, 2020. The email indicated Alberta Transportation welcomes written feedback and would also be available to discuss the draft Plans at a meeting or workshop.</p> <p>Alberta Transportation provided the Draft Fish Rescue and Fish Health Monitoring and Mitigation Programs via email on July 22, 2020, with an offer to discuss further if Stoney Nakoda Nation was interested.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Stoney Nakoda Nation to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Stoney Nakoda Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Stoney Nakoda Nation wished to submit a budget for review.</p> <p>Alberta Transportation provided their response to IAAC 4-05, including the <i>Updated Draft Guiding Principles and Direction for Future Land Use</i>, via email on October 23, 2020.</p>		<p>area (e.g., parking, setting up temporary campsites) or for activities, such as cultural ceremonies, transmittal of traditional knowledge to the youth, traditional activities. The staging area would be accessible to all First Nations engaged on the Project throughout the year except during the flood season when access to the area may be prohibited for safety reasons.</p> <ul style="list-style-type: none"> • The Government of Alberta will create a First Nations Land Use Advisory Committee which will meet on a regular basis to guide and facilitate the implementation of the principles of the Land Use Plan and make recommendations to allow the exercise of Treaty rights and traditional uses in the LUA. • Alberta Transportation will appoint a Community Liaison (a representative from Alberta Transportation during construction and from AEP during operations) who will serve as point of contact with stakeholders; they will primarily communicate through the local representation for Indigenous groups, community associations, local businesses, government administration and local government officials. The Community Liaison would work with Indigenous groups in identifying preferred means of communication for each Indigenous group (e.g., phone call, emails, letters) for receiving information. Information from the First Nations Land Use Advisory 	

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						Committee will be provided to the Community Liaison.	
5	May 4, 2016 Meeting with Stoney Nakoda Nations at the Chiniki Restaurant Meeting Room on HWY #1 at Morley.	Ceremony	The Stoney Nakoda representatives spoke of doing a ceremony in the SR1 project area.	Alberta Transportation response in table sent March 23, 2018: At the request of Indigenous groups, Alberta Transportation will participate in ceremonies (if invited) prior to the start of construction, including making offerings.	At the meeting held on June 4, 2018, Stoney Nakoda Nations said they will confirm with CEAA regarding funding for holding a ceremony.	At the request of Indigenous groups, Alberta Transportation will fund and participate (if invited) in a ceremony prior to the start of Project construction.	No further action required.
6	August 23, 2017 Meeting between Dallas Maynard and Bill Snow at Starbucks, West Hills Shopping Centre	Ceremony	Bill Snow discussed the Stoney Nakoda Nations funding from CEAA and the desire for their Consultation team and elders to undertake a ceremony on the SR1 lands. Bill explained the Stoney had a long-standing relationship with Mary Robinson's family. They wanted Alberta Transportation and CEAA to participate.	Alberta Transportation agreed to a meeting with the Stoney Nakoda Nations on September 14, 2017, which included CEAA, to discuss and work with the Stoney Nakoda Nation to respond to their requests. On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-4 SR1 Project Specific Concerns and Responses - Stoney Nakoda Nations</i> from the March 2018 EIA: At the request of Indigenous groups, Alberta Transportation will participate in ceremonies (if invited) prior to the start of construction, including making offerings. At the meeting held on June 4, 2018, Alberta Transportation stated that if Stoney Nakoda Nations required funding for a ceremony to submit a budget to Alberta Transportation. Alberta Transportation responded under cover letter dated July 22, 2020. At the request of Stoney Nakoda Nation, Alberta Transportation will participate in ceremonies (if invited) prior to the start of Project construction, if the Project is approved. Alberta Transportation cannot speak on behalf of CEAA's (now IAAC – Impact Assessment Agency of Canada) willingness to participate.	At the meeting held on June 4, 2018, Stoney Nakoda Nations said they will confirm with CEAA regarding funding for holding a ceremony. Stoney Nakoda Nations will reach out to a landowner to access their land in order to view some sites; Stoney Nakoda Nations' preference is to perform a ceremony pre-construction on or near their land as well, as there are tipi rings and sites present on the property.	At the request of Indigenous groups, Alberta Transportation will fund and participate (if invited) in a ceremony prior to the start of Project construction.	No further action required.
7	May 4, 2016 Meeting with Stoney Nakoda Nations at the Chiniki Restaurant Meeting Room on HWY #1 at Morley. January 15, 2018 Letter sent via email to Shelly Boss, CEAA from Rae and Company on behalf of the Stoney Nakoda Nations	Hunting	Stated there are two different trap lines out there and their members use the area for trapping but did not specify their location. EIA reflects existence of at least two Stoney Nakoda traplines in project area, loss of harvesting opportunities will have to be compensated	On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-4 SR1 Project Specific Concerns and Responses - Stoney Nakoda Nations</i> from the March 2018 EIA: Based on available information there are no registered traplines within the PDA. Alberta Transportation has requested the locations of the two traplines and were the Stoney members trap in order to determine if there is potential impact from the Project.	At the meeting held on June 4, 2018, Stoney Nakoda Nations confirmed that the traplines are located west of Bragg Creek and there are no active traplines in the Project area.	No further mitigation required as the traplines are not in the project area and will not be affected.	No further action required.
8	May 4, 2016 Meeting with Stoney Nakoda Nations at the Chiniki Restaurant Meeting Room on HWY #1 at Morley. February 22, 2019 Meeting between Stoney Nakoda Nations, Alberta Transportation, and Stantec.	Wildlife	Asked if the SR1 project would include any wildlife crossings, and also inquired about fencing. Emphasized the importance of wildlife crossings and was concerned that if not properly managed could be a problem for the SR1 project.	At the meeting held on May 4, 2016, Alberta Transportation responded that the SR1 diversion channels and the earthen dam would be designed to allow the passage of wildlife along the Elbow River. Alberta Transportation responded that there will likely be some fencing on the SR1 Project. Alberta Transportation response in table set March 23, 2018: 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	Stoney Nakoda Nations expressed concerns that wildlife will not adapt to the new land configurations. Stoney Nakoda Nations recommended that long-term/cumulative wildlife studies be conducted in the Project area. Stoney Nakoda Nations stated that it is important to do cultural studies on wildlife, fish, etc. rather than relying only on Western scientific techniques.	Alberta Transportation responded to this question on July 22, 2020. Alberta Transportation offered to meet to discuss the response and did not receive any follow up questions or requests for clarification. Alberta Transportation has developed a draft Wildlife Mitigation and Monitoring Plan, which was provided to Stoney	Ongoing: Working with First Nation

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			<p>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>At the meeting held on June 4, 2018, Stantec brought their wildlife biologist to answer questions. The wildlife biologist explained that they were revegetating the structure to make it easier for animals to walk across. Alberta Transportation also explained that the fencing would have smooth top and bottom wires to allow for wildlife going under and over the fence.</p> <p>At the meeting held on September 13, 2018, Alberta Transportation described that the underpasses that will be created by the diversion channel crossings of HWY 22 and Township Road 242 have not been designed as designated wildlife underpasses; but, the design has included measures to accommodate the passage of wildlife that would otherwise cross over HWY 22. The HWY 22 underpass will have 3:1 slopes and be 24 m wide at the bottom. Gaps in the riprap armour on the bottom of the channel will be filled and surfaced with gravel.</p> <p>At the meeting held on February 22, 2019, Alberta Transportation brought Stantec's wildlife biologist to present the mitigation measures in place for wildlife, including fencing, vegetating slopes, and a remote camera monitoring program that Stoney Nakoda Nation can provide input on. They also showed a drawing of the bridge under HWY 22 and how it will be modified to promote wildlife movement.</p> <p>Alberta Transportation sent Stoney Nakoda Nation the draft Wildlife Mitigation and Monitoring Plan via email on May 6, 2020. The email indicated Alberta Transportation welcomes written feedback and would also be available to discuss the monitoring plan at a meeting or workshop.</p> <p>Alberta Transportation responded under cover letter dated July 22, 2020. The Project has designed the Highway 22 bridge over the diversion channel to facilitate wildlife movement across Highway 22 by providing an underpass with suitable width and height (i.e., openness). In addition, a culvert with a height of 2.45 m and width of 3.67 m will be placed at the bottom of the raised intersection at Highway 22 and Springbank Road, which may be utilized as a passageway for smaller wildlife to pass under Highway 22 (see Alberta Transportation's response to Round 1 AEP IR411 for Figures 411-1 & 411-2; the figures are attached and are also available at: https://open.alberta.ca/dataset/c7b52cd4-2adc-4f14-8a3e-02255afca154/resource/2aef21ec-8194-4ebe-ae0f-60432d807036/download/sr1_nrcb_aep_ir1_sec6_terrestrial.pdf).</p> <p>A remote camera monitoring program will be developed to assess wildlife use and movement (e.g., crossing success) in the local assessment area (LAA). The program will determine whether large mammals use and cross permanent Project structures, and use the diversion channel to travel under the Highway 22 bridge. Information gathered by the program may lead to adjustments to wildlife-friendly fencing design and location, as well as materials used to fill riprap along sections of the diversion channel or floodplain berm (see Alberta Transportation's response to CEAA Conformity IR2-15, available at:</p>	<p>At the meeting held on September 13, 2018 and in an email on September 14, 2018, Stoney Nakoda Nations further expressed concerns that there are no dedicated wildlife crossings for the SR1 project. Stoney Nakoda Nations would prefer overpasses for wildlife rather than underpasses.</p> <p>At the meeting held on February 22, 2019, Stoney Nakoda Nation indicated that Alberta Transportation's mitigation measures for wildlife alleviated some of Stoney Nakoda Nation's concerns, but they would still prefer overpasses.</p>	<p>Nakoda Nation for review and feedback. Alberta Transportation offered funding for Stoney Nakoda Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> • Sections of side slopes and bottom of the diversion channel, and side slopes of the floodplain berm and off-stream dam will be vegetated. Vegetated areas will provide a more conducive material for wildlife to move across. • Hwy 22 bridge over the diversion channel is designed to facilitate wildlife movement through open-span dimensions and filling rip-rap with finer material under the bridge. • Where fencing is proposed around the PDA, wildlife-friendly fencing will be installed to allow ungulate passage (except for fencing around the diversion structure control building). • A remote camera monitoring program will be implemented to evaluate the effectiveness of mitigation measures designed to reduce potential effects of the Project on wildlife movement. 	

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				<p>https://www.alberta.ca/assets/documents/tr-springbank-response-to-agency-conformity-review-part-2.pdf.</p> <p>All Project fencing will be wildlife-friendly to facilitate wildlife movement within the PDA. The effectiveness of the mitigation to facilitate wildlife movement in the PDA and wildlife LAA will be evaluated as part of the final wildlife mitigation and monitoring program (WMMP).</p> <p>The draft WMMP, which includes details on the remote camera monitoring program, was sent to Stoney Nakoda Nation on May 6, 2020, with an offer to meet to discuss the draft plan and obtain feedback. Alberta Transportation would also be pleased to consider written feedback.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Stoney Nakoda Nation to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Stoney Nakoda Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Stoney Nakoda Nation wished to submit a budget for review.</p>			
9	<p>September 14, 2017 Meeting at Stoney Nakoda Resort between the Stoney Nakoda Nations, Alberta Transportation and the Canadian Environmental Assessment Agency June 4, 2018 Meeting between Stoney Nakoda Nations, Alberta Transportation, and Stantec to discuss Stoney Nakoda Nation's concerns and Alberta Transportation's responses as in Table 7-4. February 22, 2019 Meeting between Stoney Nakoda Nations, Alberta Transportation, and Stantec.</p>	Wildlife	<p>The Stoney Nakoda Nation expressed concerns over wildlife passage through the SR1 area following construction. Inquired if there would be wildlife crossings built over HWY 22 or Highway 8.</p> <p>There is a concern with the lack of wildlife corridors and that the project will impact wildlife movement. Wildlife need space and the option to travel the corridors. This goes back to Elder memories because how the animals use the land today is similar to how they used the land in the past.</p>	<p>At the meeting held on September 14, 2017, Alberta Transportation responded that there was no plan to build wildlife overpasses. Alberta Transportation indicated that the diversion channel and dam were contoured to allow for wildlife passage through the SR1 area during non-flood times.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-4 SR1 Project Specific Concerns and Responses - Stoney Nakoda Nations</i> from the March 2018 EIA: There is no plan to build wildlife overpasses. The diversion channel and dam were contoured to allow for wildlife passage through the SR1 area during non-flood times. The channel will be directed under HWY 22 and Township Road 242. The area underneath the bridges will contain rip rap however, the rip rap under the bridges will be filled with gravel potentially enabling animals to move under the bridges and avoid crossing the roads.</p> <p>With respect to Project design, the side slopes and bottom of the diversion channel will be vegetated, with the following exceptions. Where the diversion channel passes through bedrock, the channel would remain as an exposed bedrock cut. Articulated concrete matting will be provided in select areas of the channel where pipelines cross. Riprap erosion protection will be provided at critical areas including at bridge crossings, around the emergency spillway and for a 1.4 km stretch at the diversion channel outlet structure. The south portion, farthest from Elbow River, will be a 450-m earthen embankment vegetated with native grasses. The floodplain berm will also be covered with materials conducive to ungulate movement (see Volume 3A, Section 11).</p>	<p>At the meeting held on June 4, 2018, Stoney Nakoda Nations expressed ongoing concerns with infrastructure affecting wildlife passage and recommend the consideration of wildlife crossings, including overpasses.</p> <p>At the meeting held on June 4, 2018, Stoney Nakoda Nations continued to express concerns related to wildlife movement through the project area.</p> <p>Stoney Nakoda Nations recommended that long-term/cumulative wildlife studies be conducted in the Project area. Stoney Nakoda Nations stated that it is important to do cultural studies on wildlife, fish, etc. rather than relying only on Western scientific techniques.</p> <p>At the meeting held on September 13, 2018 and in an email on September 14, 2018, Stoney Nakoda Nations further expressed concerns that there are no dedicated wildlife crossings for the SR1 project. Stoney Nakoda Nations would prefer overpasses for wildlife rather than underpasses.</p> <p>At the meeting held on February 22, 2019, Stoney Nakoda Nation indicated</p>	<p>Alberta Transportation responded to this question on July 22, 2020. Alberta Transportation offered to meet to discuss the response and did not receive any follow up questions or requests for clarification.</p> <p>Alberta Transportation has developed a draft Wildlife Mitigation and Monitoring Plan, which was provided to Stoney Nakoda Nation for review and feedback. Alberta Transportation offered funding for Stoney Nakoda Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p>	Ongoing: Working with First Nation

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				<p>A remote camera program will be designed in consultation with Alberta Environment and Parks (AEP), 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. The remote camera program will also include monitoring along the Elbow River to determine if wildlife use of the Key Wildlife and Biodiversity Zone (KWBZ) has been affected by the construction and operation of the Project.</p> <p>At the meeting held on June 4, 2018, Stantec brought their wildlife biologist to answer questions. The wildlife biologist explained that they were revegetating the structure to make it easier for animals to walk across. Alberta Transportation also explained that the fencing would have smooth top and bottom wires to allow for wildlife going under and over the fence.</p> <p>At the meeting held on September 13, 2018, Alberta Transportation described that the underpasses that will be created by the diversion channel crossings of HWY 22 and Township Road 242 have not been designed as designated wildlife underpasses; but, the design has included measures to accommodate the passage of wildlife that would otherwise cross over HWY 22. The HWY 22 underpass will have 3:1 slopes and be 24 m wide at the bottom. Gaps in the riprap armour on the bottom of the channel will be filled and surfaced with gravel.</p> <p>At the meeting held on February 22, 2019, Alberta Transportation brought Stantec's wildlife biologist to present the mitigation measures in place for wildlife, including fencing, vegetating slopes, and a remote camera monitoring program that Stoney Nakoda Nation can provide input on. They also showed a drawing of the bridge under HWY 22 and how it will be modified to promote wildlife movement.</p> <p>Alberta Transportation sent Stoney Nakoda Nation the draft Wildlife Mitigation and Monitoring Plan via email on May 6, 2020. The email indicated Alberta Transportation welcomes written feedback and would also be available to discuss the monitoring plan at a meeting or workshop.</p> <p>Alberta Transportation responded under cover letter dated July 22, 2020. The diversion channel under Highway 22 has been designed to allow wildlife passage (see Alberta Transportation's response to Round 1 AEP IR411 for Figure 411-1; the figures are attached and are also available at: https://open.alberta.ca/dataset/c7b52cd4-2adc-4f14-8a3e-02255afca154/resource/2aef21ec-8194-4ebe-ae0f-60432d807036/download/sr1_nrcb_aep_ir1_sec6_terrestrial.pdf). A remote camera monitoring program will be developed to assess wildlife use and movement (e.g., crossing success) in the LAA. The program will determine whether large mammals use and cross permanent Project structures, and use the diversion channel to travel under the Highway 22 bridge. Information gathered from the program may lead to adjustments to wildlife-friendly fencing design and location, as well as materials used to fill riprap along sections of the diversion channel or floodplain berm (see Alberta Transportation's response to CEEA Conformity IR2-15, available</p>	<p>that Alberta Transportation's mitigation measures for wildlife alleviated some of Stoney Nakoda Nation's concerns, but they would still prefer overpasses.</p>	<ul style="list-style-type: none"> Sections of side slopes and bottom of the diversion channel, and side slopes of the floodplain berm and off-stream dam will be vegetated. Vegetated areas will provide a more conducive material for wildlife to move across. Hwy 22 bridge over the diversion channel is designed to facilitate wildlife movement through open-span dimensions and filling rip-rap with finer material under the bridge. Where fencing is proposed around the PDA, wildlife-friendly fencing will be installed to allow ungulate passage (except for fencing around the diversion structure control building). A remote camera monitoring program will be implemented to evaluate the effectiveness of mitigation measures designed to reduce potential effects of the Project on wildlife movement. 	

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				<p>at: https://www.alberta.ca/assets/documents/tr-springbank-response-to-agency-conformity-review-part-2.pdf).</p> <p>Wildlife-exclusion fencing (to guide animals to preferred crossing areas such as the Highway 22 bridge over the diversion channel) is not proposed as part of the Project. All fencing installed will be wildlife-friendly to facilitate wildlife movement within the PDA. The effectiveness of the mitigation to facilitate wildlife movement in the PDA and wildlife LAA will be evaluated as part of the final WMMP.</p> <p>The draft WMMP, which includes details on the remote camera monitoring program, was sent to Stoney Nakoda Nation on May 6, 2020, with an offer to meet to discuss the draft plan and obtain feedback. Alberta Transportation would also be pleased to consider written feedback.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Stoney Nakoda Nation to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Stoney Nakoda Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Stoney Nakoda Nation wished to submit a budget for review.</p>			
10	September 14, 2017 Meeting at Stoney Nakoda Resort between the Stoney Nakoda Nations, Alberta Transportation and the Canadian Environmental Assessment Agency	Wildlife	The Stoney Nakoda Nation expressed concerns that the fences that would be built around the SR1 site might impact wildlife passage through the area.	<p>At the meeting held on September 14, 2017, Alberta Transportation explained the fences that were planned for the SR1 project would be similar to the farm fencing that already exists and should not have any additional impact to wildlife than currently exists.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-4 SR1 Project Specific Concerns and Responses - Stoney Nakoda Nations</i> from the March 2018 EIA: Fences that are planned for the SR1 project would be similar to the farm fencing that already exists and should not have any additional impact to wildlife than currently exists.</p> <p>At the meeting held on June 4, 2018, Alberta Transportation explained that the fencing would have smooth top and bottom wires to allow for wildlife going under and over the fence.</p> <p>Alberta Transportation sent Stoney Nakoda Nation the draft Wildlife Mitigation and Monitoring Plan via email on May 6, 2020. The email indicated Alberta Transportation welcomes written feedback and would also be available to discuss the monitoring plan at a meeting or workshop.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Stoney Nakoda Nation to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Stoney Nakoda Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft</p>	At the meeting held on June 4, 2018, Stoney Nakoda Nations stated that this type of fencing should be okay for wildlife.	Proponent response satisfactory to First Nation. Alberta Transportation will be using wildlife friendly fencing around the SR1 boundary that will allow wildlife to move under and over.	No further action required.

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				<p>monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Stoney Nakoda Nation wished to submit a budget for review.</p>			
11	<p>June 4, 2018</p> <p>Meeting between Stoney Nakoda Nations, Alberta Transportation, and Stantec to discuss Stoney Nakoda Nation's concerns and Alberta Transportation's responses as in Table 7-4.</p>	Wildlife	<p>Concern that there is a lack of long-term wildlife studies on the cumulative impacts the SR1 project would have to wildlife. These studies should address animal movement in the area.</p>	<p>At the meeting held on June 4, 2018, Stantec brought their wildlife biologist, who explained there is a monitoring program planned with wildlife cameras to monitor long-term cumulative effects of the project on wildlife.</p> <p>At the meeting held on February 22, 2019, Alberta Transportation brought Stantec's wildlife biologist to present the mitigation measures in place for wildlife, including fencing, vegetating slopes, and a remote camera monitoring program that Stoney Nakoda Nation can provide input on.</p> <p>Alberta Transportation sent Stoney Nakoda Nation the draft Wildlife Mitigation and Monitoring Plan via email on May 6, 2020. The email indicated Alberta Transportation welcomes written feedback and would also be available to discuss the monitoring plan at a meeting or workshop.</p> <p>Alberta Transportation responded under cover letter dated July 22, 2020. Wildlife monitoring will be implemented during Project construction and dry operations. The draft WMMP outlines goals and objectives for monitoring the effectiveness of mitigation designed to reduce potential changes in wildlife movement and mortality risk, particularly along Project components including the diversion channel, Highway 22 bridge over the diversion channel, and floodplain berm; and wildlife friendly fencing to evaluate the effectiveness in maintaining wildlife movement in the LAA. By using this monitoring data, Alberta Transportation will adapt mitigation if wildlife are not crossing Project components as predicted, and if wildlife mortality (as a result of contact with Project components or vehicles) is not meeting targets.</p> <p>The draft WMMP was sent to Stoney Nakoda Nation on May 6, 2020, with an offer to meet to discuss the draft plan and obtain feedback. Alberta Transportation would also be pleased to consider written feedback.</p> <p>The draft Indigenous Participation Plan (IPP) was reviewed and discussed with Stoney Nakoda Nation at a meeting held on November 19, 2019. Participation opportunities set out in the draft IPP include monitoring programs and cultural educational opportunities. Additionally, the draft IPP includes opportunities for training and business development programs. Stoney Nakoda Nation is welcome to access these programs and opportunities.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Stoney Nakoda Nation to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Stoney Nakoda Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Stoney Nakoda Nation wished to submit a budget for review.</p>	<p>At the meeting held on June 4, 2018, Stoney Nakoda Nations continued to express concerns related to wildlife movement through the project area, and said wildlife cameras do not catch everything.</p>	<p>Alberta Transportation has developed a draft Wildlife Mitigation and Monitoring Plan, which was provided to Stoney Nakoda Nation for review and feedback. Alberta Transportation offered funding for Stoney Nakoda Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> • Pre-construction surveys will be conducted to identify • wildlife features (e.g., nests, dens) and appropriate site-specific mitigation developed. • Temporary workspaces will be reclaimed according to the Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan. • Sections of side slopes and bottom of the diversion channel, and side slopes of the floodplain berm and off-stream dam will be vegetated. Vegetated areas will provide a more conducive material for wildlife to move across. • Hwy 22 bridge over the diversion channel is designed to facilitate wildlife movement through open-span dimensions and filling rip-rap with finer material under the bridge. 	<p>Ongoing: Working with the First Nation</p>

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						<ul style="list-style-type: none"> • Where fencing is proposed around the PDA, wildlife-friendly fencing will be installed to allow ungulate passage (except for fencing around the diversion structure control building). • If construction activities occur within 100 m of an amphibian SOMC breeding wetland during the breeding season (approximately May 1 to September 30), install silt fencing around the perimeter of the wetlands to prevent amphibians from moving into active construction areas. • Waste will be stored in wildlife-proof containers and wildlife awareness training will be provided to staff on site to reduce human-wildlife conflict (e.g., bears). • A remote camera monitoring program will be implemented to evaluate the effectiveness of mitigation measures designed to reduce potential effects of the Project on wildlife movement. • During flood operations, a migratory bird salvage program will be implemented in the off-stream reservoir footprint to reduce mortality risk to ground nesting birds within the constraints of a limited advance flood warning (two to three days) and worker safety. 	
12	June 8, 2016 Letter from Bill Snow to Canadian Environmental Assessment Agency and Alberta Transportation	Wildlife Fish	Concerns that the SR1 project will act as a barrier to the migration of wildlife and fish. Concerns over the lack of wildlife crossings on the SR1 project.	Possible impacts and mitigation measures related to concerns raised by the Stoney Nakoda Nation (wildlife and fish) will be addressed as part of the EIA. On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-4 SR1 Project Specific Concerns and Responses - Stoney Nakoda Nations</i> 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	At the meeting held on June 4, 2018, Stoney Nakoda Nations expressed concern about fish returning to the habitat once the coffer dam (used during construction) has been removed. The Stoney Nakoda Nations consultation team will discuss fish species of importance (including mountain whitefish, cutthroat, and bull trout) during the next Elder's meeting to	Alberta Transportation responded to this question on July 22, 2020. Alberta Transportation offered to meet to discuss the response and did not receive any follow up questions or requests for clarification. Alberta Transportation has developed a draft Wildlife Mitigation and Monitoring Plan, a	Ongoing: Working with First Nation

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			<p>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>During Project design it was recognized that the diversion structure could result in an increase in flow rates of the Elbow River at the structure and potentially affect the ability of fish to pass upstream. In order to avoid affecting fish passage design elements were incorporated to ensure that under normal river conditions flow rates are maintained within the range suitable for fish passage.</p> <p>At the meeting held on June 4, 2018, Stantec explained that fish can pass through the diversion structure during dry conditions and flood conditions. Stantec showed an engineering diagram of the reservoir and how it would affect fish. They also showed berms that will be installed to control the water speed and allow fish to move upstream.</p> <p>At the meeting held on June 4, 2018, Stantec brought their wildlife biologist to answer questions. The wildlife biologist explained that they were revegetating the structure to make it easier for animals to walk across. Alberta Transportation also explained that the fencing would have smooth top and bottom wires to allow for wildlife going under and over the fence.</p> <p>At the meeting held on September 13, 2018, Alberta Transportation described that the underpasses that will be created by the diversion channel crossings of HWY 22 and Township Road 242 have not been designed as designated wildlife underpasses; but, the design has included measures to accommodate the passage of wildlife that would otherwise cross over HWY 22. The HWY 22 underpass will have 3:1 slopes and be 24 m wide at the bottom. Gaps in the riprap armour on the bottom of the channel will be filled and surfaced with gravel.</p> <p>At the meeting held on February 22, 2019, Alberta Transportation brought Stantec's wildlife biologist to present the mitigation measures in place for wildlife, including fencing, vegetating slopes, and a remote camera monitoring program that Stoney Nakoda Nation can provide input on. They also showed a drawing of the bridge under HWY 22 and how it will be modified to promote wildlife movement.</p> <p>Alberta Transportation sent Stoney Nakoda Nation the draft Wildlife Mitigation and Monitoring Plan via email on May 6, 2020. The email indicated Alberta Transportation welcomes written feedback and would also be available to discuss the monitoring plan at a meeting or workshop.</p> <p>Alberta Transportation responded under cover letter dated July 22, 2020. Fish: Alberta Transportation has studied fish salvage options during reservoir drawdown. Rescues are possible, however it will depend on the volume of water that is diverted into the reservoir. Fish rescues prior to reservoir drawdown present a number of limitations such as safe access and high water levels that reduce efficacy of backpack electro fishing and boat electrofishing. Gill nets and fyke nets were considered; however, gill nets were considered to pose a risk of injury or stress to the fish and fyke</p>	<p>understand potential effects and mitigation better.</p> <p>Stoney Nakoda Nations and Alberta Transportation discussed habitat replacement and confirmed that it will be replaced and this will be directed by Fisheries and Oceans Canada (DFO).</p> <p>Stoney Nakoda Nations requested that a discussion be held with Alberta Transportation regarding alternative options for fish salvage, beyond electrofishing.</p> <p>At the meeting held on September 13, 2018 and in an email on September 14, 2018, Stoney Nakoda Nations further expressed concerns that there are no dedicated wildlife crossings for the SR1 project. Stoney Nakoda Nations would prefer overpasses for wildlife rather than underpasses.</p> <p>At the meeting held on February 22, 2019, Stoney Nakoda Nation indicated that Alberta Transportation's mitigation measures for wildlife alleviated some of Stoney Nakoda Nation's concerns, but they would still prefer overpasses.</p>	<p>draft Fish Rescue and Fish Health Monitoring and Mitigation Program, and a Surface Water Monitoring Plan, which were provided to Stoney Nakoda Nation for review and feedback. Alberta Transportation offered funding for Stoney Nakoda Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plans will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the draft Wildlife Mitigation and Monitoring Plan are:</p> <ul style="list-style-type: none"> • Sections of side slopes and bottom of the diversion channel, and side slopes of the floodplain berm and off-stream dam will be vegetated. Vegetated areas will provide a more conducive material for wildlife to move across. • Hwy 22 bridge over the diversion channel is designed to facilitate wildlife movement through open-span dimensions and filling rip-rap with finer material under the bridge. • Where fencing is proposed around the PDA, wildlife-friendly fencing will be installed to allow ungulate passage (except for fencing around the diversion structure control building). • A remote camera monitoring program will be implemented to evaluate the effectiveness of mitigation measures designed to reduce potential 	

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			<p>nets are unlikely to yield high catch-per-unit effort (CPUE) over the area at high water levels. Snorkeling was considered to encourage fish to enter nets, but the added manpower is not likely to yield effective CPUE. For these reasons, fish rescue efforts prior to reservoir drawdown are unlikely (see Alberta Transportation's response to CEEA Conformity IR3-29, available at: https://www.alberta.ca/assets/documents/tr-springbank-response-to-agency-conformity-review-part-2.pdf).</p> <p>It is expected that fish will be released through the low-level outlet and into the unnamed creek to Elbow River once reservoir water is released. The low-level outlet will be designed and operated in a manner that allows fish egress from the reservoir and downstream. Fish rescue and salvage efforts such as electrofishing will be maximized to increase the effectiveness of fish capture and rescue activities for fish that may be stranded after reservoir water release.</p> <p>As part of the Round 2 NRCB and AEP Information Requests, Alberta Transportation has completed additional work to better understand the fish habitat in Elbow River. As part of the fisheries offsetting plan, Alberta Transportation has engaged Fisheries and Oceans Canada (DFO) to discuss the criteria to offset fisheries-related effects. AEP will be engaged to discuss how these measures may complement local fisheries objectives. Offsetting options will be presented to Indigenous groups for input and feedback regarding how to best support fisheries important to their cultural needs. Alberta Transportation sent a letter dated June 30, 2020 regarding fisheries offsetting with an offer to meet with Stoney Nakoda Nation to discuss offsetting options in summer 2020.</p> <p>Alberta Transportation has developed a Draft Fish Rescue and Fish Health Monitoring and Mitigation Plan as part of the NRCB/AEP Round 2 IR responses. This draft plan will be sent to Indigenous groups following the submission of the IR response package to the NRCB and AEP, including Stoney Nakoda Nation for its review and feedback.</p> <p>Wildlife Crossings: Alberta Transportation has assessed the importance of wildlife movement and activity for the Project and has factored in the following:</p> <ul style="list-style-type: none"> • Wildlife crossing specifications from guidance documents into the design of the Project and crossing structure/culvert on Hwy 22. • All fencing around the perimeter of the PDA, in the raised section of Highway 22, and along Springbank Road within the reservoir, will be wildlife-friendly, which is designed to facilitate wildlife movement in the PDA and LAA. Wildlife-friendly fencing will contain livestock (as required) consistent with the direction identified in the Draft Guiding Principles and Direction for Future Land Use (see Alberta Transportation's response to Round 2 AEP IR94). • As part of the draft WMMP, a remote camera monitoring program will be developed to assess wildlife use and movement (e.g., crossing success) in the LAA using a before-after study design. <p>To facilitate wildlife movement through the PDA, the riprap in portions of the diversion channel will be infilled with smaller diameter material,</p>		<p>effects of the Project on wildlife movement.</p> <p>Key mitigation measures included in the Fish Rescue and Fish Health Monitoring and Mitigation Program are:</p> <ul style="list-style-type: none"> • rescue fish from the reservoir following flood operation; the fish rescue will be initiated once conditions are safe to enter the reservoir • release fish back to Elbow River following rescue from the reservoir • monitor fish that have been released to Elbow River for signs of behavioural or physical distress. <p>The Surface Water Monitoring Plan outlines key mitigations to protect fish passage during construction and dry operations; key mitigation measures in the Plan are:</p> <ul style="list-style-type: none"> • Boulders will be added to increase the bed roughness of the river channel immediately downstream of the diversion structure, which will increase water depths and reduce velocities. • Boulder V-weir structures will be constructed in the river channel downstream of the gates to provide slower velocity and deeper resting zones. • A monitoring plan will be undertaken to identify if fish passage is impeded for migratory salmonids or other fish species. • To maintain upstream fish passage in Elbow River after a flood has occurred, debris will be cleaned from the structure gates after a flood recedes to allow unimpeded 	

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				<p>covered with topsoil, and seeded with grasses. For operations and maintenance reasons, the length of the diversion channel where the riprap will be infilled, covered with topsoil, and reseeded has been reduced to two key areas for riprap (under bridges) and four key areas for revegetation totaling approximately 1.8 km in length (a reduction from 2.5 km). These key areas are identified as areas where wildlife would be more likely to cross the diversion channel (through a review of wildlife camera data, wildlife winter tracking data, and information provided by Indigenous groups).</p> <p>The draft WMMP was sent to Stoney Nakoda Nation on May 6, 2020, with an offer to meet to discuss the draft plan and obtain feedback. Alberta Transportation would also welcome written feedback.</p> <p>Alberta Transportation provided the Draft Fish Rescue and Fish Health Monitoring and Mitigation Programs via email on July 22, 2020, with an offer to discuss further if Stoney Nakoda Nation was interested.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Stoney Nakoda Nation to attend group online meetings to discuss the draft monitoring plans and the fish offsetting options. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Stoney Nakoda Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Stoney Nakoda Nation wished to submit a budget for review.</p>		<p>fish passage upstream over the structure.</p> <ul style="list-style-type: none"> Maintenance, debris removal on the structure, and on the fish passage structures will occur immediately to accommodate fish passage. 	
13	June 8, 2016 Letter from Bill Snow to Canadian Environmental Assessment Agency and Alberta Transportation	Wildlife Fish	Concerns expressed that the proposed SR1 project will drive away or minimize the availability of birds, fish, and wildlife.	<p>Possible impacts and mitigation measures related to concerns raised by the Stoney Nakoda Nation (wildlife and fish) will be addressed as part of the EIA.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-4 SR1 Project Specific Concerns and Responses - Stoney Nakoda Nations</i> from the March 2018 EIA: The Project will result in direct and indirect loss of wildlife habitat during construction and dry operations; however, the amount of wildlife habitat permanently affected (168 ha) is relatively small compared to the availability of wildlife habitat remaining in the local assessment area (4,860 ha). Although there would be temporary displacement and disturbance to wildlife during construction, a measurable change in the abundance of wildlife in the regional assessment area is unlikely.</p> <p>Alberta Transportation sent Stoney Nakoda Nation the draft Wildlife Mitigation and Monitoring Plan via email on May 6, 2020. The email indicated Alberta Transportation welcomes written feedback and would also be available to discuss the monitoring plan at a meeting or workshop.</p> <p>Alberta Transportation responded under cover letter dated July 22, 2020. Wildlife monitoring will be implemented during Project construction and dry operations. The draft WMMP outlines goals and objectives for monitoring the effectiveness of mitigation designed to reduce changes in wildlife</p>	At the meeting held on June 4, 2018, Stoney Nakoda Nations recommended that long-term/cumulative wildlife studies be conducted in the Project area. Stoney Nakoda Nations stated that it is important to do cultural studies on wildlife, fish, etc. rather than relying only on Western scientific techniques.	<p>Alberta Transportation has developed a draft Wildlife Mitigation and Monitoring Plan, which was provided to Stoney Nakoda Nation for review and feedback. Alberta Transportation offered funding for Stoney Nakoda Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> Pre-construction surveys will be conducted to identify 	Ongoing: Working with First Nation

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				<p>movement and mortality risk particularly along Project components including the diversion channel, Highway 22 bridge over the diversion channel, and floodplain berm; and wildlife friendly fencing to evaluate its effectiveness in maintaining wildlife movement in the LAA. Using data collected during monitoring, Alberta Transportation will adapt mitigation if wildlife are not crossing Project components as predicted, and if wildlife mortality (as a result of contact with Project components or vehicles) is not meeting targets.</p> <p>The draft WMMP was sent to Stoney Nakoda Nation on May 6, 2020, with an offer to meet to discuss the draft plan and obtain feedback. Alberta Transportation would also be pleased to consider written feedback.</p> <p>Alberta Transportation has developed a Draft Fish Rescue and Fish Health Monitoring and Mitigation Plan as part of the Round 2 NRCB/AEP IR responses. This Draft Plan will be sent to Indigenous groups following the submission of the IR response package to the NRCB and AEP, including Stoney Nakoda Nation for its review and feedback.</p> <p>Alberta Transportation provided the Draft Fish Rescue and Fish Health Monitoring and Mitigation Programs via email on July 22, 2020, with an offer to discuss further if Stoney Nakoda Nation was interested.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Stoney Nakoda Nation to attend group online meetings to discuss the draft monitoring plans and the fish offsetting options. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Stoney Nakoda Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Stoney Nakoda Nation wished to submit a budget for review.</p>		<p>wildlife features (e.g., nests, dens) and appropriate site-specific mitigation developed.</p> <ul style="list-style-type: none"> • Temporary workspaces will be reclaimed according to the Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan. • Sections of side slopes and bottom of the diversion channel, and side slopes of the floodplain berm and off-stream dam will be vegetated. Vegetated areas will provide a more conducive material for wildlife to move across. • Hwy 22 bridge over the diversion channel is designed to facilitate wildlife movement through open-span dimensions and filling rip-rap with finer material under the bridge. • Where fencing is proposed around the PDA, wildlife-friendly fencing will be installed to allow ungulate passage (except for fencing around the diversion structure control building). • If construction activities occur within 100 m of an amphibian SOMC breeding wetland during the breeding season (approximately May 1 to September 30), install silt fencing around the perimeter of the wetlands to prevent amphibians from moving into active construction areas. • Waste will be stored in wildlife-proof containers and wildlife awareness training will be provided to staff on site to reduce human-wildlife conflict (e.g., bears). • A remote camera monitoring program will be implemented to evaluate the effectiveness of mitigation measures 	

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					<p>designed to reduce potential effects of the Project on wildlife movement.</p> <ul style="list-style-type: none"> • During flood operations, a migratory bird salvage program will be implemented in the off-stream reservoir footprint to reduce mortality risk to ground nesting birds within the constraints of a limited advance flood warning (two to three days) and worker safety. <p>Alberta Transportation has developed a draft Fish Rescue and Fish Health Monitoring and Mitigation Programs Plan, which was provided to Stoney Nakoda Nation for review and feedback. Alberta Transportation offered funding for Stoney Nakoda Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> • rescue fish from the reservoir following flood operation; the fish rescue will be initiated once conditions are safe to enter the reservoir • release fish back to Elbow River following rescue from the reservoir • monitor fish that have been released to Elbow River for signs of behavioural or physical distress. <p>The Surface Water Monitoring Plan outlines key mitigations to protect fish passage during construction and dry operations;</p>	

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						<p>key mitigation measures in the Plan are:</p> <ul style="list-style-type: none"> • Boulders will be added to increase the bed roughness of the river channel immediately downstream of the diversion structure, which will increase water depths and reduce velocities. • Boulder V-weir structures will be constructed in the river channel downstream of the gates to provide slower velocity and deeper resting zones. • A monitoring plan will be undertaken to identify if fish passage is impeded for migratory salmonids or other fish species. • To maintain upstream fish passage in Elbow River after a flood has occurred, debris will be cleaned from the structure gates after a flood recedes to allow unimpeded fish passage upstream over the structure. • Maintenance, debris removal on the structure, and on the fish passage structures will occur immediately to accommodate fish passage. 	
14	<p>June 4, 2018</p> <p>Meeting between Stoney Nakoda Nations, Alberta Transportation, and Stantec to discuss Stoney Nakoda Nation's concerns and Alberta Transportation's responses as in Table 7-4.</p>	Fish	<p>Concerned that the rate of stabilization for fish will take longer than the expected three years and it will take a long time for them to acclimate to the conditions post-construction.</p>	<p>At the meeting held on June 4, 2018, Stantec explained there would be a disruption and habitat loss in that area. Alberta Transportation will engineer rocks/berms to give the fish areas of shelter. Stantec explained they would design the structure to ensure the fish have proper water speed and depth to move up-river.</p> <p>Alberta Transportation provided the Draft Fish Rescue and Fish Health Monitoring and Mitigation Programs via email on July 22, 2020, with an offer to discuss further if Stoney Nakoda Nation was interested.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Stoney Nakoda Nation to attend group online meetings to discuss the draft monitoring plans and the fish offsetting options. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Stoney Nakoda Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft</p>	None at this time.	<p>Alberta Transportation has developed a draft Fish Rescue and Fish Health Monitoring and Mitigation Programs Plan, which was provided to Stoney Nakoda Nation for review and feedback. Alberta Transportation offered funding for Stoney Nakoda Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into</p>	Ongoing: Working with the First Nation

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			<p>monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Stoney Nakoda Nation wished to submit a budget for review.</p>		<p>account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> • rescue fish from the reservoir following flood operation; the fish rescue will be initiated once conditions are safe to enter the reservoir • release fish back to Elbow River following rescue from the reservoir • monitor fish that have been released to Elbow River for signs of behavioural or physical distress. <p>The Surface Water Monitoring Plan outlines key mitigations to protect fish passage during construction and dry operations; key mitigation measures in the Plan are:</p> <ul style="list-style-type: none"> • Boulders will be added to increase the bed roughness of the river channel immediately downstream of the diversion structure, which will increase water depths and reduce velocities. • Boulder V-weir structures will be constructed in the river channel downstream of the gates to provide slower velocity and deeper resting zones. • A monitoring plan will be undertaken to identify if fish passage is impeded for migratory salmonids or other fish species. • To maintain upstream fish passage in Elbow River after a flood has occurred, debris will be cleaned from the structure gates after a flood recedes to allow unimpeded fish passage upstream over the structure. 	

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						<ul style="list-style-type: none"> Maintenance, debris removal on the structure, and on the fish passage structures will occur immediately to accommodate fish passage. 	
15	<p>June 4, 2018</p> <p>Meeting between Stoney Nakoda Nations, Alberta Transportation, and Stantec to discuss Stoney Nakoda Nation's concerns and Alberta Transportation's responses as in Table 7-4.</p>	Fish	<p>Native fish species (mountain white fish, bull trout and cutthroat trout) should be included in the discussion on fish and fish habitat. These are species that First Nations traditionally subsided on and lands in SR1 were used as camping spots to access these fish resources. In addition, the Stony Nakoda are noticing a decrease in water levels which will have a further impact on fish habitat.</p>	<p>At the meeting held on June 4, 2018, Stantec went over the fish species they found in the Elbow River and the proportion of each in different sections of the river.</p> <p>Under a cover letter dated June 30, 2020, Alberta Transportation sent a letter regarding Fisheries and Oceans Canada and fish offsetting requirements for the SR1 Project, with an indication that they would like to meet in late July-August to discuss the options and get feedback from Stoney Nakoda Nation.</p> <p>Alberta Transportation provided the Draft Fish Rescue and Fish Health Monitoring and Mitigation Programs via email on July 22, 2020, with an offer to discuss further if Stoney Nakoda Nation was interested.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Stoney Nakoda Nation to attend group online meetings to discuss the draft monitoring plans and the fish offsetting options. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Stoney Nakoda Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Stoney Nakoda Nation wished to submit a budget for review.</p>	<p>At the meeting held on June 4, 2018, Stoney Nakoda Nations said they will discuss the topic at their next Elders meeting.</p>	<p>Alberta Transportation has developed a draft Fish Rescue and Fish Health Monitoring and Mitigation Programs Plan, which was provided to Stoney Nakoda Nation for review and feedback. Alberta Transportation offered funding for Stoney Nakoda Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> rescue fish from the reservoir following flood operation; the fish rescue will be initiated once conditions are safe to enter the reservoir release fish back to Elbow River following rescue from the reservoir monitor fish that have been released to Elbow River for signs of behavioural or physical distress. <p>The Surface Water Monitoring Plan outlines key mitigations to protect fish passage during construction and dry operations; key mitigation measures in the Plan are:</p> <ul style="list-style-type: none"> Boulders will be added to increase the bed roughness of the river channel immediately downstream of the diversion structure, which 	Ongoing: Working with the First Nation

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						<p>will increase water depths and reduce velocities.</p> <ul style="list-style-type: none"> • Boulder V-weir structures will be constructed in the river channel downstream of the gates to provide slower velocity and deeper resting zones. • A monitoring plan will be undertaken to identify if fish passage is impeded for migratory salmonids or other fish species. • To maintain upstream fish passage in Elbow River after a flood has occurred, debris will be cleaned from the structure gates after a flood recedes to allow unimpeded fish passage upstream over the structure. • Maintenance, debris removal on the structure, and on the fish passage structures will occur immediately to accommodate fish passage. 	
16	<p>June 4, 2018</p> <p>Meeting between Stoney Nakoda Nations, Alberta Transportation, and Stantec to discuss Stoney Nakoda Nation's concerns and Alberta Transportation's responses as in Table 7-4.</p>	Fish	<p>There is a concern using electrofishing and that fish will die during relocation. Stoney Nakoda Nations would like Alberta Transportation to explore other ways of retrieving and relocating the stranded fish.</p>	<p>At the meeting held on June 4, 2018, Alberta Transportation said they will look at methods of capturing fish and note the concern with electrofishing.</p> <p>Alberta Transportation provided the Draft Fish Rescue and Fish Health Monitoring and Mitigation Programs via email on July 22, 2020, with an offer to discuss further Stoney Nakoda Nation was interested.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Stoney Nakoda Nation to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Stoney Nakoda Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Stoney Nakoda Nation wished to submit a budget for review.</p>	None at this time.	<p>Alberta Transportation has developed a draft Fish Rescue and Fish Health Monitoring and Mitigation Programs Plan, which was provided to Stoney Nakoda Nation for review and feedback. Alberta Transportation offered funding for Stoney Nakoda Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> • rescue fish from the reservoir following flood operation; the fish rescue will be initiated 	Ongoing: Working with the First Nation

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						<p>once conditions are safe to enter the reservoir</p> <ul style="list-style-type: none"> release fish back to Elbow River following rescue from the reservoir monitor fish that have been released to Elbow River for signs of behavioural or physical distress. 	
17	<p>September 14, 2017 Meeting at Stoney Nakoda Resort between the Stoney Nakoda Nations, Alberta Transportation and the Canadian Environmental Assessment Agency</p> <p>September 13, 2018 Meeting between Stoney Nakoda Nations and Alberta Transportation</p>	Hydrology	<p>The Stoney Nakoda Nation was concerned about the hydrology of the SR1 area. In particular cited the Elbow River vs. groundwater impacts.</p>	<p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-4 SR1 Project Specific Concerns and Responses - Stoney Nakoda Nations</i> from the March 2018 EIA: The EIA considered the effects of the Project on both surface water (Volume 3A and 3B, section 6) and groundwater, including the Alluvial Aquifer (Volumes 3A and 3B, section 5, Appendix I).</p> <p>The assessment used a complex numerical groundwater model (FEFLOW) to evaluate potential changes to the hydrogeologic system, including aquifer pressure, caused by floods and construction and operation of the Project. The results of a series of the modeling scenarios showed that the groundwater levels and flow patterns are altered within the vicinity of the proposed Project. Changes are observed within the reservoir area during flooding and recede toward pre-flood conditions following floods. Changes in the groundwater flow regime are also observed along the proposed diversion channel. The model results were used as the basis for the EIA. The assessment concluded that effects to groundwater quantity and quality would not be significant.</p> <p>The residual effects on groundwater quantity from the Project are assessed as not significant because they would not decrease the yield of groundwater supply wells to the point where they can no longer be used. The residual effects on groundwater quality from the Project are assessed as not significant because changes in groundwater quality at existing wells would not deteriorate to the point where it becomes non-potable or cannot meet the Guidelines for Canadian Drinking Water Quality for a consecutive period exceeding 30 days (for those parameters which don't already, under existing conditions, exceed those guidelines). Effects to groundwater would be limited to the local assessment area.</p> <p>At the meeting held on June 4, 2018, Stantec showed figures to help explain the hydrology of the SR1 project area. Alberta Transportation also explained that the natural clay till cap would act as a natural barrier and not allow flood water to mix with groundwater.</p> <p>At the meeting held on September 13, 2018, Alberta Transportation responded that hydrology information had been shared in Sections 3A and 3B of the EIA. Alberta Transportation committed to providing the EIA material again.</p> <p>In an email on October 24, 2018, Alberta Transportation provided a link to a FTP site with the March 2018 EIA.</p> <p>Alberta Transportation sent Stoney Nakoda Nation the draft Groundwater Monitoring Plan and the draft Surface Water Monitoring Plan via email on</p>	<p>At the meeting held on June 4, 2018, Stoney Nakoda Nations indicated this concern was raised by the consultation officer for Chiniki First Nation. Stoney Nakoda Nations will provide the hydrology summary (from the EIA Summary) to Chiniki First Nation to confirm whether this response addresses the concern.</p>	<p>Alberta Transportation has developed a draft Surface Water Monitoring Plan, which was provided to Stoney Nakoda Nation for review and feedback. Alberta Transportation offered funding for Stoney Nakoda Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan include:</p> <ul style="list-style-type: none"> Water management during construction Developing a site-specific Erosion and Sediment Control Plan Managing contaminants through Project design, implementing a spill containment and response plan, using appropriate sediment and erosion control measures, limiting the use of and following best management practices for herbicides and fertilizers in the dry reservoir or near waterbodies, and using nontoxic biodegradable hydraulic fluids in equipment for any required instream works. 	Ongoing: Working with First Nation

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			<p>May 6, 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> <p>Alberta Transportation responded under cover letter dated July 22, 2020. A two-dimensional (2D) modelling approach was recently used to model the effects of the Project on suspended sediment processes within the model domain. This model, known as Mike21, was used to evaluate the effects of the Project on suspended sediment concentration and deposition upstream and downstream of the Project during the 1:10 year, 1:100 year and design (2013) floods. In addition, a 2D bedload model, known as Mike21C was also used to assess effects of the Project on the bedform of Elbow River, in the context of downstream changes to fish habitat. These latest models were developed in response to information requests from the Province, and are an improvement to the previous models used for the EIA in March 2018.</p> <p>Updated groundwater modelling was completed to include a larger area covering land south of the Elbow River Valley, including the Tsuut'ina Nation Reserve. The expanded groundwater model also addressed a number of Information Requests from the NRCB, AEP and IAAC (formerly CEAA) following their review of the EIA filed in March 2018. The updated modelling information has been provided to support the Information Requests (available at: https://www.alberta.ca/resources-springbank-off-stream-reservoir.aspx). The updated groundwater modelling results showed some variation from the original modelling results presented in the EIA, but continues to show that the impacts to groundwater are limited to the area immediately adjacent to the Project, and do not extend in a southerly direction across the Elbow River Valley. The updated modelling results indicate that residual effects on groundwater quantity and quality remain not significant.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Stoney Nakoda Nation to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Stoney Nakoda Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Stoney Nakoda Nation wished to submit a budget for review.</p>		<p>Alberta Transportation has developed a draft Groundwater Monitoring Plan, which was provided to Stoney Nakoda Nation for review and feedback. Alberta Transportation offered funding for Stoney Nakoda Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including a group meeting and offering individual meetings to discuss. The Plan will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p> <p>Key mitigation measures included in the Plan are:</p> <ul style="list-style-type: none"> • Existing water wells within the off-stream reservoir footprint will be decommissioned to prevent groundwater contamination. • Implement an ECO Plan for dewatering and other construction activities. • Seepage into the dry diversion channel will be allowed to infiltrate back into the ground or will flow back to Elbow River, thus retaining existing regional water balances. • Mitigation for potential artesian flowing conditions include turning on well pumps to lower water levels, or shutting in the well at the wellhead to control flows to surface. • Effects related to groundwater discharges to ground surface would be mitigated by controlling the flows through proper conveyance (ditches or piping) and managing resulting water quality issues through implementation of 	

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						<p>erosion and sediment controls.</p> <ul style="list-style-type: none"> Mitigation for potential basement flooding caused by rising shallow groundwater levels include raising the topographic elevation of the land surface near these residents, and potentially constructing subsurface drains (e.g., weeping tile systems, interceptor trenches) to collect and control shallow groundwater. Mitigation for lowering of groundwater levels due to dewatering or in areas where permanent lowering of groundwater levels is anticipated (e.g., near the diversion channel) could involve deepening of existing wells where possible, outright replacement of the well with a deeper one where deepening isn't possible, or providing an alternative water source(s) (i.e., trucking). 	
18	<p>September 14, 2017 Meeting at Stoney Nakoda Resort between the Stoney Nakoda Nations, Alberta Transportation and the Canadian Environmental Assessment Agency June 4, 2018 Meeting between Stoney Nakoda Nations, Alberta Transportation, and Stantec to discuss Stoney Nakoda Nation's concerns and Alberta Transportation's responses as in Table 7-4. February 22, 2019 Meeting between Stoney Nakoda Nations, Alberta Transportation, and Stantec November 19, 2019</p>	Land replacement	<p>The Stoney Nakoda Nation was concerned that Crown land should be set aside to replace lands taken for SR1.</p> <p>There is a concern from the Stoney Nakoda Nation that the land they can practise Aboriginal Treaty Rights on is getting smaller with an increase in development. This has an impact on Aboriginal Rights.</p> <p>There is a concern that the SR1 area was used in the past for traditional activities, such as hunting, and camping and that this activity would be permanently altered by the Project.</p>	<p>At the meeting held on September 14, 2017, Alberta Transportation responded that any wetlands impacted would be replaced however the overall SR1 lands would not be replaced.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-4 SR1 Project Specific Concerns and Responses - Stoney Nakoda Nations</i> from the March 2018 EIA: If approved, the project requires the acquisition of private land. Landowners would be provided monetary compensation. These private lands will not be replaced.</p> <p>At the meeting held on June 4, 2018, Alberta Transportation explained there will be more land access through the eastern area of the project area and this is a grazing lease.</p> <p>At the meeting held on February 22, 2019, Alberta Transportation presented on the proposed land use plan in which Stoney Nakoda Nations could participate.</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 Project Development Area (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.</p>	<p>At the meeting held on June 4, 2018, Stoney Nakoda Nations requested a discussion regarding compensation for the loss of access to Crown lands, since the Project area will become Crown land once it is purchased from private landowners.</p> <p>At the meeting held on November 19, 2019, Stoney Nakoda Nations voiced concerns that the future land use principles did not include a piece on wildlife connectivity.</p>	<p>Alberta Transportation developed <i>Draft Guiding Principles and Direction for Future Land Use</i> and provided these to Stoney Nakoda Nation for review and feedback.</p> <p><i>Updated Draft Guiding Principles and Direction for Future Land Use</i> were developed following receipt of feedback from Indigenous groups, including Stoney Nakoda Nation.</p> <p>The final LUP will be developed following Project approval and will incorporate feedback obtained from the Indigenous engagement program.</p> <p>Key mitigations for concerns regarding access include:</p> <ul style="list-style-type: none"> The LUP will prioritize access to the area for the practice of 	Ongoing: Working with First Nation

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	Meeting between Stoney Nakoda Nations, Alberta Transportation, and Stantec			<p>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>In a letter dated October 21, 2019, 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 future land use documents under cover 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 19, 2019, future land use was discussed. Alberta Transportation indicated they had met with Stoney Nakoda Nation many times to discuss wildlife connectivity, most recently on February 22, 2019. At the February 22, 2019 meeting, the changes made to the underpasses and culverts to increase wildlife connectivity had been highlighted. Alberta Transportation offered to discuss wildlife connectivity at another meeting.</p> <p>Alberta Transportation provided their response to IAAC 4-05, including the <i>Updated Draft Guiding Principles and Direction for Future Land Use</i>, via email on October 23, 2020.</p>		<p>Treaty rights and traditional uses</p> <ul style="list-style-type: none"> • Alberta Environment and Parks will work with First Nations to develop a Land Use Working Group to guide and facilitate the principles of the LUP and allow the exercise of Treaty rights and traditional uses in the LUA. • Alberta Transportation recognizes that some land uses are competing uses and commits to exploring various management approaches to ensure safety of all users in the LUA. • 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. • The Government of Alberta will work with First Nations to identify a portion of land near the LUA that can be used by First Nations as a staging area (e.g., parking, setting up temporary campsites) or for activities, such as cultural ceremonies, transmittal of traditional knowledge to the youth, traditional activities. The staging area would be accessible to all First Nations engaged on the Project throughout the year except during the flood season when access to the area may be prohibited for safety reasons. • The Government of Alberta will create a First Nations Land Use Advisory Committee which will meet on a regular basis to guide and facilitate the 	

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						<p>implementation of the principles of the Land Use Plan and make recommendations to allow the exercise of Treaty rights and traditional uses in the LUA.</p> <ul style="list-style-type: none"> • Alberta Transportation will appoint a Community Liaison (a representative from Alberta Transportation during construction and from AEP during operations) who will serve as point of contact with stakeholders; they will primarily communicate through the local representation for Indigenous groups, community associations, local businesses, government administration and local government officials. The Community Liaison would work with Indigenous groups in identifying preferred means of communication for each Indigenous group (e.g., phone call, emails, letters) for receiving information. Information from the First Nations Land Use Advisory Committee will be provided to the Community Liaison. 	
19	<p>February 22, 2019 Meeting between Stoney Nakoda Nations, Alberta Transportation, and Stantec</p> <p>November 19, 2019 Meeting between Stoney Nakoda Nations, Alberta Transportation, and Stantec</p>	Monitoring	Stoney Nakoda Nation is interested in participating in monitoring programs.	<p>At the meeting held on February 22, 2019, Alberta Transportation committed to continued discussions on monitoring.</p> <p>In a letter dated October 21, 2019, Alberta Transportation provided an update on the 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 Plan, 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 Stoney Nakoda Nations. The draft IPP contained an overview of economic opportunities available for the Project, including monitoring.</p>	<p>At the meeting held on November 19, 2019, Stoney Nakoda Nations indicated they would need direction from leadership on the IPP.</p> <p>Stoney Nakoda Nations provided their completed Request for Information on October 26, 2020.</p>	<p>Alberta Transportation has developed draft monitoring plans, which were provided to Stoney Nakoda Nation for review and feedback. Alberta Transportation offered funding for Stoney Nakoda Nation to provide written feedback and provided multiple opportunities to provide oral feedback, including group meetings and offering individual meetings to discuss. The plans will be finalized following Project approval and will take into account any feedback received from Indigenous groups.</p>	Ongoing: Working with the First Nation

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				<p>At the meeting held on November 19, 2019, the IPP was reviewed and discussed.</p> <p>Under a cover letter dated May 15, 2020, Alberta Transportation sent Stoney Nakoda 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>Alberta Transportation sent Stoney Nakoda Nation the draft Wildlife Mitigation and Monitoring Plan, the draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan, the draft Groundwater Monitoring Plan, and the draft Surface Water Monitoring Plan via email on May 6, 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> <p>Alberta Transportation provided the Draft Fish Rescue and Fish Health Monitoring and Mitigation Programs and the draft Air Quality Monitoring Plan via email on July 22, 2020, with an offer to discuss further if Stoney Nakoda Nation was interested.</p> <p>In a letter dated August 4, 2020, Alberta Transportation invited Stoney Nakoda Nation to attend group online meetings to discuss the draft monitoring plans. Alberta Transportation also offered to hold individual meetings to discuss the draft monitoring plans if Stoney Nakoda Nation preferred.</p> <p>In an email on September 3, 2020, Alberta Transportation provided a questionnaire with questions to assist in gathering feedback on the draft monitoring plans. Alberta Transportation also indicated capacity funding to review the draft monitoring plans was available if Stoney Nakoda Nation wished to submit a budget for review.</p> <p>Alberta Transportation invited Stoney Nakoda Nation and their business representatives to a Business Readiness Workshop on October 21, 2020. Information about procurement, work plans, and other aspects of Project construction were reviewed.</p>		<p>Alberta Transportation has committed to Indigenous participation in the SR1 Project and has developed a draft Indigenous Participation Plan. The IPP was provided to Stoney Nakoda Nation for review and feedback.</p> <p>Discussion on the details of the Stoney Nakoda Nation's participation in the SR1 Project, specific to the Indigenous Participation Plan, will continue until construction in a separate process from this formal Consultation.</p>	
20	<p>October 20, 2014 Initial Meeting with the Stoney Nakoda Nations occurred at the Super 8 Hotel in Cochrane AB.</p> <p>February 22, 2019 Meeting between Stoney Nakoda Nations, Alberta Transportation, and Stantec</p>	Pipelines	<p>Inquired about the oil pipelines that cross the SR1 lands and what would happen to them as part of SR1.</p>	<p>At the meeting held on October 20, 2014, Alberta Transportation responded the oil pipelines would likely be relocated, but at the time that information was not available.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-4 SR1 Project Specific Concerns and Responses - Stoney Nakoda Nations</i> from the March 2018 EIA: The procedures for dealing with overhead and buried utilities located within constructions zones is highly regulated. All regulatory requirements will be strictly adhered to.</p> <p>Oil and gas pipelines operated by four companies (TransCanada Pipelines Ltd., Pengrowth Energy Corp., Veresen Inc., and Plains Midstream Canada) are located within the diversion channel, dam, and reservoir areas.</p> <p>Alberta Transportation are currently in contact with these utility owners and crossing agreements will be developed. Buried pipeline and overhead</p>	<p>At the meeting held on June 4, 2018, Stoney Nakoda Nations expressed concerns about emergency preparedness. Stoney Nakoda Nations requests reassurance that there will be an emergency response plan in place and that the regulator(s) will manage the response in the event of an incident, spill, release, etc. Stoney Nakoda Nations stated that a communication plan needs to be part of the response plan.</p> <p>At the meeting held on February 22, 2019, Stoney Nakoda Nation voiced concerns regarding any mercaptans that may have been added to the</p>	<p>Alberta Transportation responded to this question on July 22, 2020. Alberta Transportation offered to meet to discuss the response and did not receive any follow up questions or requests for clarification.</p>	Ongoing: Working with First Nation

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				<p>utilities will be relocated, moved or lowered as required. Prior to any soil disturbance, utility locate sweeps will be done and buried lines and pipelines will be flagged and marked. Pipeline crossings will be designed and maintained as required by the utility owners and in strict compliance with regulations. Daily hazard assessments will be conducted before work is undertaken in the vicinity of utilities. In the event of damage to existing pipelines, project personnel would contact the pipeline company's emergency contacts to address pipeline emergency response. The implementation preventative measures and of daily hazard assessments will greatly reduce the risk of accidental contact with utilities.</p> <p>In the unlikely event of damage to existing pipelines, project personnel would contact the pipeline company's emergency contacts to address and coordinate the emergency response. The implementation of preventative measures and of daily hazard assessments will greatly reduce the risk of accidental contact with utilities.</p> <p>At the meeting held on February 22, 2019, Alberta Transportation showed a map with the current pipelines within the project area, what is in them, who owns them, and what would happen to them if the Project is approved. It was confirmed there was no sour gas in any of the lines. Alberta Transportation committed to looking into mercaptans.</p> <p>In an email sent June 3, 2019 with the draft February 22, 2019 meeting minutes, Alberta Transportation responded further: The pipelines in the Project area are regulated by the Alberta Energy Regulator (AER) (with the exception of TransCanada's lines which are regulated by the National Energy Board (NEB)). Their jurisdiction over the lines will be maintained within the footprint of SR1. If there are requirements for mercaptans or other additives to be placed in the lines then these would be the jurisdiction of those regulatory bodies. Pipelines within the footprints of the structures will be removed, and any pipeline abandoned within the reservoir footprint will be purged, plugged, and capped as per standard regulatory requirements.</p> <p>Alberta Transportation responded under cover letter dated July 22, 2020. Plains Midstream Canada operates three pipelines (a crude oil pipeline, a low-vapour pressure product pipeline and an abandoned pipeline) that cross the PDA at the deepest part of the off-stream reservoir and pass under the off-stream dam. The pipelines located within the PDA will be abandoned and removed.</p> <p>TransCanada Pipelines Ltd. operates two natural gas pipelines under the entities of Foothills Pipelines Ltd. and NOVA Gas Transmission Ltd. Both pipelines will remain operational and stay in their current rights-of-way. The pipelines in the upper reaches of the off-stream reservoir will likely be retrofitted by weighting while the sections of the pipelines (located in the south portion of the PDA) that cross the diversion channel will be trenched or horizontally directionally drilled to a depth that buries them below the diversion channel by a minimum of 3 m (for more information, please see Alberta Transportation's response to Round 1 AEP IR533 in relation to existing pipelines within the Project footprint)</p>	<p>contents of the pipelines around the SR1 Project.</p>		

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				<p>The possibility of a pipeline rupture is addressed in the EIA, Volume 3D, Section 1.5.6 using two mechanisms:</p> <p>(1) a rupture of a third-party pipeline during retrofitting or re-location activities undertaken by the pipeline operator, and</p> <p>(2) a rupture of a third-party pipeline during flood operations when there is water in the off-stream reservoir.</p> <p>The worst-case pipeline rupture would be the rupture of an oil pipeline within the northwest portion of the off-stream reservoir during the release of water associated with a design flood. Any spills from the pipelines crossing underneath the diversion channel would possibly flow along the channel, not the reservoir. Spill cleanup could occur in the diversion channel or within the reservoir to contain the spill locally and preventing the proliferation of the oil contaminated water through the reservoir.</p> <p>In the event of a pipeline rupture during the release of water from the off-stream reservoir, the low-level outlet gates would be closed to contain the contaminated water within the reservoir and allow spill cleanup. Water would not be released back to Elbow River until it met the Government of Alberta's guidelines (2018). Environmental effects would be similar to those for a hazardous material spill with the addition of the potential for any remaining hydrocarbons after cleanup in the off-stream reservoir that might contaminate soil and vegetation, damage wildlife habitat and possibly cause wildlife mortality.</p> <p>Contingency and response planning for hazardous material spills will be required from all contractors as part of their Environmental Construction Operations Plan (ECO Plan) that must be submitted by the contractor to Alberta Transportation prior to commencing work. The ECO Plan framework is provided in the EIA, Volume 4, supporting Documentation, Document 10 (available at: https://open.alberta.ca/publications/environmental-assessment-springbank-off-stream-reservoir-project-eia).</p>			
21	<p>June 4, 2018 Meeting between Stoney Nakoda Nations, Alberta Transportation, and Stantec to discuss Stoney Nakoda Nation's concerns and Alberta Transportation's responses as in Table 7-4.</p> <p>February 22, 2019 Meeting between Stoney Nakoda Nations, Alberta Transportation, and Stantec</p>	<p>Pipelines and utility lines Emergency response</p>	<p>There is a concern with emergency response preparedness and how emergencies would be communicated to the Stoney Nakoda Nations (specifically for pipelines and utility lines).</p>	<p>At the meeting held on June 4, 2018, Alberta Transportation said they will get information on what pipelines and utility lines are in the area and who owns the lines. Alberta Transportation will review whether the regulator is AUC or the AER and investigate the emergency response plans of the utility companies.</p> <p>At the meeting held on February 22, 2019, Alberta Transportation indicated the emergency response plans for pipelines were the responsibility of the pipeline owners.</p> <p>In an email sent June 3, 2019 with the draft February 22, 2019 meeting minutes, Alberta Transportation responded further: The pipelines in the Project area are regulated by the AER (with the exception of TransCanada's lines which are regulated by the NEB). All standard processes for reporting of breaks/ruptures, as required by these regulatory bodies, will apply.</p> <p>Alberta Transportation responded under cover letter dated July 22, 2020. As part of the EIA (Volume 3D, Section 1.3.2.1), Alberta Transportation provided information on the Emergency Preparedness Plan (EPP) and</p>	<p>At the meeting held on February 22, 2019, Stoney Nakoda Nation expressed concerns about general emergency response planning, including with regards to pipelines.</p>	<p>Alberta Transportation responded to this question on July 22, 2020. Alberta Transportation offered to meet to discuss the response and did not receive any follow up questions or requests for clarification.</p>	<p>Ongoing: Working with the First Nation</p>

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				<p>Emergency Response Plan (ERP) that will be developed by Alberta Environment and Parks (AEP) prior to operations of the Project. It will be administered through the Project's lifecycle.</p> <p>A Community Liaison will be appointed (a representative from Alberta Transportation during Project construction and from AEP during operations) who will serve as point of contact with stakeholders; they will primarily communicate through the local representation for Indigenous groups, community associations, local businesses, government administration and local government officials. The Community Liaison would work with Indigenous groups in identifying preferred means of communication for each Indigenous group (e.g., phone call, email, letter, text message) for receiving information. Information from the First Nations Land Use Working Group will be provided to the Community Liaison.</p> <p>A communication plan will be developed prior to Project construction that outlines the means and procedures for communicating Project information during the different phases of the Project. The communication plan will be developed with information provided by Indigenous groups and finalized prior to construction of the Project. The plan will be in place prior to construction.</p>			
22	<p>January 15, 2017</p> <p>Letter sent via email to Shelly Boss, CEAA from Rae and Company on behalf of the Stoney Nakoda Nations</p>	Historic Trails	<p>Questions about location of Calgary/Morleyville Trail, and if Alberta considers it a pre-existing trail prior to 1877 then an allowance for a right-of-way through the Proposed Development Area will have to be provided for.</p>	<p>Alberta Transportation responded under cover letter dated July 22, 2020. Although trails were once present in the Project development area (PDA), the high degree of cultivation makes mapping of these trails very difficult; the Historic Resources Impact Assessment conducted for the Project did not identify intact trails of precontact age within the PDA to date. Mitigation measures will be implemented to reduce potential adverse effects of the Project on current use sites and areas:</p> <ul style="list-style-type: none"> • Alberta Transportation will evaluate the reported presence of trails observed by Indigenous groups and the disagreement between conventional archaeological assessment and Indigenous groups to determine whether a supplemental historical resources impact assessment or additional field visits by Alberta Culture, Multiculturalism, Status of Women (Alberta Culture) is required. If Alberta Culture determines historical trails are present, standard mitigation will be applied, including photography, mapping, and documentation to preserve the knowledge of the site. (See Alberta Transportation response to CEAA Conformity IR2-10; available at: https://www.alberta.ca/assets/documents/tr-springbank-response-to-agency-conformity-review-part-2.pdf). • 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 access management. • In the event an unanticipated cultural resource is discovered during construction of the Project, a historical resources chance find protocol would be enacted, as required by Alberta Culture during construction. As per the Historical Resources Act "a person who discovers a historic resource in the course of making an excavation for a purpose other than 	None at this time.	<p>Alberta Transportation responded to this question on July 22, 2020. Alberta Transportation offered to meet to discuss the response and did not receive any follow up questions or requests for clarification.</p>	Ongoing: Working with First Nation

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				<p>for the purpose of seeking historic resources shall forthwith notify the Minister of the discovery.”</p> <ul style="list-style-type: none"> • Alberta Transportation will follow current industry best practices and comply with applicable legislation. Should additional historical resources be encountered during construction, Alberta Transportation will follow current Alberta Culture policies and guidelines. Other mitigation that may be required by Alberta Culture include additional engagement with Indigenous groups regarding potential mitigation. • Alberta Transportation will minimize disturbance to cultural and spiritual sites and subsurface impacts, which could include flagging, fencing, or providing signage of sites to prevent disturbance during construction. • Alberta Transportation will notify Indigenous groups regarding Project activities and schedules, including provision of Project maps and design components. • Alberta Transportation commits to offering to hold workshops with Indigenous groups to discuss mitigation measures. 			
23	September 14, 2017 Meeting at Stoney Nakoda Resort between the Stoney Nakoda Nations, Alberta Transportation and the Canadian Environmental Assessment Agency	Mapping	The Stoney Nakoda Nation expressed concerns with the Stoney lack of mapping capability and requested some assistance understanding the SR1 mapping.	<p>At the meeting held on September 14, 2017, Alberta Transportation agreed to provide a PDF and Google KMZ map of the test bore holes that Stantec completed during the site investigation phase at the SR1 project.</p> <p>Maps of the test bore hole locations were sent to Stoney Nakoda Nations September 17, 2017.</p> <p>In an email on October 6, 2017, Alberta Transportation recommended a company capable of doing GIS (geographic information system) mapping, and offered to look into what GIS data Stantec had that could be shared.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-4 SR1 Project Specific Concerns and Responses - Stoney Nakoda Nations</i> from the March 2018 EIA: Alberta Transportation provided a PDF and Google KMZ map of the test Bore holes completed during the site investigation phase at the SR1 project.</p>	At the meeting held on June 4, 2018, Stoney Nakoda Nations confirmed they had received the test bore hole location maps sent by Alberta Transportation.	Proponent response satisfactory to First Nation. The maps were provided to Stoney Nakoda Nations.	No further action required.
24	January 15, 2017 Letter sent via email to Shelly Boss, CEAA from Rae and Company on behalf of the Stoney Nakoda Nations	Mapping of Stoney IR 142, 143, 144.	Transportation has used incorrect maps of Stoney IR 142, 143, 144.	<p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-4 SR1 Project Specific Concerns and Responses - Stoney Nakoda Nations</i> from the March 2018 EIA: The EIA has been updated to use the correct maps of the Stoney Nakoda Nation Reserves 142, 143, 144. The map was sourced from the Natural Resources Canada, Lands and Minerals Sector – Geobase http://ftp.geogratis.gc.ca/pub/nrcan_rncan/vector/geobase_al_ta/</p>	At the meeting held on June 4, 2018, Stoney Nakoda Nations indicated that the updated maps of IR 142, 143, and 144, included in the March 2018 EIA responded to the concern. The maps were included in the updated EIA.	Proponent response satisfactory to First Nation. The maps of IR 142, 143, and 144 were corrected in the March 2018 EIA.	No further action required.
25	January 15, 2017 Letter sent via email to Shelly Boss, CEAA from Rae and Company on behalf of the Stoney Nakoda Nations	Traditional territory	Provide map of location of traditional territory of Stoney Nakoda	<p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-4 SR1 Project Specific Concerns and Responses - Stoney Nakoda Nations</i> from the March 2018 EIA: The EIA provides a description of the Stoney Nakoda traditional territory from source - SIB 2014: Amended Statement of Claim, Court File Number 0301-19586.</p>	At the meeting held on June 4, 2018, Stoney Nakoda Nations indicated that this responded to the concern.	Proponent response satisfactory to First Nation.	No further action required.

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				This amended statement of claim was prepared and filed by Stoney Nakoda Nations in the context of Action Number 0301-19586. This source was used to provide background information for Stoney Nakoda Nations, including information on the traditional territory. The scope of the identified traditional territory is one of the issues in dispute in the context of this litigation.			
26	August 23, 2017 Meeting between Dallas Maynard and Bill Snow at Starbucks, West Hills Shopping Centre	Information sharing	Bill Snow explained there have recently been elections within the Stoney Nakoda Nations and he would like to request that Alberta Transportation organize a presentation on the SR1 to update their Chiefs and CAOs on SR1.	Alberta Transportation followed up November 10, 2017 asking if Stoney Nakoda Nation were still interested in having a presentation for the newly elected officials and received no response. On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-4 SR1 Project Specific Concerns and Responses - Stoney Nakoda Nations</i> from the March 2018 EIA: Alberta Transportation presented the SR1 Project to the Stoney Nakoda Nation at the Stoney Nakoda Resort on February 12, 2018. A further workshop at the Stoney Nakoda Resort has been scheduled for February 20, 2018. No further requests have been made by Stoney Nakoda Nation to present to Chief and Council.	None at this time.	Alberta Transportation has met with Stoney Nakoda Nation multiple times and offered to meet with Chief and Council. No follow up requests have been made since 2017.	Ongoing: Working with First Nation
27	September 14, 2017 Meeting at Stoney Nakoda Resort between the Stoney Nakoda Nations, Alberta Transportation and the Canadian Environmental Assessment Agency	Information sharing	Requested an on-reserve presentation on the SR1 project.	At the meeting held on September 14, 2017, Alberta Transportation said they would inquire about accommodating an on-reserve presentation. On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-4 SR1 Project Specific Concerns and Responses - Stoney Nakoda Nations</i> from the March 2018 EIA: Alberta Transportation presented the SR1 Project to the Stoney Nakoda Nation at the Stoney Nakoda Resort on February 12, 2018. A further workshop at the Stoney Nakoda Resort has been scheduled for February 20, 2018. To date, Alberta Transportation has met with Stoney Nakoda Nations a total of 11 times.	At the meeting held on June 4, 2018, Stoney Nakoda Nations responded that they will discuss whether this concern has been met with other members of the consultation team.	Alberta Transportation has met with Stoney Nakoda Nation multiple times. No follow up requests have been made since 2018.	Ongoing: Working with First Nation
28	September 14, 2018 Email from Bill Snow to Dallas Maynard.	Consultation	Alberta Transporting does not have a good record in accommodating First Nation project concerns or sharing information.	In a letter dated May 30, 2019 Alberta Transportation detailed the consultation that has occurred since August 2014 with the Stoney Nakoda Nations, including 11 meetings and 11 days of site visits as well as providing the Record of Consultation logs.	None at this time.	None at this time.	Ongoing: Working with the First Nation.
29	September 14, 2018 Email from Bill Snow to Dallas Maynard.	Consultation	Minister Mason's comments in June 2018 were inappropriate and is seen as inadequate consultation.	At the meeting held on September 13, 2018, Alberta Transportation described that consultation with the Stoney Nakoda Nations had begun in October 2014, with multiple meetings and site visits occurring, as well as funding being provided for a TUS.	None at this time.	None at this time.	Ongoing: Working with the First Nation.
30	May 22, 2019 Email from Dean Cherkas to Jennifer Hallson.	Consultation	From the Stoney Nakoda perspective, consultation has not started yet on this project.	In a letter dated May 30, 2019 Alberta Transportation responded to this statement. The letter detailed the consultation that has occurred since August 2014 with the Stoney Nakoda Nations, including 11 meetings and 11 days of site visits as well as providing the Record of Consultation logs. The letter also set out the main concerns raised by Stoney Nakoda Nations throughout the process, with the responses Alberta Transportation has provided at meetings. The letter stated Alberta Transportation was willing to meet to discuss Stoney Nakoda Nations' concerns further.	None at this time.	None at this time.	Ongoing: Working with the First Nation.

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31	September 14, 2018 Email from Bill Snow to Dallas Maynard.	Funding	Administrative and financial challenges posed by the CEAA funding process, which are embedding additional project administration and financing to First Nations.	At the meeting held on September 13, 2018, Alberta Transportation informed Stoney Nakoda Nations that there was money available from their TUS budget, which will be paid once the TUS is received. Alberta Transportation requested a budget for any additional work Stoney Nakoda Nations would like to do. Alberta Transportation again requested a budget for the additional work (another site visit) in an email December 18, 2018 as well as in person on December 19, 2018. No budget has been received.	At the meeting held on February 22, 2019, Stoney Nakoda Nations indicated they would not be submitting a TUS report or related budgets.	Alberta Transportation provided funding for Stoney Nakoda Nation to complete a TUS and offered further funding.	No further action required.
32	January 15, 2017 Letter sent via email to Shelly Boss, CEAA from Rae and Company on behalf of the Stoney Nakoda Nations	Project in relation to other flood measures	EIA and the project cannot be looked at in isolation from other flood control measures	On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-4 SR1 Project Specific Concerns and Responses - Stoney Nakoda Nations</i> from the March 2018 EIA: Following the floods of June 2013, the government of Alberta assessed various flood mitigation measures as detailed in the Project Location Alternatives section of the Volume 1 Project Description of the EIA. The SR1 Project was selected as the preferred option. In addition, flood mitigation projects for Bragg Creek and Redwood Meadows are underway. Alberta Transportation responded under cover letter dated July 22, 2020. The Springbank Off-stream Reservoir is a piece of the larger flood, drought, and fire management plan led by AEP throughout the province. This plan is comprised of several existing, planned, and proposed projects at provincial and municipal levels, with the Springbank Off-stream Reservoir functioning as a significant portion of the flood management strategy within the Bow River Basin. Additional information on province-wide flood mitigation projects can be found at www.alberta.ca/flood-mitigation.aspx . The graphic below provides a high-level overview of how the Springbank Off-stream Reservoir fits into the larger plan.	At the meeting held on June 4, 2018, Stoney Nakoda Nations acknowledged this response but did not provide further feedback.	None at this time.	Ongoing: Working with First Nation
33	December 9, 2016 Email Comment from Bill Snow, Consultation Manager, Stoney Tribal Government related to receiving notification that that an environmental assessment was being completed at McLean Creek as part of the SR1 project.	Wildlife	In response to the McLean Creek (MC1) option environmental assessment notification, Bill Snow requested that the project designers also include wildlife crossing options into their assessment.	On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-4 SR1 Project Specific Concerns and Responses - Stoney Nakoda Nations</i> from the March 2018 EIA: There is no intention to complete historical/indigenous impact studies for the MC1 option. An assessment of the MC1 option was included as part of the Project Location Alternatives assessment in the EIA (Volume 1, Section 3, Volume 4, Supporting Documentation). Alberta Transportation is applying for the SR1 Project. At the meeting held on June 4, 2018, it was reiterated that the MC1 option was not moving forward.	At the meeting held on June 4, 2018, Stoney Nakoda Nations indicated that the response in Table 7-4 responded to the concern.	Proponent response satisfactory to First Nation.	No further action required.
34	January 15, 2017 Letter sent via email to Shelly Boss, CEAA from Rae and Company on behalf of the Stoney Nakoda Nations	McLean Creek	Asked when/how historical/indigenous impact studies will be conducted for the McLean Creek option.	On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-4 SR1 Project Specific Concerns and Responses - Stoney Nakoda Nations</i> from the March 2018 EIA: There is no intention to complete historical/indigenous impact studies for the MC1 option. An assessment of the MC1 option was included as part of the Project Location Alternatives assessment in the EIA (Volume 1, Section 3, Volume 4, Supporting Documentation). Alberta Transportation is applying for the SR1 Project.	At the meeting held on June 4, 2018, Stoney Nakoda Nations indicated that the Table 7-4 response on historical/indigenous impact studies responded to the concern.	Proponent response satisfactory to First Nation.	No further action required.

	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. First Nation/Metis Settlement 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
35	<p>May 6, 2019</p> <p>Letter from Chief Darcy Dixon, Bearspaw First Nation, Chief Aaron Young, Chiniki First Nation, Chief Clifford Poucette, Wesley First Nation to Jason Kenney, Premier</p> <p>November 19, 2019</p> <p>Meeting between Stoney Nakoda Nations and Alberta Transportation</p> <p>October 7, 2020</p> <p>Email from Dean Cherkas</p>	Objection	Stoney Nakoda Nations stated their objection to the SR1 project.	<p>In a letter dated June 26, 2019, Alberta Transportation responded to the May 6, 2019 letter. The letter referenced Matthew Hebert's letter dated May 30, 2019, and that Alberta Transportation remains committed to consulting with the Stoney Nakoda Nations on the SR1 project and expressed the desire to meet to discuss the project.</p> <p>At the meeting held on November 19, 2019, Alberta Transportation indicated a response had been sent to the May 6, 2019 letter and that the goal of this consultation process was to make sure concerns were noted so mitigation measures could be developed.</p>	<p>At the meeting held on November 19, 2019, Stoney Nakoda Nations reiterated that they were opposed to flood mitigation projects across the province including the SR1 project as stated in the letter sent to Alberta Transportation on May 6, 2019.</p> <p>In an email on October 7, 2020, Stoney Nakoda Nation stated that Stoney Nakoda Nation continues to object to the regulatory process and the Project.</p>	None at this time.	Ongoing: Working with the First Nation.

Springbank SR1 - Specific Concerns and Response Table

First Nation or Metis Settlement: **Tsuut'ina Nation**

Date: **AUGUST 2014 – OCTOBER 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. First Nation/Metis Settlement 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>May 30, 2016 Letter from Chief Roy Whitney to Canadian Environmental Assessment Agency April 3, 2018 <i>Draft Tsuut'ina Traditional Land Use Report for the Proposed Springbank Off-Stream Reservoir Project</i> prepared by Trailmark Systems Inc. September 21, 2018 Meeting between Alberta Transportation, Stantec, and Tsuut'ina Nation</p>	<p>Aboriginal and Treaty Rights Hunting Fishing Wildlife Fish Birds</p>	<p>Our (Tsuut'ina) citizens are currently able to exercise their Treaty Rights on private lands surrounding our Reserve. Further impacts to wildlife, fish and birds, as well as exercise of Tsuut'ina Aboriginal, Treaty and inherent rights. Concerns about the impacts to hunting and fishing, including barriers to access, habitat loss, changes in wildlife/fish behaviour, health, abundance/availability, locations, change in health and flow of water, etc. Concerns about Tsuut'ina's ability to pursue traditional land use practices and foreseeable impacts on Tsuut'ina Nation reserve lands and water. Identified lack of access is the principle barrier to using their traditional lands, followed by environmental concerns regarding food. Concerned that compounding impacts from the Project and ongoing development will compromise harvesters' ability to fish in certain areas of the Elbow River and its tributaries, and will also force harvesters to travel further away to hunt. Concern that changes to health and flow of Elbow River will affect their ability to harvest trout and whitefish. Concerned that bull trout, which are classified as Threatened under Alberta's Wildlife Act, will be affected by the Project.</p>	<p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation</i> from the March 2018 Environmental Impact Assessment (EIA): The EIA has considered potential effects to wildlife, fish and birds, as well as the exercise of rights and traditional uses. The Project will result in direct and indirect loss of wildlife habitat during construction and dry operations; however, the amount of wildlife habitat permanently affected (168 ha) is relatively small compared to the availability of wildlife habitat remaining in the local assessment area (LAA) (4,860 ha). Although there would be temporary displacement and disturbance to wildlife during construction, a measurable change in the abundance of wildlife in the regional assessment area is unlikely. The Project would result in temporarily unavailable wildlife habitat during flood operations and post-flood operations, with some potential permanent loss of wetlands due to sedimentation, which will result in its conversion into upland communities. Vegetation lost during floods would eventually be replaced by self-propagation of native vegetation in the surrounding area, or reestablished through hydroseeding. The amount of wildlife habitat affected is relatively small compared to the availability of wildlife habitat remaining in the regional assessment area (102,817 ha). The Project would result in direct and indirect alteration of fish habitat during construction and dry operations; however, the amount of fish habitat permanently affected (1,854 m²) is relatively small compared to the availability of fish habitat remaining in the local assessment area (3,100,000 m²). For the purposes of the EIA, effects on potential or established Aboriginal or Treaty rights are addressed through the assessment of the current use of lands and resources for traditional purposes. By acknowledging a link between practice-based rights and current use, the assessment accepts that adverse residual effects on the 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 will have a consequent effect on the ability of Indigenous groups to exercise potential or established Aboriginal and Treaty rights. In addition, a conservative assumption was made that Indigenous groups had access to the Project Development Area (PDA) to practice traditional use activities notwithstanding access to these private lands is limited. At the meeting held on September 21, 2018, Alberta Transportation indicated they will complete pre-construction nest sweeps and buffer</p>	<p>At the meeting held on October 11, 2018, Tsuut'ina Nation expressed their desire to have a meeting to specifically discuss impacts to Treaty rights. Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	<p>N/A</p>	<p>No further action required.</p>

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			<p>Concerned that the Project will disturb spawning areas in the Elbow River and tributaries.</p> <p>The ability for Tsuut'ina Nation to continue to access healthy water and fish within their traditional territory is a significant concern.</p> <p>Concerned about the ability to exercise spiritual rights, such as hunting, fishing, and harvesting plants.</p>	<p>bird nests based on recommendations from Alberta Environment and Parks (AEP).</p> <p>At the meeting held on October 11, 2018, the impacts to fish and fish habitat, and wildlife and wildlife habitat, along with the proposed mitigation measures, were discussed.</p> <p>On November 23, 2018, Alberta Transportation provided its report, <i>Response to Tsuut'ina Nation Traditional Land and Resource Use Information including Mitigation Table</i>. In the mitigation table, Alberta Transportation provided the mitigation measures proposed in the EIA for hunting, fishing, and traditional use, including: development of a land use plan; and mitigation measures for wildlife and fish. Alberta Transportation also met with Tsuut'ina Nation December 6, 2018 to discuss the response and mitigation table.</p> <p>At the meeting held on December 6, 2018, Alberta Transportation presented on their proposed plan for a land use plan that would include: access for traditional use, hunting, and harvesting; management during/after a flood; and ongoing monitoring programs.</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 land use area (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>In a letter dated October 21, 2019, 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>			
2	<p>December 6, 2018 Meeting between Tsuut'ina Nation, Alberta Transportation, and Stantec.</p> <p>September 17, 2019</p>	<p>Methodology</p> <p>Treaty rights</p>	<p>Concerns about the methodology used in the EIA and Traditional Use Study (TUS) Response regarding Treaty rights.</p> <p>Tsuut'ina Nation expressed concerns to how impacts to</p>	<p>Under cover dated January 28, 2019, Alberta Transportation requested that Tsuut'ina Nation provide its views and perspectives on its Aboriginal and Treaty rights, cultural and experiential values, and country foods. The letter listed four specific topics that Alberta Transportation was requesting input on to help answer Canadian Environmental Assessment Agency (CEAA) IR2-01, IR2-02, and IR2-08. The specific information requests were attached as Appendix A. A deadline of February 28, 2019 was given for written feedback to be</p>	<p>In a letter dated February 28, 2019, Tsuut'ina Nation responded to Alberta Transportation's January 28, 2019. Alberta Transportation received the CEAA IRs over five months prior to the date of the January 28, 2019 letter, but only provided Tsuut'ina Nation with four weeks to respond. Please explain the timing behind Alberta Transportation's request.</p>	N/A	No further action required.

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	<p>Meeting between Tsuut'ina Nation and Alberta Transportation October 17, 2019</p> <p>Letter from Councillors Dodginghorse and Crowchild to Deputy Minister Andre Tremblay February 6, 2020</p> <p>Letter from Mandell Pinder LLP on behalf of Tsuut'ina Nation</p>		<p>treaty rights were assessed in the March 2018 EIA.</p> <p>The SR1 project's impacts to Tsuut'ina Nation's rights are a serious concern to Tsuut'ina citizens. Tsuut'ina Nation requested Alberta Transportation use the Frontier Methodology to assess impacts to Tsuut'ina rights.</p>	<p>included in the IR responses. Feedback received after the deadline will be incorporated into regulatory submissions and project planning, as appropriate.</p> <p>Alberta Transportation responded to Tsuut'ina Nation's February 28, 2019 letter on December 4, 2019. Alberta Transportation appreciates that Tsuut'ina Nation continues to have questions and concerns regarding the SR1 Project. Alberta Transportation continues to progress the Project through the regulatory process and ongoing consultation with Tsuut'ina Nation is important to these efforts.</p> <p>Alberta Transportation is committed to ongoing consultation with Tsuut'ina Nation. The December 4, 2019 letter provided a summary of consultation with Tsuut'ina Nation to date, further context on the information request and timing related to the January 28, 2019 letter, and provided information on additional work conducted for the groundwater assessment conducted for the Project based on Tsuut'ina Nation's input.</p> <p>Alberta Transportation notes that substantial information has been collected to inform the assessment of Project-related effects on treaty rights and traditional uses for the purpose of the Integrated Application and EIA filed in March 2018.</p> <p>Alberta Transportation's January 28, 2019 letter request was an additional opportunity for the Tsuut'ina Nation to share its views for the purposes of responding to the CEAA's Information Requests (IR). Prior to sending the letter, Alberta Transportation discussed the information required to address the CEAA's IRs with Tsuut'ina Nation during a December 6, 2018 meeting. Alberta Transportation had intended to include Tsuut'ina Nation's views and perspectives on the topics outlined in the January 28, 2019 letter verbatim into its final IR responses. However, Tsuut'ina Nation chose not to provide this information at that time.</p> <p>Alberta Transportation welcomes any feedback from Tsuut'ina Nation on the information presented to date and welcomes any additional information or response on the January 2019 letter.</p>	<p>The timing of Alberta Transportation's request is problematic given that the environmental assessment for the Project is not yet complete. Tsuut'ina has identified a number of information gaps in the environmental assessment, including with respect to issues relating to groundwater, surface water, vegetation and wetlands, wildlife, archaeological sites, and cumulative effects. This information is needed to understand how the Project will impact Tsuut'ina's Aboriginal and treaty rights and what mitigation or accommodation measures will be required to mitigate potential impacts.</p> <p>In Tsuut'ina Nation's view, it is not a robust or respectful approach to the assessment of potential impacts to Tsuut'ina's Aboriginal and Treaty rights from the Project to expect that impacts can be identified and mitigated in the absence of the information that Tsuut'ina has identified as necessary and is still being collected.</p> <p>Should Alberta Transportation intend to submit its responses to the IRs without waiting for the outstanding information to be collected and assessed, Tsuut'ina requests the opportunity to review the draft IR responses before they are submitted to CEAA so that they can provide their input.</p> <p>In a letter dated February 6, 2020, Mandell Pinder LLP, on behalf of Tsuut'ina Nation, expressed concern with how impacts to treaty and Aboriginal rights have been assessed and that alleged that Tsuut'ina Nation has not been engaged to understand Tsuut'ina Nation's perspective regarding its rights.</p> <p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>		
3	<p>May 14, 2018</p> <p><i>Springbank Off-Stream Reservoir Project EIS – Selected Section: Second Sufficiency Review</i> by PGL Environmental Group, dated April 16,</p>	Hunting	<p>In the residual effects section and other sections, the proponent fails to identify or assess potential impacts to Tsuut'ina's ability to hunt in the Project area. As referenced by the proponent in Section 14.3.2.1, Tsuut'ina has reported</p>	<p>Alberta Transportation responded to Tsuut'ina Nation's technical reviews under cover dated December 16, 2019. Alberta Transportation has assessed potential effects on Tsuut'ina Nation hunting through assessing change in availability of traditional resources for current use (Volume 3A, Section 14.3.2) and change in access (Volume 3A, Section 14.3.3) to traditional resources or areas for current use. In conducting this</p>	<p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	N/A	No further action required.

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2018. Provided via email on May 14, 2018.		<p>that the Project may affect their citizens' ability to hunt in the Project area. Specific concerns have been raised by Tsuut'ina about impacts to winter ungulate habitat and the migratory herds of elk in the Project area. Tsuut'ina currently has access to private lands in the Project area for hunting activities. As such, the proponent's assessment is incomplete. [Second Sufficiency Review Question 3-9]</p>	<p>assessment, Alberta Transportation was guided by the EIS Guidelines for the Project, indicating that current use of lands and resources for traditional purposes may include activities such as hunting, trapping, fishing, and plant gathering (CEAA 2016). Volume 3A, Section 14.2.2.5 states that some members of Tsuut'ina Nation may access the PDA with the permission of the landowners.</p> <p>With respect to effects on hunting through change in availability of traditional resources for current use, the assessment concludes that the Project is anticipated to result in a change in the availability of traditional resources for current use through alteration, reduction, or loss of habitat. The PDA consists of 168 ha of permanent structures with the remaining area represented by temporary workspace (566 ha). 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.</p> <p>With respect to effects on hunting through a change in access to traditional resources or areas for current use, since filing the EIA, Alberta Transportation has evolved the land use planning for the Project and is no longer contemplating establishing Areas A, B, and C.</p> <p>The construction and management of the off-stream reservoir presents a unique opportunity because it requires the acquisition of private land by 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 Tsuut'ina 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 potential effects of the Project on elk winter habitat during construction and dry operations is discussed in Volume 3A, Section 11.4.2.3. Although the Project will result in direct and indirect loss of 116.9 ha (52.4%) of high and 376.7 ha (37.1%) of moderate suitability elk winter feeding habitat, grassland habitat that occurs in the construction area would be reclaimed for dry operations, which will reduce the amount of habitat affected to 31.9% for high suitability winter habitat, and 23.5% for moderate suitability winter habitat, relative to existing conditions (see Volume 3A, Section 11.4.2.3, Table 11-13).</p> <p>The potential effects of the Project on elk movement is discussed in Volume 3A, and</p> <p>Section 11.4.3.3. Although 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, proposed mitigation (e.g., vegetated side slopes along portions of the diversion channel), will reduce potential effects on elk</p>			

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				<p>movement. In addition, other mitigation such as the installation of wildlife friendly fencing and design features that have been incorporated into the Highway 22 bridge over the diversion channel will facilitate elk movement in the LAA (see Alberta Transportation's response to Round 1 CEAA Package 2, IR2-15, Figure IR15-1 and Figure IR15-2).</p> <p>Overall, it is important to emphasize that although the Project will affect some elk habitat as described above, 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. [Response 3-9]</p>			
4	<p>May 14, 2018</p> <p><i>Springbank Off-Stream Reservoir Project EIS – Selected Section: Second Sufficiency Review</i> by PGL Environmental Group, dated April 16, 2018. Provided via email on May 14, 2018.</p>	Harvesting	<p>Support is needed for the statement that "opportunities for harvesting country foods are not expected to be extensive". As such, the proponent's assessment is incomplete. [Second Sufficiency Review Question 3-13]</p>	<p>Alberta Transportation responded to Tsuut'ina Nation's technical reviews under cover dated December 16, 2019. Tsuut'ina Nation's TUS was not available to Alberta Transportation prior to filing of the EIA. Consequently, Alberta Transportation relied on information provided by Tsuut'ina Nation through the Indigenous engagement program for the Project regarding Tsuut'ina Nation's harvesting of country foods within the PDA. The Tsuut'ina Nation TUS was submitted to Alberta Transportation on April 3, 2018, after the filing of the EIA.</p> <p>Given the context of the Project—predominately situated on private land in southern Alberta that has been used for ranching and agriculture since the late 1800s, and an understanding of the scope of Aboriginal and Treaty rights in Alberta as developed through applicable case law—Treaty rights are generally not exercisable within the PDA, except for a small portion of the Project that is located on Crown land (primarily the beds and shores of Elbow River) and on private lands with landowner consent. Alberta Transportation has heard from Tsuut'ina Nation that some members may harvest on private land in the PDA with the permission of the landowner.</p> <p>As stated in the response to Tsuut'ina Nation Question 3-6, the TUS identified culturally important species and expressed concerns that standing waters in the Project area may contaminate wildlife, fish, and plants and affect Tsuut'ina Nation members' cultural and nutritional food security. The Tsuut'ina Nation TUS also stated that Tsuut'ina Nation members rely on elk for food and ceremony. Tsuut'ina Nation also mentioned fish are harvested for both subsistence and ceremonial purposes and that bull trout continues to be an important traditional and subsistence food.</p> <p>The construction and management of the off-stream reservoir presents a unique opportunity because it requires the acquisition of private land by 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 First Nations and stakeholders to participate in the engagement process for the LUA. As such, the potential for increased access in the PDA relative to</p>	<p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	N/A	<p>No further action required.</p>

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				<p>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 Tsuut'ina 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 consultation. [Response 3-13]</p>			
5	November 13, 2014 Initial SR1 Meeting with Tsuut'ina Nation, Alberta Transportation, and DEMA Land Services	Impact to Reserve Traditional Territory	Tsuut'ina Nation had concerns about the Elbow River and how the SR1 project would impact their Territory and Reserves.	<p>Possible impacts and mitigation measures related to concerns raised by the Tsuut'ina Nation will be addressed as part of the EIA.</p> <p>Alberta Transportation provided funding for the Tsuut'ina Nation to conduct two TUS and funded a Ceremony and Feast on the project lands (privately and publicly held). Alberta Transportation received the TUS, with permission to use, on April 3, 2018.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation</i> from the March 2018 EIA: The Tsuut'ina reserve lands have been included in the EIA.</p> <p>The potential effects of the Project have been assessed using three geographic areas. The PDA, the LAA and the Regional Assessment Area (RAA).</p> <p>The PDA represents the project footprint i.e., immediate area of physical disturbance and construction activities (approximately 1440 ha). The PDA located on private land, north of the Elbow River, and this area is the same for all the valued components (VCs). The LAA is an area larger than the PDA and is considered to be the area where Project effects would be reasonably expected to occur and where effects can be predicted or measured with a reasonable degree of accuracy. The RAA is an area larger than the LAA and is an area within which Project effects may interact or accumulate with the effects of other projects or activities. The size of the LAA and RAA varies depending on the VC being assessed. In many cases the assessment areas include the Tsuut'ina Reserve.</p> <p>In addition to the assessment of VCs the EIA document also contains an assessment of the potential Project effects on Federal Lands, including the Tsuut'ina Reserve (Volume 3A and 3B, Chapter 18).</p> <p>At the meetings held on May 14-15, 2018, Alberta Transportation committed to revising the hydrogeological model to include the Tsuut'ina Nation reserve.</p> <p>In a letter dated July 20, 2018, Alberta Transportation advised Tsuut'ina Nation that, based on the comments by PGL Environmental, they are revisiting the hydrogeological modelling. The southern boundary is being extended to account for Tsuut'ina Nation's concerns regarding potential impact to groundwater on and near the reserve.</p> <p>At the meeting held on August 8, 2018, Alberta Transportation provided an explanation of the additional work being done on the</p>	<p>At the meetings held on May 14-15, 2018, Tsuut'ina Nation stated that the project is potentially adversely affecting the Nation socioeconomically, affecting their ability to harvest medicinal plants, wildlife, and affecting ceremony held at the powwow grounds.</p> <p>Tsuut'ina Nation questioned the boundaries of the various study areas in the EIA, and recommended the boundaries be enlarged to include the Tsuut'ina reserve.</p> <p>Tsuut'ina Nation requested that the boundaries for the hydrogeological model include the Tsuut'ina Nation reserve.</p> <p>At the meeting held on October 11, 2018, Tsuut'ina Nation expressed their desire to have a meeting to specifically discuss impacts to Treaty rights.</p> <p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	N/A	No further action required.

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				<p>hydrogeological model. The study area has been expanded to include the Tsuut'ina reserve and well records from the reserve are being incorporated. A new baseline is being created and then the hydrogeological model will be re-run.</p> <p>In a letter dated June 18, 2019, Alberta Transportation further provided an update on the additional hydrogeological modelling done. The hydrogeology (groundwater) assessment completed in March 2018 has been updated in response to concerns raised by Tsuut'ina Nation during the consultation process and expands upon the previous baseline assessment and numerical modelling presented in the EIA. The new simulations confirmed the original findings of the EIA: effects on groundwater would be limited to areas north of the Elbow River, near Project components including the diversion channel and off-stream reservoir area. Effects on groundwater do not extend laterally southward beyond the Elbow River valley and in turn are not expected on the Tsuut'ina Nation Reserve. In order to provide ongoing monitoring of groundwater conditions during dry or flood operations, Alberta Transportation has developed a draft groundwater monitoring plan. A USB accompanied the June 18, 2019 letter that contained Alberta Transportation's responses to the Supplemental Information Requests (SIR), including the new hydrogeology reports and results.</p>			
6	<p>May 18, 2017</p> <p>Letter by Violet Meguinis, Acting Consultation Director Tsuut'ina to the Honorable Brian Mason, Minister of Infrastructure and Transportation</p> <p>July 19, 2017</p> <p>Letter from Chief Lee Crowchild to Alberta Environment and Parks</p>	Location	Concerns regarding the selection of the SR1 site within 395 metres of the Tsuut'ina Reserve.	<p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation</i> from the March 2018 EIA: The closest point of the project to the Tsuut'ina Reserve is 930 m. This is the distance from the reserve to the edge of back water on the river in the event of a flood of the 2013 flood magnitude. The closest point of a physical SR1 component to the Tsuut'ina Reserve is 1130 m, the distance from the Tsuut'ina Reserve to the flood plain berm, Volume 3A, Section 18, Figure 18-3.</p> <p>At the meetings held on May 14-15, 2018, Alberta Transportation provided the following clarification in relation to the map provided to Tsuut'ina Nation indicating potential water "back up" behind the diversion structure:</p> <ol style="list-style-type: none"> 1. The blue line on the map indicates the anticipated surface water back up of flood water behind the diversion structure in a flood event when the gates are in operation and working correctly. This water back up reaches a point approximately 1680 m from the Tsuut'ina Nation reserve if measured following the active river channel or 1130 m if measured directly south over land. 2. The closest extent of the physical infrastructure to the Tsuut'ina reserve boundary is 1130 m. 3. The red dash line on the figure represents the Project Development Area. This line is a conservation buffer. It represents the maximum extent of potential surface water "back up" in the event the diversion structure malfunctions. Should the service spillway gates close but the diversion gates fail to open water would "back up" behind the service spillway and floodplain berm. The red line 	<p>At the meetings held on May 14-15, 2018, Tsuut'ina Nation requested confirmation that 930 m is the closest extent of the Project to the Tsuut'ina Nation reserve.</p> <p>Tsuut'ina Nation requested the opportunity to see the conceptual Project model.</p> <p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	N/A	No further action required.

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				<p>indicates the maximum extent to which water would back up before it reached the height of the flood plain berm. At this point the flood water would overtop the flood plain berm. The distance of 930 m indicated on the map was measured within the active channel.</p> <p>At the meetings held on May 14-15, 2018, Alberta Transportation showed videos and images of the 1:16 model of the SR1 Project design to demonstrate the engineering of the Project and how water and debris would flow. A USB flash drive with these videos and images was sent to Tsuut'ina Nation under cover dated August 28, 2018.</p>			
7	<p>May 18, 2017</p> <p>Letter by Violet Meguinis, Acting Consultation Director Tsuut'ina to the Honorable Brian Mason, Minister of Infrastructure and Transportation</p> <p>July 19, 2017</p> <p>Letter from Chief Lee Crowchild to Alberta Environment and Parks</p>	Traditional Territory	Concerns regarding the entire project lying within Tsuut'ina's traditional territory.	<p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation</i> from the March 2018 EIA: The Tsuut'ina reserve lands have been included in the EIA.</p> <p>The potential effects of the Project have been assessed using three geographic areas. The PDA, the LAA and the RAA.</p> <p>The PDA represents the project footprint i.e., immediate area of physical disturbance and construction activities (approximately 1440 ha). The PDA located on private land, north of the Elbow River, and this area is the same for all the valued components (VCs). The LAA is an area larger than the PDA and is considered to be the area where Project effects would be reasonably expected to occur and where effects can be predicted or measured with a reasonable degree of accuracy. The RAA is an area larger than the LAA and is an area within which Project effects may interact or accumulate with the effects of other projects or activities. The size of the LAA and RAA varies depending on the VC being assessed. In many cases the assessment areas include the Tsuut'ina Reserve.</p> <p>In addition to the assessment of VCs the EIA document also contains an assessment of the potential Project effects on Federal Lands, including the Tsuut'ina Reserve (Volume 3A and 3B, Chapter 18).</p> <p>At the meetings held on May 14-15, 2018, Alberta Transportation responded that CEAA requires maps of traditional territory, but out of respect, a map had not been included in the EIA because they wanted to use one approved by Tsuut'ina Nation.</p>	<p>At the meetings held on May 14-15, 2018, Tsuut'ina Nation asked about there not being a traditional territory map in the EIA.</p> <p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	N/A	No further action required.
8	<p>May 14, 2018</p> <p><i>Springbank Off-Stream Reservoir Project EIS – Selected Section: Second Sufficiency Review</i> by PGL Environmental Group, dated April 16, 2018. Provided via email on May 14, 2018.</p>	Traditional territory	Tsuut'ina has advised the proponent that the Project is within their Traditional Territory. The proponent's statements about a Traditional Territory map not being provided are of concern. There is no requirement that a map be provided, given that Tsuut'ina has consistently advised that the Project is within Tsuut'ina Traditional Territory. [Second	<p>Alberta Transportation responded to Tsuut'ina Nation's technical reviews under cover dated December 16, 2019. The statement that appears in Volume 3A, Section 14.2.2.5 indicating that a description of the Tsuut'ina Nation traditional territory is not available publicly was included in response to the Terms of Reference (ToR) for the Project issued by Alberta Environment and Sustainable Resource Development (AESRD 2015), as well as the environmental impact statement (EIS) Guidelines for the Project issued by CEAA (2016).</p> <p>Section 5[A](a) of the AESRD ToR directs the proponent to provide:</p> <p>“a map and description of traditional land use areas including fishing, hunting, trapping and nutritional, medicinal or cultural plant harvesting by affected Aboriginal peoples (if the Aboriginal community or group is</p>	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.

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			Sufficiency Review Question 3-4]	<p>willing to have these locations disclosed). The CEAA (EIS) Guidelines for the Project, Part 2, Section 1.3 required the following information on Project location: "traditional territories, treaty lands, Indian reserve lands and Metis harvesting regions and/or settlements". In Part 2, Section 6.1.9 of the EIS Guidelines for the Project, information is required to include "location of traditional territory (including maps where available)".</p> <p>Further, in their letter of November 2017 to Alberta Transportation (CEAA 2017), the CEAA, cites the lack of a description by Alberta Transportation of the Tsuut'ina Nation traditional territory as an area of non-conformance.</p> <p>Provision of a description and map of the Tsuut'ina Nation traditional territory is at the priority and discretion of Tsuut'ina Nation and Alberta Transportation has completed the EIA in the absence of that information. Alberta Transportation recognizes that the Project is close to the Tsuut'ina Nation Reserve and within Treaty 7 Territory. [Response 3-4]</p>			
9	<p>May 14, 2018</p> <p><i>Springbank Off-Stream Reservoir Project EIS – Selected Section: Second Sufficiency Review</i> by PGL Environmental Group, dated April 16, 2018. Provided via email on May 14, 2018.</p>	Federal lands	<p>Please provide a figure identifying the extent of backwater influence to identify what is meant by the statement "[b]ackwater influence during a failure to operate is limited to the most upstream extent of the flood plain berm." [Second Sufficiency Review Question 2-2]</p>	<p>Alberta Transportation responded to Tsuut'ina Nation's technical reviews under cover dated December 16, 2019. Backwater is defined as the area upstream of the diversion structure, service spillway and floodplain berm where the water surface elevation is raised over pre-Project conditions. To determine the backwater area, two-dimensional (2D) hydraulic model results for the pre-Project conditions were compared against the results for the post-Project (flood operations) conditions. The area where the water surface elevation is greater for the post-Project than for the pre-Project conditions is the backwater area.</p> <p>At the peak river flow, the operation of the diversion is not expected to change the backwater area upstream during the three floods. The effect of the diversion structure on upstream water surface elevations is limited to within the PDA where the water depth will change 500 m upstream for the 1:100 and design flood as shown in Figure 2-2.1 [in the technical review response]. The effect of diversion for the 1:10 year flood only extends upstream 190 m. The closest channel distance between the maximum predicted backwater effect and the Tsuut'ina Nation Reserve is 1,680 m.</p> <p>The backwater effect will vary, based on the size and duration of a flood. The total duration of diversion for a design flood and the induced backwater effect is 3.75 days. The total duration of diversion, and the induced backwater effect, for the 1:10 and 1:100 year floods is expected to be shorter in duration because both the peak and volume of flood waters will be less than for a design flood. [Response 2-2]</p>	<p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	N/A	<p>No further action required.</p>
10	<p>May 14, 2018</p> <p><i>Springbank Off-Stream Reservoir Project EIS – Selected Section: Second Sufficiency Review</i> by PGL Environmental</p>	Spatial boundaries	<p>The boundaries set for the RAA still exclude the majority of IR145. The rationale for establishing these boundaries has not been provided. In the absence of a solid rationale for</p>	<p>Alberta Transportation responded to Tsuut'ina Nation's technical reviews under cover dated December 16, 2019. The boundary for the RAA for Traditional Land and Resource use (TLRU) does not exclude the majority of Indian Reserve (IR) 145. As shown in Volume 3A, Figure 14-1, the RAA includes the majority of IR 145; specifically, 87% of the IR 145 land. The only portion of IR 145 not included (13%) is</p>	<p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	N/A	<p>No further action required.</p>

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	Group, dated April 16, 2018. Provided via email on May 14, 2018.		these boundaries, it is not possible to determine whether sufficient information has been collected to assess potential impacts on Tsuut'ina's rights and interests. [Second Sufficiency Review Question 3-2]	<p>located in the far southeast corner of IR 145, the farthest distant land from the PDA (i.e., approximately 15 km).</p> <p>The RAA boundary used, and the rationale for selection, reflect conventional assessment practice to establish an adequate geographic basis within which potential Project effects may be assessed based on the specific cause-effect relationships identified. That rationale, provided in Volume 3A, Section 14.1.4.1, is as follows:</p> <p>"The regional assessment area (RAA) for TLRU follows the wildlife and biodiversity RAA, which is the PDA plus a 15-km buffer centred on the PDA. The aquatic RAA for TLRU is the aquatic ecology RAA, which is the Elbow River watershed and includes Glenmore Reservoir. The TLRU RAA encompasses the RAAs described for the wildlife and biodiversity and aquatic ecology assessments because there are links between TLRU activities identified by Indigenous groups and these assessments (e.g., fishing and aquatic ecology)."</p> <p>As such, the RAA's spatial extent is adequate to assess potential impacts on Tsuut'ina's rights and interests. Further, as discussed in Alberta Transportation's response to Round 1 Canadian Environmental Assessment Agency (CEAA) Package 2, IR 2-05, this approach does not necessitate additional inclusion of the entire IR 145 if any smaller portion is included on the aforementioned basis. [Response 3-2]</p>			
11	July 12, 2018 <i>Springbank Offstream Reservoir Project EIS Technical Review and Information Requests</i> by PGL Environmental Consultants, dated June 15, 2018.	Federal lands	Reassess effects to federal lands to include entirety of Tsuut'ina IR 145. [Annex E Question 1]	<p>Alberta Transportation responded to Tsuut'ina Nation's technical reviews under cover dated December 16, 2019. As discussed in Section 18 of Volumes 3A and 3B and Alberta Transportation's response to Round 1 CEAA Package 2, IR2-05, the EIS Guidelines do not require federal lands to be assessed as a VC. Federal lands are not a VC in the EIA; however, the effects of the Project on federal lands are assessed for VCs where their assessment areas include federal lands. The EIS Guidelines, technical guidance or known EIA precedence do not imply, stipulate or implement the identification of an entire federal land as a VC. These same considerations apply to both the assessment of direct Project effects and of cumulative effects. For these reasons, a reassessment of effects on federal lands is not required or necessary.</p> <p>Assessment area boundaries for the physical environment and biological based VCs extend as required based on spatial extent of direct cause-effect from the Project and on potential cumulative effects, which for some VCs result in overlap with federal lands; namely the two proximate reserves as identified in the request. The RAAs for the two socio-economic VCs (infrastructure and services, and employment and economy) fully include the reserve closest to the Project (Tsuut'ina Nation Reserve 145) and partially overlap the other more distant reserves (Stoney Nakoda Nations Reserves 142, 143, 144). The traditional land and resource use assessment includes most of Tsuut'ina Nation Reserve 145 and a portion of Stoney Nakoda Nations Reserves 142, IR 143, and IR 144.</p> <p>Alberta Transportation has endeavoured to obtain land management plans or priorities from Tsuut'ina Nation (for Tsuut'ina Nation Reserve</p>	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.

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				<p>145) and Stoney Nakoda Nations (for Stoney Nakoda Nations Reserves 142, IR 143, and IR 144). On September 23, 2019, Alberta Transportation sent letters to Tsuut'ina Nation and Stoney Nakoda Nation asking for any information regarding land management plans and priorities.</p> <p>Alberta Transportation continues to value the importance of views of Indigenous groups through its engagement and assessments. The importance and meaning of their lands are recognized. Alberta Transportation is of the view that the meaning and value of the assessments is not diminished by the nature of the boundaries conformance with reserve land boundaries, and that the comprehensive consideration of Indigenous issues, concerns and interests has been examined (especially, EIA, Section 18 of Volumes 3A and 3B, Federal Lands) to inform Indigenous groups, the public and government. [Annex E Response 1]</p>			
12	April 21, 2016 Meeting with Tsuut'ina Nation, Alberta Transportation, and DEMA Land Services	Buffer zone	Tsuut'ina Consultation Office have concerns and made SR1 map inquiries related to the buffer zones around the SR1 Project, in particular impacts to their Reserve Lands.	<p>At the meeting held on April 21, 2018, Alberta Transportation informed Tsuut'ina Nation that the areas not shown as buffer lands were areas where no access was available to the private lands.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation</i> from the March 2018 EIA: The potential effects of the Project have been assessed using three geographic areas. The PDA, the LAA and the RAA.</p> <p>The LAA is generally an area larger than the PDA and is considered to be the area where Project effects would be reasonably expected to occur and where effects can be predicted or measured with a reasonable degree of accuracy.</p> <p>The RAA is an area larger than the LAA and is an area within which Project effects may interact or accumulate with the effects of other projects or activities.</p> <p>The LAA and RAAs are generally significantly larger than the PDA to ensure that Project effects are assessed beyond the project footprint. For example, in Aquatic Ecology, the PDA is 1440 ha, the LAA is 10,364 ha and represents an area from the Elbow Falls to the inlet of the Glenmore Reservoir, and the RAA is 125,438 ha and represents the Elbow River Watershed. In this case both the LAA and RAA intersect with the Tsuut'ina Reserve.</p> <p>The EIA document also contains an assessment of the potential Project effects on Federal Lands (Volume 3A and 3B, Chapter 18).</p> <p>At the meetings held On May 14-15, 2018, Alberta Transportation committed to revising the hydrogeological model to include the Tsuut'ina Nation reserve.</p> <p>In a letter dated July 20, 2018, Alberta Transportation advised Tsuut'ina Nation that, based on the comments by PGL Environmental, they are revisiting the hydrogeological modelling. The southern</p>	<p>At the meetings held on May 14-15, 2018, Tsuut'ina Nation questioned the boundaries of the study area for the hydrogeologic model in the EIA, and recommended the boundaries of the study area be enlarged to include the Tsuut'ina reserve. Especially noted concerns regarding the assessment not including water wells on the reserve.</p> <p>At the meeting held on October 11, 2018, At the meeting held on October 11, 2018, Tsuut'ina Nation requested further work to drill new wells on Tsuut'ina land believing it will result in the hydrogeologic model more accurately showing conditions on Tsuut'ina land.</p> <p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	N/A	No further action required.

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				<p>boundary is being extended to account for Tsuut'ina Nation's concerns regarding potential impact to groundwater on and near the reserve.</p> <p>At the meeting held on August 8, 2018, Alberta Transportation provided an explanation of the additional work being done on the hydrogeological model. The study area has been expanded to include the Tsuut'ina reserve and well records from the reserve are being incorporated. A new baseline is being created and then the hydrogeological model will be re-run.</p> <p>At the meeting held on October 11, 2018, Alberta Transportation provided an update on the work being done on the hydrogeologic model. An additional 1850 wells from the Tsuut'ina reserve have been added. The additional work has confirmed the Elbow River as a hydrogeologic divide.</p>			
13	<p>May 30, 2016 Letter from Chief Roy Whitney to Canadian Environmental Assessment Agency August 8, 2018 Meeting between Tsuut'ina Nation, Alberta Transportation, and Stantec February 28, 2019 Letter from Tanis Onespot to Alberta Transportation</p>	Traditional use	<p>Concerned about how our other uses of the Elbow River will be affected, including for transportation and as the community's water source.</p> <p>Would like the river to be looked at as navigable waterway.</p> <p>The Elbow River is an important source of drinking water as it is connected to the groundwater on their reserve.</p>	<p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation</i> from the March 2018 EIA: The Project's effects on river transportation consists of the need to portage around the diversion structure. Alberta Environment and Parks, the final operator of the Project, will avoid the substantial interference with navigation of the Elbow River through design and best management practices. As part of construction, a permanent portage will be developed around the in-stream water intake components. Signs directing traffic to detours will be installed during construction of road realignments and modifications. Signs will be installed along the existing Elbow River channel and on the dam. Multiple signs will be placed upstream and downstream of the water intake components on both banks of the Elbow River. These signs would warn users on the Elbow River that they are approaching in-stream water intake components and of the associated danger with this infrastructure and to direct them to a portage location. A floating, high visibility boom will be in place upstream and downstream of the water intake component.</p> <p>Through the Indigenous engagement program, Tsuut'ina Nation identified Elbow River as a source of drinking water and noted the importance of the river's connection to groundwater. Tsuut'ina Nation also indicated that they depend on the groundwater in the Elbow River Alluvial Aquifer for the reserves' domestic drinking water. The Tsuut'ina noted that there are over 1500 wells on the reserve. The EIA concluded that with the application of standard construction mitigation measures potential effects of the Project on surface water quality and groundwater quality and quantity are not significant. In respect of these conclusions, it is anticipated that there will be no effects on the sources of drinking water identified by Tsuut'ina Nation, or the ability of other Indigenous groups to use Elbow River as a source of drinking water.</p> <p>At the meetings held On May 14-15, 2018, Alberta Transportation committed to revising the hydrogeological model to include the Tsuut'ina Nation reserve.</p>	<p>At the meetings held on May 14-15, 2018, Tsuut'ina Nation questioned the boundaries of the study area for the hydrogeologic model in the EIA, and recommended the boundaries of the study area be enlarged to include the Tsuut'ina reserve. Especially noted concerns regarding the assessment not including water wells on the reserve.</p> <p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	N/A	No further action required.

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				<p>In a letter dated July 20, 2018, Alberta Transportation advised Tsuut'ina Nation that, based on the comments by PGL Environmental, they are revisiting the hydrogeological modelling. The southern boundary is being extended to account for Tsuut'ina Nation's concerns regarding potential impact to groundwater on and near the reserve.</p> <p>At the meeting held on August 8, 2018, Alberta Transportation provided an explanation of the additional work being done on the hydrogeological model. The study area has been expanded to include the Tsuut'ina reserve and well records from the reserve are being incorporated. A new baseline is being created and then the hydrogeological model will be re-run.</p>			
14	April 21, 2016 Meeting with Tsuut'ina Nation, Alberta Transportation, and DEMA Land Services	TUS funding	Traditional use and other budgets and approvals.	<p>Alberta Transportation provided funding for the Tsuut'ina Nation to conduct two TUS and funded a ceremony and feast on the project lands.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation</i> from the March 2018 EIA: Alberta Transportation has provided funding to Tsuut'ina for a TUS. Budgets provided in July 2016 and July 2017 were approved by Alberta Transportation. To facilitate the traditional use studies, Alberta Transportation arranged and facilitated 21 site visits by Tsuut'ina within the PDA over the period between the fall of 2016 to the late summer of 2017. A TUS was not received in time to be incorporated in the EIA submitted in October 2017. A draft TUS has now been received however Tsuut'ina's permission to include the information from it in the revised EIA re-submission has not been received.</p> <p>Alberta Transportation has provided Tsuut'ina with the draft Traditional Land and Resource Use EIA (Volumes 3A and 3B) for review and comment under correspondence dated January 26, 2018 and arranged a 4-day workshop with Tsuut'ina from March 1, 5, 6 and 7, 2018. The workshop was facilitated by the Canadian Environmental Assessment Agency (CEAA) with the goal of better understanding potential impacts to Tsuut'ina from the Project and to provide responses to the concerns raised to date. Verification of the meeting minutes from the workshops was not received prior to March 16, 2018 and therefore the TLRU section has not been updated to include information discussed.</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>As of October 31, 2018, Alberta Transportation has agreed to cover PGL costs for SR1, and asked for a budget that includes all anticipated costs up to March 31, 2019.</p>	<p>Tsuut'ina Nation conducted two TUS (21 field days) in summer/fall of 2016/2017. The Tsuut'ina Nation delivered an updated version of their TUS report April 3, 2018 with permission to use it for the project.</p> <p>At the meetings held on May 14-15, 2018, Tsuut'ina Nation stated that because a request for funding to conduct a hydrology study was not funded early in the Project, Tsuut'ina Nation is now having to catch up (with the support of PGL Environmental Consultants) to understand the potential effects on hydrology from the Project.</p> <p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	N/A	No further action required.
15	April 3, 2018 <i>Draft Tsuut'ina Traditional Land Use Report for the Proposed Springbank Off-</i>	Traditional Use Study	RECOMMENDATION: Tsuut'ina requires more time during spring/summer to observe waterfowl and plants.	On November 23, 2018, Alberta Transportation provided its report, <i>Response to Tsuut'ina Nation Traditional Land and Resource Use Information including Mitigation Table</i> . In the mitigation table, Alberta Transportation provided the mitigation measures proposed in the EIA for wildlife. Subject to land access from the private landowners, Alberta	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and	N/A	No further action required.

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	<i>Stream Reservoir Project</i> prepared by Trailmark Systems Inc.			Transportation agrees to a field visit – similar to the one conducted in October 2017 - with Elders in the spring of 2019 to observe waterfowl. Alberta Transportation also met with Tsuut'ina Nation December 6, 2018 to discuss the response and mitigation table.	will not be participating any further in regulatory review processes in relation to the Project.		
16	<p>May 14, 2018</p> <p><i>Springbank Off-Stream Reservoir Project EIS – Selected Section: Second Sufficiency Review</i> by PGL Environmental Group, dated April 16, 2018. Provided via email on May 14, 2018.</p> <p>July 12, 2018</p> <p><i>Springbank Offstream Reservoir Project EIS Technical Review and Information Requests</i> by PGL Environmental Consultants, dated June 15, 2018.</p>	Traditional use	<p>Tsuut'ina's TUS report has now been finalized and provided to the proponent. This information must be fully incorporated into the environmental assessment for the Project, and not only used for Project planning and design purposes. [Second Sufficiency Review Question 3-1]</p> <p>TUS reports for all First Nations should be incorporated into the baseline report and effects assessment. [Annex D Question 19]</p>	<p>At the meeting held on May 14-15, 2018, Alberta Transportation indicated the TUS report will be reviewed against the EIA and a written response will be provided to Tsuut'ina Nation.</p> <p>At the meeting held on October 11, 2018, Alberta Transportation indicated that information from the TUS report will be used in the regulatory process.</p> <p>On November 23, 2018, Alberta Transportation provided its report, <i>Response to Tsuut'ina Nation Traditional Land and Resource Use Information including Mitigation Table</i>. As the TLRU Report was provided after the filing of the March 2018 EIA, TLRU information, concerns, and recommendations will be used for project planning, consultation and regulatory purposes, where applicable. Alberta Transportation also met with Tsuut'ina Nation December 6, 2018 to discuss the response and mitigation table.</p> <p>Alberta Transportation responded to Tsuut'ina Nation's technical reviews under cover dated December 16, 2019. Alberta Transportation carefully reviewed the TUS submitted by Tsuut'ina Nation in relation to the results of the EIA and prepared a written response on November 23, 2018 to the information, concerns and recommendations raised by Tsuut'ina Nation. Overall, the information provided by Tsuut'ina Nation in the TLRU report confirms the assumptions made in the EIA regarding the nature and extent of Tsuut'ina Nation current use in the PDA. The Tsuut'ina Nation TUS recorded a total of 338 traditional land use areas relative to the Project, 90% of which are within the PDA. Tsuut'ina Nation has placed specific conditions of use on this information. Tsuut'ina Nation has directed that Alberta Transportation:</p> <ul style="list-style-type: none"> □ is permitted to identify whether the specific locations of traditional use sites are either inside or outside of the PDA, LAA, or RAA. □ is not permitted to identify the specific locations of traditional use sites. □ is permitted to identify sites generally as "traditional use areas". □ is not permitted to disclose the specific nature of the traditional use sites. <p>The environmental assessment for the Springbank Off-stream Reservoir Project (the Project) is considered part of the Project planning process.</p> <p>Volume 3A, Section 14.2.2.5 acknowledges that Tsuut'ina Nation may access the PDA for traditional purposes with the permission of the landowner and has adopted a conservative approach that assumes that Tsuut'ina Nation practices traditional use activities within the PDA, even if these activities were not specifically identified by Tsuut'ina Nation. While the Tsuut'ina Nation TUS provided more site-specific</p>	<p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	N/A	No further action required.

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				<p>information about Tsuut'ina Nation traditional use areas within the PDA, the TUS did not identify any new potential effects, effects pathways, valued components (VCs), or traditional use activities, practices, or resources that were not already assessed in the EIA. The conclusion of the TLRU assessment in Volume 3A, Section 14.4 that the effects of the Project on TLRU will not result in the long-term loss of availability of traditional use resources or access to lands currently relied on for traditional use practices in the RAA remains unchanged.</p> <p>In addition to providing funding to Tsuut'ina Nation for two TUS, and additional site surveys, Alberta Transportation has been conducting engagement with Tsuut'ina Nation since 2014; prior to and throughout the environmental assessment process, which includes sharing of Project information and updates, on-going communication about the Project, face-to-face meetings, workshops, and facilitation of site visits.</p> <p>Alberta Transportation has met with Tsuut'ina Nation on 18 separate occasions to discuss their concerns with the Project and has conducted 22 days of facilitated site visits with Elders and knowledge holders. Alberta Transportation has recently agreed to provide funding for additional traditional land use field work. With respect specifically to the TUS, Alberta Transportation met with Tsuut'ina Nation on December 6, 2017 to discuss the written response and obtain their comment and feedback on the effectiveness of proposed mitigation measures.</p> <p>Alberta Transportation is committed to working with Tsuut'ina Nation in order to develop mitigation strategies to avoid, reduce, or otherwise manage potential effects of the Project and to address or respond to identified concerns. [Response 3-1]</p> <p>The TUS reports were incorporated into the description of baseline conditions and effects assessment, based on the best available information received through the Indigenous engagement program for the Project including TUS reports submitted prior to March 2018. Alberta Transportation reviewed and analyzed the results of the TUS's received and has provided or will provide written responses to each Indigenous group that submitted a TUS. Alberta Transportation has met with or will meet with each Indigenous group that has submitted a TUS to receive their comment and feedback. [Annex D Response 19]</p>			
17	<p>May 25, 2017</p> <p>Letter from Violet Meguinis to the Honorable Minister Brian Mason, Minister of Infrastructure and Transportation following a May 19, 2017 meeting</p>	<p>Traditional Use Study Ceremony</p>	<p>Recommend an additional traditional land use study be done within blooming season.</p> <p>Need for a ceremony for the well being of all.</p>	<p>In a letter dated June 6, 2017 from Minister Mason, support in principle was provided for Tsuut'ina Consultation technical teams returning to the SR1 (in the blooming season), and the Minister thanked Tsuut'ina for submitting the budget for the site visits. The Minister indicated that his department were reviewing the budgets for the site visits and ceremony and feast.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation</i> from the March 2018 EIA: Funding for a ceremony and feast was provided by Alberta Transportation in July 2016 and February 2018.</p>	<p>At the meetings held on May 14-15, 2018, Tsuut'ina Nation indicated they held a ceremony involving a feast and a sweat in spring 2018.</p> <p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	<p>N/A</p>	<p>No further action required.</p> <p>Tsuut'ina field work on the second TUS report commenced in early July 2017.</p> <p>A draft portion of their TUS was received in January 2018, but it was requested that it be kept confidential.</p>

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				<p>Alberta Transportation has provided funding to Tsuut'ina for a traditional use study. Budgets provided in July 2016 and July 2017 were approved by Alberta Transportation. To facilitate the traditional use studies, Alberta Transportation arranged and facilitated 21 site visits by Tsuut'ina within the PDA over the period between the fall of 2016 to the late summer of 2017. A TUS was not received in time to be incorporated in the EIA submitted in October 2017. A draft TUS has now been received however Tsuut'ina's permission to include the information from it in the revised EIA re-submission has not been received.</p> <p>Alberta Transportation has provided Tsuut'ina with the draft Traditional Land and Resource Use EIS (Volumes 3A and 3B) for review and comment under correspondence dated January 26, 2018 and arranged a 4-day workshop with Tsuut'ina from March 1, 5, 6 and 7, 2018. The workshop was facilitated by CEAA with the goal of better understanding potential impacts to Tsuut'ina from the Project and to provide responses to the concerns raised to date. Verification of the meeting minutes from the workshops was not received prior to March 16, 2018 and therefore the TLRU section has not been updated to include information discussed.</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 November 23, 2018, Alberta Transportation provided its report, <i>Response to Tsuut'ina Nation Traditional Land and Resource Use Information including Mitigation Table</i>. In the mitigation table, Alberta Transportation provided the mitigation measures proposed in the EIA for wildlife. Subject to land access from the private landowners, Alberta Transportation agreed to a field visit – similar to the one conducted in October 2017 - with Elders in the spring of 2019 to observe waterfowl. Alberta Transportation committed to funding and participating in ceremonies prior to the start of construction, if requested. Alberta Transportation also met with Tsuut'ina Nation December 6, 2018 to discuss the response and mitigation table.</p>			An updated version of their TUS was received April 3, 2018 with permission to use it for the SR1 Project.
18	August 31, 2017 Meeting between Alberta Transportation and Tsuut'ina	Ceremony	Tsuut'ina Nation still has a desire to hold a ceremony and feast (the ceremony had been postponed earlier).	On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation</i> from the March 2018 EIA: Funding for a ceremony and feast was provided by Alberta Transportation in February 2018.	At the meetings held on May 14-15, 2018, Tsuut'ina Nation indicated they held a ceremony involving a feast and a sweat in spring 2018. Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	Funding was provided by Alberta Transportation for a ceremony. Tsuut'ina Nation held the ceremony in spring 2018.	No further action required.
19	April 3, 2018 Draft Tsuut'ina Traditional Land Use Report for the Proposed Springbank Off-Stream Reservoir Project	Water Ceremony	Concern that the Project will change the relationship between Tsuut'ina and the water in their territory.	On November 23, 2018, Alberta Transportation provided its report, <i>Response to Tsuut'ina Nation Traditional Land and Resource Use Information including Mitigation Table</i> . In the mitigation table, Alberta Transportation provided the mitigation measures proposed in the EIA for hydrology. Alberta Transportation committed to funding and	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and	N/A	No further action required.

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	prepared by Trailmark Systems Inc. October 10, 2019 Site visit and Meeting		If Project proceeds, need for a ceremony for the spirit of the water. Tsuut'ina Nation is concerned about water; it is medicine and sacred.	participating in ceremonies prior to the start of construction, if requested. Alberta Transportation also met with Tsuut'ina Nation December 6, 2018 to discuss the response and mitigation table.	will not be participating any further in regulatory review processes in relation to the Project.		
20	August 31, 2017 Meeting between Alberta Transportation and Tsuut'ina	Historical Resources Ceremony	The Tsuut'ina practiced tree burials with a cairn to mark the spot. Tsuut'ina do not want these cairns disturbed. A ceremony may be needed to properly respect those Tsuut'ina people who were part of the tree burials, but which sites cannot all be identified today.	On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation</i> from the March 2018 EIA: Funding for a ceremony and feast was provided by Alberta Transportation in July 2016 and February 2018. At the meetings held on August 8, 2018, September 21, 2018, and October 11, 2018, Alberta Transportation requested the GPS coordinates for the sites identified by Tsuut'ina Nation so they could be plotted against the project components and the potential impacts to the sites could be assessed. At the meeting held on October 11, 2018, historical resources and possible mitigation measures, including following ACT's requirements, monitoring opportunities, using TUS report information, and the potential for more excavation per ACT's direction, were discussed. On November 23, 2018, Alberta Transportation provided its report, <i>Response to Tsuut'ina Nation Traditional Land and Resource Use Information including Mitigation Table</i> . In the mitigation table, Alberta Transportation provided the mitigation measures proposed in the EIA for cultural sites and historical resources, including minimizing disturbance and following ACT guidelines. Alberta Transportation will also maintain access to identified current use sites during construction and operations and develop a protocol for recovery, collection, reporting on, and possible repatriation of artifacts found in consultation with Indigenous groups. Alberta Transportation committed to funding and participating in ceremonies prior to the start of construction, if requested. Alberta Transportation also met with Tsuut'ina Nation December 6, 2018 to discuss the response and mitigation table.	At the meetings held on May 14-15, 2018, Tsuut'ina Nation indicated they held a ceremony involving a feast and a sweat in spring 2018. At meetings held on August 8, 2018, September 21, 2018, and October 11, 2018 Tsuut'ina Nation committed to providing the GPS coordinates to Alberta Transportation. Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.
21	May 14, 2018 <i>Springbank Off-Stream Reservoir Project EIS – Selected Section: Second Sufficiency Review</i> by PGL Environmental Group, dated April 16, 2018. Provided via email on May 14, 2018.	Spiritual practices	Effect of the project on experience of the land and spiritual practices has not been assessed. [Second Sufficiency Review Question 2-8]	Alberta Transportation responded to Tsuut'ina Nation's technical reviews under cover dated December 16, 2019. As discussed in Volume 3A, Section 14, Table 14-1, there is a potential for indirect effects on the experience of Indigenous peoples that could adversely alter the perceived value of availability of, or access to, traditional resources for current use or current use sites and areas. In addition, the assessment on TLRU has considered and narratively assessed intangible values when identified by Indigenous groups (see Volume 3A, Section 14.1.3.3). Flood mitigation should help preserve cultural experience. In addition, Alberta Transportation has committed to implementing numerous mitigation measures to address concerns raised by Indigenous groups regarding traditional land and resource use, which, in many cases, interact and overlap with elements of cultural experience. These mitigation measures are in the EIA Volume 4, Appendix C. The mitigation measures proposed may serve to reduce	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.

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				<p>or avoid potential effects on cultural experience. However, as stated in Volume 3A, Section 14.1.3.3, potential effects on experiential values can only be meaningfully evaluated by individuals and communities experiencing these values in their cultural context.</p> <p>Through the Indigenous consultation Program for the Project, Alberta Transportation has provided and continues to provide numerous opportunities for Indigenous groups to share their views on the proposed mitigation measures related to cultural experience. Alberta Transportation continues to meet with Indigenous groups to better understand potential effects to cultural experience and receive suggestions from Indigenous groups about how to mitigate these effects, including Tsuut'ina Nation. [Response 2-8]</p>			
22	<p>May 30, 2016 Letter from Chief Roy Whitney to Canadian Environmental Assessment Agency May 18, 2017 Letter by Violet Meguinis, Acting Consultation Director Tsuut'ina to the Honorable Brian Mason, Minister of Infrastructure and Transportation July 19, 2017 Letter from Chief Lee Crowchild to Alberta Environment and Parks April 3, 2018 <i>Draft Tsuut'ina Traditional Land Use Report for the Proposed Springbank Off-Stream Reservoir Project</i> prepared by Trailmark Systems Inc. August 8, 2018 <i>Tsuut'ina Nation Traditional Land Use Study Springbank Off-Stream Reservoir Project</i> August 15, 2019 Meeting between Minister of Transportation and Tsuut'ina Nation</p>	Historical Resources	<p>Concerned about the potential for the Project to adversely affect the physical and cultural heritage resources in Tsuut'ina territory.</p> <p>Concerned about (Tsuut'ina) burial sites that would be destroyed should the reservoir be filled.</p> <p>Concerned about impacts to important cultural sites within the Project Area (tipi rings, fire pits, etc.).</p> <p>Concerned about impacts to grave sites on the dam outflow and intake/start of diversion channel as well as throughout undisturbed riparian areas. Feel strongly that grave sites need to be protected.</p> <p>RECOMMENDATION: Do not disturb cultural and burial sites, or archaeological sites.</p> <p>Tsuut'ina Nation undertook a site visit and identified tipi rings, a possible medicine wheel, possible campsites, and possible bison jumps (exact locations unclear).</p> <p>Concerns about traditional sites and features within the SR1 area.</p>	<p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation</i> from the March 2018 EIA: An Historic Resources Impact Statement was conducted for the Project and submitted to Alberta Culture and Tourism (ACT) who submitted <i>Historical Resources Act</i> conditions for the Project on November 22, 2017. Existing conditions for historic resources were determined through desktop review and field assessments for archaeology and paleontology. During the historical resources impact assessment (HRIA), 262 shovel tests were completed in areas of high archaeological potential and 698 surface exposures were inspected. A total of 11 precontact period sites and 11 historic period sites were assessed within the PDA. In summary, the results of the HRIA indicate that the project area does contain some sites of moderate to high heritage value that would require mitigation. However, in general terms, much of the area has been affected previously by cultivation and none of the identified sites have sufficient heritage value to mandate complete avoidance, with the possible exception of the Our Lady Peace Mission site, but that is outside the PDA.</p> <p>ACT considers documentation of the site locations, photography, and collection of a sample of artifacts as sufficient mitigation for sites of low to moderate heritage value. For sites of moderate to high heritage value, avoidance or additional mitigation, such as detailed recording and mitigative excavation to retrieve a larger sample of artifacts and obtain an improved understanding of the cultural affiliation may be required by ACT. Standard mitigation measures will be determined by ACT based on their review of the HRIA.</p> <p>The EIA found no significant effects of the Project on historic resources. A significant adverse residual environmental effect on historic resources is defined as one that results in an unauthorized project-related disturbance to, or destruction of, all or part of a historic resource considered by ACT to be of heritage value, and that is not mitigated or compensated as required by the regulators. The EIA found no significant effects of the Project on historic resources.</p> <p>At the meetings held on August 8, 2018, September 21, 2018, and October 11, 2018, Alberta Transportation requested the GPS</p>	<p>At the meetings held on May 14-15, 2018, Tsuut'ina Nation requested information on the process that will occur in the event that a rock cairn, burial, or other significant find is found. Alberta Transportation noted that a protocol regarding site encounters should be established. Tsuut'ina Nation noted that this could potentially form part of a monitoring plan. Tsuut'ina Nation recommended that a monitoring plan be established with ACT.</p> <p>At meetings held on August 8, 2018, September 21, 2018, and October 11, 2018 Tsuut'ina Nation committed to providing the GPS coordinates to Alberta Transportation.</p> <p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	N/A	No further action required.

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	<p>August 29, 2019 Meeting between Tsuut'ina Nation and Alberta Transportation</p> <p>September 17, 2019 Meeting between Tsuut'ina Nation and Alberta Transportation</p>		<p>Tsuut'ina Nation is concerned about the destruction of sites within the project area.</p> <p>Tsuut'ina Nation has concerns about historical sites within the project area, including around the outflow channel and how water release will affect the sites there.</p>	<p>coordinates for the sites identified by Tsuut'ina Nation so they could be plotted against the project components and the potential impacts to the sites could be assessed.</p> <p>At the meeting held on October 11, 2018, historical resources and possible mitigation measures, including following ACT's requirements, monitoring opportunities, using TUS report information, and the potential for more excavation per ACT's direction, were discussed.</p> <p>On November 23, 2018, Alberta Transportation provided its report, <i>Response to Tsuut'ina Nation Traditional Land and Resource Use Information including Mitigation Table</i>. In the mitigation table, Alberta Transportation provided the mitigation measures proposed in the EIA for cultural sites and historical resources, including minimizing disturbance and following ACT guidelines. Alberta Transportation will also maintain access to identified current use sites during construction and operations and develop a protocol for recovery, collection, reporting on, and possible repatriation of artifacts found in consultation with Indigenous groups. Alberta Transportation also met with Tsuut'ina Nation December 6, 2018 to discuss the response and mitigation table.</p> <p>At the meeting held on August 29, 2019, Alberta Transportation offered to work with and fund Tsuut'ina Nation and David Johnson to learn more about the sites and features within the SR1 area that are important to Tsuut'ina Nation.</p> <p>At the meeting held on September 17, 2019, Alberta Transportation expressed their willingness to continue to work with Tsuut'ina Nation to learn about sites of concern to Tsuut'ina Nation.</p>			
23	<p>May 30, 2016 Letter from Chief Roy Whitney to Canadian Environmental Assessment Agency</p>	Historical Resources	<p>Concern on project impacts to tipi sites, rock cairns, portions of a medicine wheel.</p>	<p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation</i> from the March 2018 EIA: As noted in response to the concern above, a full assessment of the effects of the Project on historic resources was carried out and submitted to ACT. The EIA found no significant effects of the Project on historic resources. A significant adverse residual environmental effect on historic resources is defined as one that results in an unauthorized project-related disturbance to, or destruction of, all or part of a historic resource considered by ACT to be of heritage value, and that is not mitigated or compensated as required by the regulators.</p> <p>ACT will define the required mitigation measures required for the Project based on their review of the HRIA, and inform Alberta Transportation of those requirements.</p> <p>At the meetings held on August 8, 2018, September 21, 2018, and October 11, 2018, Alberta Transportation requested the GPS coordinates for the sites identified by Tsuut'ina Nation so they could be plotted against the project components and the potential impacts to the sites could be assessed.</p> <p>At the meeting held on October 11, 2018, historical resources and possible mitigation measures, including following ACT's requirements,</p>	<p>At the meetings held on May 14-15, 2018, Tsuut'ina Nation requested information on the process that will occur in the event that a rock cairn, burial, or other significant find is found. Alberta Transportation noted that a protocol regarding site encounters should be established. Tsuut'ina Nation noted that this could potentially form part of a monitoring plan. Tsuut'ina Nation recommended that a monitoring plan be established with ACT.</p> <p>At meetings held on August 8, 2018, September 21, 2018, and October 11, 2018 Tsuut'ina Nation committed to providing the GPS coordinates to Alberta Transportation.</p> <p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	N/A	No further action required.

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				<p>monitoring opportunities, using TUS report information, and the potential for more excavation per ACT's direction, were discussed.</p> <p>On November 23, 2018, Alberta Transportation provided its report, <i>Response to Tsuut'ina Nation Traditional Land and Resource Use Information including Mitigation Table</i>. In the mitigation table, Alberta Transportation provided the mitigation measures proposed in the EIA for cultural sites and historical resources, including minimizing disturbance and following ACT guidelines. Alberta Transportation will also maintain access to identified current use sites during construction and operations and develop a protocol for recovery, collection, reporting on, and possible repatriation of artifacts found in consultation with Indigenous groups. Alberta Transportation also met with Tsuut'ina Nation December 6, 2018 to discuss the response and mitigation table.</p> <p>At the meeting held on August 29, 2019, Alberta Transportation offered to work with and fund Tsuut'ina Nation and David Johnson to learn more about the sites and features within the SR1 area that are important to Tsuut'ina Nation.</p> <p>At the meeting held on September 17, 2019, Alberta Transportation expressed their willingness to continue to work with Tsuut'ina Nation to learn about sites of concern to Tsuut'ina Nation.</p>			
24	<p>August 8, 2018</p> <p>Meeting between Tsuut'ina Nation, Alberta Transportation, and Stantec</p>	Historic resources	Historic trails and pathways.	N/A	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.
25	<p>April 21, 2016</p> <p>Meeting with Tsuut'ina Nation, Alberta Transportation, and DEMA Land Services</p> <p>September 21, 2018</p> <p>Meeting between Alberta Transportation, Stantec, and Tsuut'ina Nation</p>	Historical Resources	<p>Concerns that their artifacts are not protected.</p> <p>Concerned with the protection of historic resource sites.</p>	<p>After the meeting held on October 28, 2016, Alberta Transportation obtained the information for the Treaty 7 contact at Alberta Culture and Tourism (ACT) that Tsuut'ina Nation could contact directly to request archaeological information. The contact information was included in the draft meeting notes sent December 12, 2016.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation</i> from the March 2018 EIA: ACT independently assesses the heritage value of historic resources, determines the need for, and scope of, any avoidance or mitigation measures, and issues Project approval under the Historical Resources Act. If the Project is approved Alberta Transportation will follow all the requirements for the protection of historic resources as determined by ACT.</p> <p>At the meetings held on August 8, 2018, September 21, 2018, and October 11, 2018, Alberta Transportation requested the GPS coordinates for the sites identified by Tsuut'ina Nation so they could be plotted against the project components and the potential impacts to the sites could be assessed.</p> <p>At the meeting held on October 11, 2018, historical resources and possible mitigation measures, including following ACT's requirements,</p>	<p>At the meetings held on May 14-15, 2018, Tsuut'ina Nation requested information on the process that will occur in the event that a rock cairn, burial, or other significant find is found. Alberta Transportation noted that a protocol regarding site encounters should be established. Tsuut'ina Nation noted that this could potentially form part of a monitoring plan. Tsuut'ina Nation recommended that a monitoring plan be established with ACT.</p> <p>At meetings held on August 8, 2018, September 21, 2018, and October 11, 2018 Tsuut'ina Nation committed to providing the GPS coordinates to Alberta Transportation. To date, this data has not been provided.</p> <p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	N/A	No further action required.

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				<p>monitoring opportunities, using TUS report information, and the potential for more excavation per ACT's direction, were discussed.</p> <p>On November 23, 2018, Alberta Transportation provided its report, <i>Response to Tsuut'ina Nation Traditional Land and Resource Use Information including Mitigation Table</i>. In the mitigation table, Alberta Transportation provided the mitigation measures proposed in the EIA for cultural sites and historical resources, including minimizing disturbance and following ACT guidelines. Alberta Transportation will also maintain access to identified current use sites during construction and operations and develop a protocol for recovery, collection, reporting on, and possible repatriation of artifacts found in consultation with Indigenous groups. Alberta Transportation also met with Tsuut'ina Nation December 6, 2018 to discuss the response and mitigation table.</p>			
26	<p>October 28, 2016</p> <p>Meeting with the Tsuut'ina Nation Consultation Office, Alberta Transportation, Stantec, and DEMA Land Services</p>	<p>Historic Resources</p> <p>Information Sharing</p>	<p>The Tsuut'ina Nation requested that they be informed on all archaeological work being completed on the SR1.</p>	<p>At the meeting held on October 28, 2016, the Stantec archaeologist stated that they were bound by the direction of Alberta Culture and Tourism and any release of information would require their permission. As the archaeological work was still ongoing no information could be released. After the meeting Alberta Transportation obtained and passed on the information for the Treaty 7 contact at ACT that Tsuut'ina Nation could contact directly to request archaeological information. The contact information was included in the draft meeting notes sent December 12, 2016.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation</i> from the March 2018 EIA: At this time, no further archaeological work is being done on SR1. Work done to date is included in the Historic Resources Section of the revised EIA submission and will be available for review once submitted to and posted by the regulators.</p>	<p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	<p>N/A</p>	<p>No further action required.</p>
27	<p>August 31, 2017</p> <p>Meeting between Alberta Transportation and Tsuut'ina</p>	<p>Historical Resources</p> <p>Information Sharing</p>	<p>Requested the Historical Resource Impact Assessment.</p>	<p>At the meeting held on August 31, 2017, Alberta Transportation responded that the HRIA is the responsibility of ACT, and Tsuut'ina Nation can make the request through ACT.</p> <p>At the meetings held on May 14-15, 2018, Alberta Transportation committed to contacting ACT to ask them to meet with Tsuut'ina Nation.</p> <p>Alberta Transportation emailed ACT on July 12, 2018, stating that Tsuut'ina Nation would like to meet with ACT. ACT replied July 13, 2018 that they will contact Tsuut'ina Nation.</p>	<p>At the meetings held on May 14-15, 2018, Tsuut'ina Nation indicated they were having difficulty getting in contact with ACT. Tsuut'ina Nation said they would follow up with ACT to request a meeting.</p> <p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	<p>N/A</p>	<p>No further action required.</p>
28	<p>May 14, 2018</p> <p><i>Springbank Off-Stream Reservoir Project EIS – Selected Section: Second Sufficiency Review</i> by PGL Environmental Group, dated April 16,</p>	<p>Historical Resources</p>	<p>The proponent states that while Tsuut'ina has provided information about archaeological and cultural sites in the Project area, "exact locations" have not been provided. Again, the ability to assess impacts to Tsuut'ina</p>	<p>Alberta Transportation responded to Tsuut'ina Nation's technical reviews under cover dated December 16, 2019. Alberta Transportation has assessed potential effects on current use sites or areas in Volume 3A, Section 14.3.4 and Volume 3B, Section 14.2.4.3. In that assessment, Alberta Transportation recognized that current use sites and areas, including, but not limited to sites and areas for cultural or spiritual practices, or archaeological and palaeontological sites and areas, have the potential to be affected by direct physical disturbance</p>	<p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	<p>N/A</p>	<p>No further action required.</p>

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	2018. Provided via email on May 14, 2018.		<p>does not depend on exact locations be provided. As such, the proponent's assessment is incomplete. [Second Sufficiency Review Question 3-7]</p>	<p>associated with Project. Through the Indigenous consultation program for the Project, Tsuut'ina Nation stated there are several possible archaeological and cultural sites in the Project area, including tipi sites, rock cairns, and portions of a medicine wheel and explained that the Project area is an area with high potential for recovery of archaeological resources. Tsuut'ina Nation explained that the rock cairns mark the places of tree burials and are concerned about the potential for their disturbance from the Project.</p> <p>In Volume 3A, Section 14.3.4.3, Alberta Transportation adopted a conservative approach and considered potential effects on current use sites and areas even where exact locations of these sites and areas were not known. Alberta Transportation concluded that effects on current use sites and areas within the area of permanent structures and cultural, spiritual, ceremonial, and ancestral sites as well as archaeological sites located within these areas of temporary physical disturbance would be of high magnitude because these sites would be permanently removed. Effects on current use sites and areas outside the permanent structures will be moderate during construction and low during dry operations. Following construction, current use sites or areas would remain largely unchanged outside the PDA. In Volume 3B, Section 14.3.4.3, Alberta Transportation assessed the effects of a design flood on current use sites and areas and stated that overall, the effects resulting from flood and post-flood operations on current use sites or areas are anticipated to be moderate for cultural sites, except for effects from deeper sedimentation; in these areas, effects are anticipated to be of high magnitude.</p> <p>Volume 3A, Section 13.3.1 reports on the results of the Historical Resources Impact Assessment (HRIA) conducted for the Project and concludes that no sites of very high heritage value that would require avoidance, such as effigies, medicine wheels, burial sites, pottery or tipi rings have been identified in the PDA. Project activities within the PDA would disturb 11 precontact period and 11 historic period archaeological sites. Identified sites include isolated finds, artifact scatters, campsites and historic remains such as homesteads and a school. Alberta Culture (AC) considers documentation of the site locations, photography, and collection of a sample of artifacts as sufficient mitigation for sites of low to moderate heritage value. For sites of moderate to high heritage value, avoidance or additional mitigation, such as detailed recording and mitigative excavation to retrieve a larger sample of artifacts and obtain an improved understanding of the cultural affiliation may be required by AC.</p> <p>Alberta Transportation will maintain access to identified current use sites (located outside the designated construction and Project site limits) during construction and operations, and Alberta Transportation is currently working with Indigenous groups on post-construction principles for future land use.</p> <p>AC will evaluate the archaeological and cultural sites identified by Tsuut'ina Nation and the disagreement between conventional archaeological assessment and Tsuut'ina Nation to determine whether</p>			

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				<p>a supplemental HRIA or additional field visits by AC are required. If AC determines that additional archaeological or cultural sites are present, standard mitigation will be applied, including photography, mapping, documentation and mitigative excavation, to preserve the knowledge of the site.</p> <p>Depending upon its significance, other mitigation may include additional consultation, Indigenous participation in the assessment and mitigation program and Indigenous monitoring during construction. [Response 3-7]</p>			
29	<p>May 14, 2018</p> <p><i>Springbank Off-Stream Reservoir Project EIS – Selected Section: Second Sufficiency Review</i> by PGL Environmental Group, dated April 16, 2018. Provided via email on May 14, 2018.</p>	Historical Resources	<p>The EIS notes that "[w]ith mitigation following the recommendation of ACT, no adverse residual environmental effects on historical resources are anticipated. In the absence of residual effects, there is no pathway for cumulative effects and, therefore, no cumulative effects assessment is warranted." This is unclear and methodologically incorrect. Residual effects regardless of significance must be carried over to a cumulative assessment. It is extremely unlikely that any project, following mitigation, leaves no residual effects ill fill. This assertion raises questions about the EIS capacity to accurately predict and assess effects and must be rejected as unreliable. [Second Sufficiency Review Question 2-4]</p>	<p>Alberta Transportation responded to Tsuut'ina Nation's technical reviews under cover dated December 16, 2019. Current guidance and practice regarding cumulative effects assessment is that any Project-related residual effects should be further considered on a cumulative effects basis. This is irrespective of any significance conclusion; i.e., such an effect does not have to be significant for it to be carried forward to be assessed cumulatively. This approach is used in preparation of the EIA, including for the historical resource assessment (Volume 3C, Section 7.2.3).</p> <p>Further, the residual effects conclusions (i.e., whether an effect is adverse or not) and the determination of significance are two separate, subsequent and explicit steps in the environmental assessment.</p> <p>Regarding the conclusion of no adverse effect, this outcome reflects the accepted approach by the applicable regulator (Culture, Multiculturalism and Status of Women following the implementation of the prescribed mitigation for historical resources in Alberta. This reflects a similar situation as was discussed in the response to Tsuut'ina Nation Question 2-3 in which prescribed mitigation for a known effect represents a known and precedence-based outcome. [Response 2-4]</p>	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.
30	<p>May 30, 2016</p> <p>Letter from Chief Roy Whitney to Canadian Environmental Assessment Agency</p> <p>August 8, 2018</p> <p>Meeting between Tsuut'ina Nation, Alberta Transportation, and Stantec</p>	Wildlife	<p>Project area is an environmentally sensitive area and includes key wildlife and biodiversity zone and environmentally significant areas.</p> <p>Long term viability of wildlife, species at risk, and biodiversity.</p>	<p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation</i> from the March 2018 EIA: The presence of the Key Wildlife and Biodiversity Zone (KWBZ) along the Elbow River is recognized and addressed in the EIA, as detailed below. The local and regional assessment areas selected for the assessment of effects on wildlife and wildlife habitat overlap areas identified as KWBZs (AEP 2016b), including the Elbow River to the south and the Bow River to the north. KWBZs represent areas along river valleys that are a combination of important winter ungulate (e.g., deer, elk) habitat and areas of high potential for biodiversity (ESRD 2015a; AEP 2016b). KWBZs are areas that protect productive, key ungulate winter ranges and river corridors, protect locally and regionally significant wildlife movement corridors and habitat</p>	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.

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				<p>types, and protect key hiding and thermal cover for wildlife (ESRD 2015a).</p> <p>Information available for the KWBZs was used in the EIA to establish the baseline conditions upon which the effects of the Project would be determined, see Volume 3A and 3B, section 11, and Volume 4, Appendix H.</p> <p>At the meeting held on October 11, 2018, the impacts to wildlife and wildlife habitat were discussed, along with proposed mitigation measures.</p> <p>On November 23, 2018, Alberta Transportation provided its report, <i>Response to Tsuut'ina Nation Traditional Land and Resource Use Information including Mitigation Table</i>. In the mitigation table, Alberta Transportation provided the mitigation measures proposed in the EIA for wildlife, including mitigation measures for prior to, during, and following construction. Where possible, temporary workspaces will be in areas that avoid wildlife features and construction activities during the restricted activity periods for the KWBZ will be avoided or reduced. A remote camera program will be designed to determine the effectiveness of mitigation implemented throughout the diversion channel. Alberta Transportation also met with Tsuut'ina Nation December 6, 2018 to discuss the response and mitigation table.</p>			
31	<p>May 30, 2016</p> <p>Letter from Chief Roy Whitney to Canadian Environmental Assessment Agency</p> <p>April 3, 2018</p> <p><i>Draft Tsuut'ina Traditional Land Use Report for the Proposed Springbank Off-Stream Reservoir Project</i> prepared by Trailmark Systems Inc.</p> <p>September 21, 2018</p> <p>Meeting between Alberta Transportation, Stantec, and Tsuut'ina Nation</p>	Wildlife habitat	<p>Adverse impacts to the habitat of species of cultural significance including bald eagles and grizzly bears.</p> <p>Concerns for how changes to the landscape, including wetlands, will affect deer, grizzly bears, wolves, lynx, bobcat, cougar, bald eagles, beavers, and other species.</p> <p>Concerned about potential impacts to cultural keystone species including beavers, bald eagles, and grizzly bears.</p> <p>Concerned with impacts to wildlife, and wildlife habitat. Animal species are necessary for offerings, prayers, and ceremony. Species Tsuut'ina Nation is concerned about include grizzly bear, black bear, elk, and various other species.</p>	<p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation</i> from the March 2018 EIA: One bald eagle nest was observed in the local assessment area near the low-level outlet. A pre-construction survey of the area will be carried out and if the nest is active, the provincially regulated setback distance of 1000m will be observed during the nesting period.</p> <p>The majority (90.4%) of the local assessment area consists of low and very low to nil suitability spring feeding habitat for grizzly bear. Almost all (98.9%) of the local assessment consists of low and very low to nil suitability summer feeding habitat for grizzly bear. High suitability spring feeding habitat for grizzly bear occurs in small areas (<5% of the local assessment area) along the Elbow River, outside of the project development area. No high suitability summer feeding habitat was mapped within the local assessment area. Landowners have observed grizzly bear in the project development area. Radio collared grizzly have been observed in the local and regional assessment areas. Most observations show grizzly using areas west of the Project i.e., Bragg Creek, Jumping Pound and Sibbald Creek.</p> <p>Grizzly bears have large home ranges, so although the Project would reduce suitable spring and summer feeding habitat in the local assessment area, higher suitability grizzly bear habitat occurs west of the Project in the regional assessment area. The construction period will be relatively short, and portions of the construction area would be reclaimed, which would reduce residual effects on spring feeding habitat during dry operations.</p>	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.

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				<p>Most high and moderate suitability feeding habitat in the local assessment area exists along the Elbow River, with patches of moderate suitability habitat existing within the project development area. During a design flood grizzly habitat within the project development area would be temporarily unavailable. During post-flood operations, sediment left behind in the reservoir could reduce forage quality, and partial removal of sediment and sensory disturbance from other maintenance activities would result in displacement of grizzly bear from feeding habitat; however, other areas within the regional assessment area, especially west of the Project (Collister and Kansas 1997; Jorgenson 2016), would provide suitable spring feeding habitat.</p> <p>At the meeting held on October 11, 2018, the impacts to wildlife and wildlife habitat were discussed, along with proposed mitigation measures.</p> <p>On November 23, 2018, Alberta Transportation provided its report, <i>Response to Tsuut'ina Nation Traditional Land and Resource Use Information including Mitigation Table</i>. In the mitigation table, Alberta Transportation provided the mitigation measures proposed in the EIA for wildlife, including mitigation measures prior to, during, and following construction. Alberta Transportation also met with Tsuut'ina Nation December 6, 2018 to discuss the response and mitigation table.</p>			
32	<p>May 30, 2016 Letter from Chief Roy Whitney to Canadian Environmental Assessment Agency May 18, 2017 Letter by Violet Meguinis, Acting Consultation Director Tsuut'ina to the Honorable Brian Mason, Minister of Infrastructure and Transportation July 19, 2017 Letter from Chief Lee Crowchild to Alberta Environment and Parks April 3, 2018 <i>Draft Tsuut'ina Traditional Land Use Report for the Proposed Springbank Off-Stream Reservoir Project</i> prepared by Trailmark Systems Inc. July 12, 2018</p>	Wildlife habitat	<p>Construction of the Project may cause loss of wintering ungulate habitat and increase habitat fragmentation in the project area.</p> <p>Concerned about the impact that the SR1 would have on the migratory herds of elk that pass through Tsuut'ina territory.</p> <p>Concerns over how disruptions to landscape may affect elk (calving grounds, migration routes, water crossings, and critical habitat). Tsuut'ina members regularly hunt these elk for food and ceremony purposes.</p> <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>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation</i> from the March 2018 EIA: The Key Wildlife and Biodiversity Zone along the Elbow River provides key ungulate habitat. Habitat modeling undertaken for the EIA determined that approximately 74.5% of the local assessment area consists of low and very low to nil suitability winter feeding habitat for elk, with the remainder represented by 223.0 ha (4.6%) of high and 1,016.7 ha (20.9%) of moderate suitability habitat. High suitability winter feeding habitat occurs in discrete areas east and west of Highway 22 and along the Elbow River.</p> <p>Construction activities are predicted to result in both a permanent loss of habitat due to the infrastructure footprint and a temporary loss of ungulate habitat due to construction activities and sensory disturbance. A total of approximately 117 ha of high and 377 ha of moderate winter elk feeding habitat would be affected by the Project.</p> <p>At the meeting held on October 11, 2018, the impacts to wildlife and wildlife habitat were discussed, along with proposed mitigation measures. Internal fencing currently within the Project area will be removed. Wildlife friendly fencing will be used around the boundaries of the Project.</p> <p>Under cover dated November 23, 2018, Alberta Transportation provided their report, <i>Response to Tsuut'ina Nation Traditional Land and Resource Use Information including Mitigation Table</i>. In the mitigation table, Alberta Transportation provided the mitigation measures proposed in the EIA for wildlife, including how ungulate and other wildlife movement will be facilitated. Where possible, temporary</p>	<p>At the meeting held on October 11, 2018, Tsuut'ina Nation discussed where the elk are within the area, and noted that "ungulates do not care about fences."</p> <p>In a letter dated February 6, 2020, Mandell Pinder LLP, on behalf of Tsuut'ina Nation, alleged that the proponent has not provided meaningful answers to Tsuut'ina Nation's questions in relation to wildlife, in particular elk movement.</p> <p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	N/A	No further action required.

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<p><i>Springbank Offstream Reservoir Project EIS Technical Review and Information Requests</i> by PGL Environmental Consultants, dated June 15, 2018.</p> <p>February 6, 2020</p> <p>Letter from Mandell Pinder LLP on behalf of Tsuut'ina Nation</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 about the wildlife corridor.</p>	<p>workspaces will be in areas that avoid wildlife features and construction activities during the restricted activity periods will be avoided or reduced. A remote camera program will be designed to determine the effectiveness of mitigation implemented throughout the diversion channel. Alberta Transportation also met with Tsuut'ina Nation December 6, 2018 to discuss the response and mitigation table.</p> <p>Alberta Transportation responded to Tsuut'ina Nation's technical reviews under cover dated December 16, 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 data provided provided to Alberta Transportation by other Indigenous groups 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); 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</p>			

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				<p>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 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>			
33	<p>May 14, 2018</p> <p><i>Springbank Off-Stream Reservoir Project EIS – Selected Section: Second Sufficiency Review</i> by PGL Environmental Group, dated April 16, 2018. Provided via email on May 14, 2018.</p>	Wildlife	<p>Further support is required for the conclusion that "effects of the Project are not anticipated to result in the loss of traditionally used species in the LAA". Confirmation is required as to whether this includes the use of the area as ungulate winter habitat. [Second Sufficiency Review Question 3-14]</p>	<p>Alberta Transportation responded to Tsuut'ina Nation's technical reviews under cover dated December 16, 2019. As stated in Volume 3A, Section 14.8.5, effects of the Project are not anticipated to result in the loss of traditionally used species in the LAA. This conclusion is supported by the assessment on wildlife, including elk winter feeding habitat, which is presented in Volume 3A, Section 11.4.2.3.</p> <p>Although the Project will result in direct and indirect loss of elk winter feeding habitat in the LAA, grassland habitat will be reclaimed in the construction area, which will partly reduce Project residual effects on ungulate habitat, including elk. Reclamation of suitable habitat will allow ungulates and other species of traditional importance to return to the</p>	<p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	N/A	<p>No further action required.</p>

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				<p>LAA and continue to use this area. Complete loss of a wildlife species is not anticipated because the RAA will provide suitable habitat during construction and function as source habitat to maintain populations during dry operations.</p> <p>Other ungulate species of cultural importance, such as deer are assessed in Alberta Transportation's response to Round 1 CEAA Package 2, IR2-11, which concludes that the Project will not threaten the long-term persistence or viability of wildlife species, including those of cultural importance (e.g., ungulates) in the RAA. [Response 14]</p>			
34	<p>July 12, 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	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]	<p>Alberta Transportation responded to Tsuut'ina Nation's technical reviews under cover dated December 16, 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]</p>	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.
35	<p>May 30, 2016</p> <p>Letter from Chief Roy Whitney to Canadian Environmental Assessment Agency</p>	Wildlife habitat	Habitat damage including sensitive fescue grassland and wetland ecosystems which could result from contaminated sediments from flood waters.	<p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation</i> from the March 2018 EIA: Residual effects on vegetation and wetlands after a flood would not result in the loss of sensitive native upland and wetland plant communities, or wetland functions from the local assessment area, because no vegetation and wetland land units are completely lost, and no lasting effects to vegetation and wetlands would be anticipated as a result of a 1:10 year, 1:100 year or design flood. Effects on one rare plant - slender cress (<i>Rorippa tenerrima</i>) as well as the potential for effects on unidentified plant species of management concern (SOMC) could occur. It is likely that habitat for plant SOMC exists elsewhere in the RAA as affected vegetation and wetland land units exist elsewhere in the RAA (see Volume 3A, Section 10.4). Effects on plant communities of management concern are not anticipated, because none were identified within the RAA.</p> <p>At the meeting held on October 11, 2018, the impacts to wildlife and wildlife habitat, and wetlands were discussed, along with proposed mitigation measures.</p> <p>On November 23, 2018, Alberta Transportation provided its report, <i>Response to Tsuut'ina Nation Traditional Land and Resource Use Information including Mitigation Table</i>. In the mitigation table, Alberta Transportation provided the mitigation measures proposed in the EIA for water quality, for both surface and groundwater, and how potential contaminant-related effects will be mitigated. Alberta Transportation also met with Tsuut'ina Nation December 6, 2018 to discuss the response and mitigation table.</p>	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.
36	April 3, 2018	Wildlife	Concern that the un-named tributary the Project proposes to	On November 23, 2018, Alberta Transportation provided its report, <i>Response to Tsuut'ina Nation Traditional Land and Resource Use</i>	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no	N/A	No further action required.

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	<i>Draft Tsuut'ina Traditional Land Use Report for the Proposed Springbank Off-Stream Reservoir Project</i> prepared by Trailmark Systems Inc.		use to drain the dam is in a low-lying and sheltered valley that is currently used by animals.	<i>Information including Mitigation Table.</i> In the mitigation table, Alberta Transportation provided the mitigation measures proposed in the EIA for wildlife. Alberta Transportation also met with Tsuut'ina Nation December 6, 2018 to discuss the response and mitigation table.	objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.		
37	July 12, 2018 <i>Springbank Offstream Reservoir Project EIS Technical Review and Information Requests</i> by PGL Environmental Consultants, dated June 15, 2018.	Wildlife	Provide details on monitoring program to monitor project effects on wildlife. [Annex D Question 14] Location of remote cameras not provided. [Annex D Question 2]	At the meeting held on October 11, 2018, the impacts to wildlife and wildlife habitat were discussed, along with proposed mitigation measures. Alberta Transportation also indicated they were looking for feedback on the mitigation measures including where remote cameras should be located. Alberta Transportation responded to Tsuut'ina Nation's technical reviews under cover dated December 16, 2019. As discussed in Volume 3C, Section 2.10, the follow-up and monitoring program is being designed to: <ul style="list-style-type: none">• verify predictions made about Project effects on wildlife movement in the LAA during construction and dry operation• monitor wildlife use of the diversion channel during dry operation• where appropriate, determine effectiveness of mitigation to reduce Project effects on wildlife movement 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] The remote cameras survey locations are provided in EIA Volume 4, Appendix H, Figure 2-1. In addition, the rationale for remote camera locations is provided in EIA 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]	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.
38	July 12, 2018 <i>Springbank Offstream Reservoir Project EIS</i>	Wildlife	Justify why a 15 kilometre buffer of the project area was	Alberta Transportation responded to Tsuut'ina Nation's technical reviews under cover dated December 16, 2019. Project effects were assessed in the LAA (a 1 km buffer around the PDA), which is the area	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding	N/A	No further action required.

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<p><i>Technical Review and Information Requests</i> by PGL Environmental Consultants, dated June 15, 2018.</p>		<p>chosen for the RAA for wildlife. [Annex D Question 6]</p> <p>Clarify why average home range for female grizzly bear was chosen as the RAA for vegetation and wetlands. [Annex C Question 3]</p>	<p>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 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> <p>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 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,</p>	<p>forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>		

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				<p>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 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>			
39	<p>July 12, 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	<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 Tsuut'ina Nation's technical reviews under cover dated December 16, 2019. As stated in 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</p>	<p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	N/A	<p>No further action required.</p>

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				<p>vegetation as well as 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 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>			
40	<p>July 12, 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 Tsuut'ina Nation technical reviews under cover dated December 16, 2019. As stated in Alberta Transportation's response to Round 1 CEEA Package 2, IR2-17 d), habitat offsets were not considered as a mitigation option for the direct loss of wildlife habitat including elk habitat because:</p> <ul style="list-style-type: none"> • There is no provincial offset policy or framework in place to allow for the consideration of offsets as a mitigation option for proposed developments. • Currently, habitat offsets are only applied to wetlands as part of the Alberta Wetland Mitigation Directive (GoA 2018) or to wildlife species listed as endangered or threatened under Schedule 1 of the Species at Risk Act (SARA). Offsets under SARA are used only to address residual effects after applying avoidance and mitigation measures to comprehensively reduce the effects of the activity on species at risk individuals, residences and critical habitat (GoC 2016). • Elk are currently listed as secure by AEP (2017) and are not listed as endangered or threatened under Schedule 1 of SARA (GoC 2019). There is currently no precedence for designating habitat-based offsets for a non-listed species. <p>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</p>	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.

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				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]			
41	July 12, 2018 <i>Springbank Offstream Reservoir Project EIS Technical Review and Information Requests</i> by PGL Environmental Consultants, dated June 15, 2018.	Wildlife Wildlife habitat	Definition of significance should include wildlife habitat and biodiversity. [Annex D Question 11] Concern that the conclusion of significance is discussed at a high level for wildlife and is not done for each species. [Annex D Question 17]	Alberta Transportation responded to Tsuut'ina Nation's technical reviews under cover dated December 16, 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. 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 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 response] in Table D-17.1. [Annex D Response 17] 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. As stated in Volume 3A, Section 11.1.4., construction and dry operations has 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]	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.
42	May 14, 2018	Wildlife	Support is required for the conclusion that "wildlife species richness and abundance are	Alberta Transportation responded to Tsuut'ina Nation's technical reviews under cover dated December 16, 2019. Change in landscape diversity and habitat fragmentation is assessed using mean patch size	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding	N/A	No further action required.

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	<p><i>Springbank Off-Stream Reservoir Project EIS – Selected Section: Second Sufficiency Review</i> by PGL Environmental Group, dated April 16, 2018. Provided via email on May 14, 2018.</p>		<p>not expected to be influenced by habitat fragmentation". [Second Sufficiency Review Question 3-15]</p>	<p>(ha), number of patches and mean patch edge (km) of upland and wetland cover types, as described in Volume 3A, Section 10.4.2. The potential effects of fragmentation are addressed in the context of breeding bird and amphibian species richness and abundance as described in Volume 3A, Section 11.1.4.2, Table 11-4.</p> <p>For clarification, wildlife species richness (i.e., number of species) and abundance is not expected to be influenced by Project-related fragmentation. Based on the analysis of landscape diversity, the number, size, and edge of habitat patches in the RAA will change very little (see Volume 3A, Section 10.4.2). The minor changes to these measurable parameters reflect the existing level of disturbance and fragmentation in the RAA (i.e., the Project will not result in fragmentation of large patches of native vegetation). As such, although the Project will result in a loss of native vegetation communities, it is not expected to result in a measurable change in the number of breeding bird or amphibian species present in the LAA or RAA (i.e., richness) due to fragmentation. In addition, there are other remaining habitats available in the LAA and RAA that can provide suitable habitat to support wildlife species dependent on grasslands, shrublands, forests and wetlands. [Response 15]</p>	<p>forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>		
43	<p>July 12, 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	<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 Tsuut'ina Nation's technical reviews under cover dated December 16, 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> <ul style="list-style-type: none"> • area (ha) of upland and wetland habitat loss or alteration • mean patch size (ha), number of patches, and mean patch edge (km) • number of plant species of management concern (SOMC) occurrences affected by the Project • occurrences of traditional use plants by the Project • area (ha) of vegetation communities (upland, wetland) that support breeding bird and amphibian species richness and abundance <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>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	N/A	<p>No further action required.</p>

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				<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 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>			

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44	July 12, 2018 <i>Springbank Offstream Reservoir Project EIS Technical Review and Information Requests</i> by PGL Environmental Consultants, dated June 15, 2018.	Wildlife	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>Alberta Transportation responded to Tsuut'ina Nation's technical reviews under cover dated December 16, 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 once built, 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> <p>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]</p>	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.
45	July 12, 2018 <i>Springbank Offstream Reservoir Project EIS Technical Review and Information Requests</i> by PGL Environmental Consultants, dated June 15, 2018.	Wildlife	Summary of the wildlife and biodiversity cumulative effects needed. [Annex D Question 18]	<p>Alberta Transportation responded Tsuut'ina Nation technical reviews under cover dated December 16, 2019. 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], further to what is provided below:</p> <p>Overall, past and existing land use activities have contributed cumulatively to changes in ecological processes (e.g., species interactions, fragmentation, connectivity), which have affected species and landscape diversity in the RAA. Although Project residual effects combined with future projects and activities would contribute</p>	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.

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				<p>incrementally to cumulative effects on biodiversity, the Project's contribution is expected to be relatively minor. Mitigation and adherence to best management practices are expected to reduce potential contributions of these projects to cumulative effects and are not expected to threaten the sustainability or viability of SOMC, including key indicators, in the RAA.</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>			
46	<p>May 18, 2017 Letter by Violet Meguinis, Acting Consultation Director Tsuut'ina to the Honorable Brian Mason, Minister of Infrastructure and Transportation July 19, 2017 Letter from Chief Lee Crowchild to Alberta Environment and Parks September 21, 2018 Meeting between Alberta Transportation, Stantec, and Tsuut'ina Nation</p>	<p>Fish Habitat Wildlife Habitat</p>	<p>Concerned about the destruction of critical fish and wildlife habitat. Concerned about the impacts to fish habitat.</p>	<p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation</i> from the March 2018 EIA: The Project will result in direct and indirect loss of wildlife habitat during construction and dry operations; however, the amount of wildlife habitat permanently affected (168 ha) is relatively small compared to the availability of wildlife habitat remaining in the LAA (4,860 ha). Although there would be temporary displacement and disturbance to wildlife during construction, a measurable change in the abundance of wildlife in the regional assessment area is unlikely.</p> <p>The Project would result in temporarily unavailable wildlife habitat during flood operations and post-flood operations, with some potential permanent loss of wetlands due to sedimentation, which will result in its conversion into upland communities. Vegetation lost during floods would eventually be replaced by self-propagation of native vegetation in the surrounding area, or reestablished through hydroseeding. The amount of wildlife habitat affected is relatively small compared to the availability of wildlife habitat remaining in the regional assessment area (102,817 ha).</p> <p>The Project would result in direct and indirect alteration of fish habitat during construction and dry operations; however, the amount of fish habitat permanently affected (1,854 m²) is relatively small compared to the availability of fish habitat remaining in the local assessment area (3,100,000 m²).</p> <p>At the meeting held on October 11, 2018, the impacts to fish and fish habitat, along with the proposed mitigation measures, were discussed. There will be habitat compensation, regulated by Fisheries and Oceans Canada. The impacts to wildlife and wildlife habitat were also discussed, along with proposed mitigation measures.</p> <p>On November 23, 2018, Alberta Transportation provided its report, <i>Response to Tsuut'ina Nation Traditional Land and Resource Use Information including Mitigation Table</i>. In the mitigation table, Alberta Transportation provided the mitigation measures proposed in the EIA for fish and wildlife, including mitigation measures for prior to, during, and following construction. Alberta Transportation also met with</p>	<p>At the meetings held on May 14-15, 2018, Tsuut'ina Nation expressed concerns regarding the suitability of new habitat when it is established to compensate for the loss of habitat.</p> <p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	N/A	No further action required.

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				Tsuut'ina Nation December 6, 2018 to discuss the response and mitigation table.			
47	May 30, 2016 Letter from Chief Roy Whitney to Canadian Environmental Assessment Agency	Fish habitat	Impacts to spawning beds, used by various trout species. Concerns related to significant changes to these waterbodies and local ecosystem and the permanent destruction of fish habitat.	On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation</i> from the March 2018 EIA: The EIA addressed potential impacts to spawning beds by considering the potential impact to fish habitat. The Project will result in the permanent loss of 1,854 m ² fish habitat at the diversion structure. This area has been identified as suitable foraging habitat for trout including, mountain whitefish, brown trout and rainbow trout. The area that will be lost is small compared to the habitat available within the local assessment area, which is approximately 3,100,000 m ² . At the meeting held on October 11, 2018, the impacts to fish and fish habitat, along with the proposed mitigation measures, were discussed. There will be habitat compensation, regulated by Fisheries and Oceans Canada. On November 23, 2018, Alberta Transportation provided its report, <i>Response to Tsuut'ina Nation Traditional Land and Resource Use Information including Mitigation Table</i> . In the mitigation table, Alberta Transportation provided the mitigation measures proposed in the EIA for fish and fishing, including mitigation measures prior to, during, and following construction. Alberta Transportation also met with Tsuut'ina Nation December 6, 2018 to discuss the response and mitigation table.	At the meetings held on May 14-15, 2018, Tsuut'ina Nation expressed concerns regarding the suitability of new habitat when it is established to compensate for the loss of habitat. Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.
48	May 30, 2016 Letter from Chief Roy Whitney to Canadian Environmental Assessment Agency	Fish Habitat	Impacts to overwintering habitat to fish that includes scoured pools in the Elbow River.	On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation</i> from the March 2018 EIA: Hydrological modeling, undertaken for the EIA, indicates that during dry operations, there would be no changes to flows in the Elbow River and no changes to the pattern of erosion and deposition in bars or pools. Given this there would be no changes expected to the maintenance of spawning or overwintering habitat in the Elbow River for salmonid species. Hydrological modelling also indicates that there would be no significant changes in sediment transport (Volume 3A, Section 6.5.3 of the EIA), and therefore that there would be no alterations to the quality of fish habitat, including for fish that support Aboriginal fisheries. At the meeting held on October 11, 2018, the impacts to fish and fish habitat, along with the proposed mitigation measures, were discussed. On November 23, 2018, Alberta Transportation provided its report, <i>Response to Tsuut'ina Nation Traditional Land and Resource Use Information including Mitigation Table</i> . In the mitigation table, Alberta Transportation provided the mitigation measures proposed in the EIA for fish and fishing, including mitigation measures prior to, during, and following construction. Alberta Transportation also met with Tsuut'ina Nation December 6, 2018 to discuss the response and mitigation table.	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.

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49	<p>May 30, 2016</p> <p>Letter from Chief Roy Whitney to Canadian Environmental Assessment Agency</p>	Fish	<p>Concerns fish may not be able to pass through diversion channel during operation.</p>	<p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation</i> from the March 2018 EIA: During Project design it was recognized that the diversion structure could result in an increase in flow rates of the Elbow River at the structure and potentially affect the ability of fish to pass upstream. In order to avoid affecting fish passage design elements were incorporated to ensure that under normal river conditions flow rates are maintained within the range suitable for fish passage.</p> <p>At the meeting held on October 11, 2018, the impacts to fish and fish habitat, along with the proposed mitigation measures, were discussed. During flood scenarios, fish will be able to pass through the diversion channel. Post-flood monitoring for stranded fish and fish rescue will occur if needed.</p> <p>On November 23, 2018, Alberta Transportation provided its report, <i>Response to Tsuut'ina Nation Traditional Land and Resource Use Information including Mitigation Table</i>. In the mitigation table, Alberta Transportation provided the mitigation measures proposed in the EIA for fish and fishing, including mitigation measures for prior to, during, and following construction. Drainage areas within the reservoir will be graded to reduce stranding of fish. A monitoring program will be undertaken to identify if fish passage is impeded. Alberta Transportation also met with Tsuut'ina Nation December 6, 2018 to discuss the response and mitigation table.</p>	<p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	N/A	No further action required.
50	<p>May 30, 2016</p> <p>Letter from Chief Roy Whitney to Canadian Environmental Assessment Agency</p> <p>August 8, 2018</p> <p>Meeting between Tsuut'ina Nation, Alberta Transportation, and Stantec</p>	Fish	<p>Fish could be carried into the Diversion Structure and into the Reservoir and become stranded when water released.</p> <p>Fish and fish habitat: mitigation for salvaging; if there is fish rescue will the Nation be included; alteration and destruction of fish habitat; Treaty right to fish must be protected.</p>	<p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation</i> from the March 2018 EIA: During a flood event it is anticipated that fish will pass into the diversion structure and into the reservoir. After a flood, the water flows in the diversion channel will be gradually reduced and the reservoir slowly drained to facilitate the movement of fish from the reservoir, back to the Elbow River with the receding water. The outlet will be designed and operated in a manner that allows fish egress out of the reservoir, downstream into the outlet channel. Drainage areas within the reservoir will be graded to reduce stranding of fish during release of stored flood water from the reservoir. During draining of the reservoir, monitoring will be undertaken to identify isolated pools and the potential that fish may become stranded. If potential fish stranding is identified, a fish rescue program will be undertaken to return the fish to the river.</p> <p>At the meeting held on October 11, 2018, the impacts to fish and fish habitat, along with the proposed mitigation measures, were discussed. During flood scenarios, fish will be able to pass through the diversion channel. Post-flood monitoring for stranded fish and fish rescue will occur if needed.</p> <p>On November 23, 2018, Alberta Transportation provided its report, <i>Response to Tsuut'ina Nation Traditional Land and Resource Use Information including Mitigation Table</i>. In the mitigation table, Alberta Transportation provided the mitigation measures proposed in the EIA</p>	<p>At the meetings held on May 14-15, 2018, Tsuut'ina Nation requested training and communication plans in the event of fish stranding.</p> <p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	N/A	No further action required.

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				for fish and fishing, including mitigation measures for prior to, during, and following construction. Drainage areas within the reservoir will be graded to reduce stranding of fish. A monitoring program will be undertaken to identify if fish passage is impeded. Mitigation also includes development of a land use plan. Alberta Transportation also met with Tsuut'ina Nation December 6, 2018 to discuss the response and mitigation table.			
51	May 14, 2018 <i>Springbank Off-Stream Reservoir Project EIS – Selected Section: Second Sufficiency Review</i> by PGL Environmental Group, dated April 16, 2018. Provided via email on May 14, 2018.	Fish habitat	Maps/figures showing the footprint of construction laydown areas and site access routes with respect to fish habitat are not presented in the EIS. The full footprint of the Project and its potential impact on riparian and instream areas needs to be visually presented in the EIS to evaluate potential impacts on fisheries values important to First Nations. [Second Sufficiency Review Question 2-15]	Alberta Transportation responded to Tsuut'ina Nation's technical reviews under cover dated December 16, 2019. Project components and associated aquatic habitat area in the component footprint area are listed in Table 2-15.1 and illustrated in Figure 2-15.1 [in the technical review response]. The limits of construction areas (e.g., areas that may include construction laydown areas, access routes, work areas) and the temporary river diversion channel around the construction of the Elbow River in-stream site is illustrated in Figure 2-15.2. Specific configuration of construction laydown area and site access routes are still being determined. Figure 2-15.1 and Figure 2-15.2 illustrate the extent of potential instream and riparian habitat effects associated with constructing Project related infrastructure in Elbow River. Table 2-15.1 provides areas (m2) of instream habitat alteration and loss associated with each Project component. [Response 2-15]	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.
52	May 14, 2018 <i>Springbank Off-Stream Reservoir Project EIS – Selected Section: Second Sufficiency Review</i> by PGL Environmental Group, dated April 16, 2018. Provided via email on May 14, 2018.	Fish habitat	The Assessment of Potential Effects on Aquatic Ecology does not contain a follow-up and monitoring section to assess potential changes to fish habitat from altered hydrology and hydrogeology during dry conditions. [Second Sufficiency Review Question 2-16] Section 8 lacks a follow-up and monitoring section, which should be a component of the assessment given the uncertainty in the assessment on the effects of flooding on the fish populations in the LAA, and the effects on direct and indirect alteration of fish habitat during flood and post-flood operations. [Second Sufficiency Review Question 2-23]	Alberta Transportation responded to Tsuut'ina Nation's technical reviews under cover dated December 16, 2019. The Surface Water Monitoring Plan will be designed to monitor and assess for environmental effects from construction and operation of the Project. The results will be used to inform how related Project components are carried out and to implement or adjust mitigations as necessary. Points included in the Surface Water Monitoring Plan are listed in the technical review response. [Response 2-16] Surface water follow-up monitoring is summarized in Tsuut'ina Nation Question 2-16. [Response 2-23]	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.
53	May 14, 2018 <i>Springbank Off-Stream Reservoir Project EIS – Selected Section: Second Sufficiency Review</i> by	Fish habitat	There are no maps or figures or quantitative data to support the assessment on permanent alteration of fish habitat. We understand that Volume 3B discusses changes in flows and	Alberta Transportation responded to Tsuut'ina Nation's technical reviews under cover dated December 16, 2019. Channel morphology (e.g., the shape and composition of the stream bed) will determine the nature of fish habitat in a river. For instance, riffle channel units are	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and	N/A	No further action required.

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	PGL Environmental Group, dated April 16, 2018. Provided via email on May 14, 2018.		sediment and bedload transport, but what are the quantitative impacts to fish habitat and structure and where are these predicted to occur? [Second Sufficiency Review Question]	<p>associated with gravel sorting by size which affects the quality and availability of spawning habitat for some fish species</p> <p>(including rainbow and brown trout). Riffle channel units also provide areas for benthic invertebrate production and therefore may create feeding habitat. Changes in channel morphology that affect riffle channel units can similarly affect the associated fish habitat. As such, changes in channel morphology can be used as a surrogate to assess for changes in fish habitat.</p> <p>Bedload changes in Elbow River are predicted to occur between the diversion inlet and Glenmore Reservoir. Volume 3B, Section 6.4.4, Figures 6-25, 6-26, 6-27, 6-29, 6-30, 6-31, 6-33, 6-34, and 6-35) are copied here as Figure 2-22.1 (A, B and C: design flood); Figure 2-22.2 (A, B and C: 1:100 year flood); and Figure 2-22.3 (A, B, and C: 1:10 year flood) to demonstrate the magnitude of difference in bedload changes with and without the Project. As illustrated in Figures 2-22.1, 2-22.2 and 2-22.3, the nature of the predicted changes to channel bed morphology and, consequently fish habitat, is small. [Response 2-22]</p>	will not be participating any further in regulatory review processes in relation to the Project.		
54	May 14, 2018 <i>Springbank Off-Stream Reservoir Project EIS – Selected Section: Second Sufficiency Review</i> by PGL Environmental Group, dated April 16, 2018. Provided via email on May 14, 2018.	Fish	Table 5.2 omits a linkage between Reservoir Management and Aboriginal Use and Culture. Tsuut'ina has indicated that fish strandings associated with Reservoir drainage represents and effect of concern given that it is contrary to stewardship beliefs and practices held by the Nation. Reservoir management therefore interacts with Traditional Land and Resource Use practices. Table 5.2 must be revised to accurately reflect project linkages. Without an assessment of the effects of Reservoir Management (or its consistency with) on traditional practices, the EIS is deficient. [Second Sufficiency Review Question 2-9]	<p>Alberta Transportation responded to Tsuut'ina Nation's technical reviews under cover dated December 16, 2019. Alberta Transportation recognizes fish strandings are a concern for Tsuut'ina Nation.</p> <p>As identified in Volume 2, Section 5.2, Table 5-2, there is a linkage between traditional land and resource use and reservoir filling and draining. Table 5-2 is duplicated [in the technical review response], as Table 2-9.1 (highlight added to show the relevant interaction). Reservoir drainage maintenance may also interact with traditional land and resource use and, therefore, this interaction is now included in Table 2-9.1 (as indicated by a red check mark). Project mitigations to rescue fish are predicted to maintain sustainable fish populations in Elbow River and thus Project mitigations to rescue fish are predicted to maintain sustainable fish populations in Elbow River and thus provide future opportunities for Tsuut'ina Nation to continue with their traditional practices. [Response 2-9]</p>	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.
55	May 30, 2016 Letter from Chief Roy Whitney to Canadian Environmental Assessment Agency	Fish	Disruption to fish migration in Elbow River during construction of the Diversion Structure.	On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation</i> from the March 2018 EIA: In compliance with Regulatory requirements (Fisheries Act and the Water Act) and to allow construction of the Diversion structure in the dry, the current river channel flow will be routed around the construction work by excavating a bypass channel and temporarily diverting the river flow through this channel. This will provide unimpeded fish passage both upstream and downstream of the construction work.	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.

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				<p>At the meeting held on October 11, 2018, the impacts to fish and fish habitat, along with the proposed mitigation measures, were discussed. A channel will be put in to ensure fish passage during construction. During construction, the extent and duration of instream work will be minimized.</p> <p>On November 23, 2018, Alberta Transportation provided its report, <i>Response to Tsuut'ina Nation Traditional Land and Resource Use Information including Mitigation Table</i>. In the mitigation table, Alberta Transportation provided the mitigation measures proposed in the EIA for fish and fishing, including mitigation measures prior to, during, and following construction. Restricted Activity Periods will be adhered to during construction and the Elbow River will be temporarily diverted during instream construction to allow for fish passage. A monitoring program will be undertaken to identify if fish passage is impeded. Alberta Transportation also met with Tsuut'ina Nation December 6, 2018 to discuss the response and mitigation table.</p>			
56	<p>May 30, 2016</p> <p>Letter from Chief Roy Whitney to Canadian Environmental Assessment Agency</p>	Fish	Impact to fish migration while reservoir is holding water.	<p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation</i> from the March 2018 EIA: During the diversion of flood water from Elbow River to the off-stream reservoir, it is assumed that fish, at any of their lifestages present, may encounter the diversion structure.</p> <p>During floods, flows of approximately 160 m³/s, which are close to the 1:10 year flood would continue in Elbow River downstream of the diversion structure. These flows are considered channel forming and would shift bed materials which would maintain overwintering and spawning habitat and shallow side-channel and nearshore rearing habitats. Brown trout, brook trout, and mountain whitefish spawn in the fall, and therefore should not be undergoing migration movements during the potential operational period of the diversion structure (May-June of a flood year), although immature individuals may encounter the diversion when young disperse to rearing habitats.</p> <p>Given the low probability of the design flood and the 1:100 year flood, the reduction in magnitude of erosion and deposition is unlikely to occur at a frequency to negatively affect overwintering habitat, such as the scouring of pools and deeper runs for trout species, nor negatively affect spawning habitat in the in Elbow River. Because flows in Elbow River would be less during active water diversion (compared to flows without the Project), fish migration in Elbow River at the diversion structure should not be impeded any more than during the dry operation condition, which has been modelled to show that upstream fish passage is possible.</p> <p>During natural flooding, fish species may seek side channels and lower velocity flooded riparian areas, then return to the main river channel as flood water recedes. It is unlikely that fish are migrating upstream during the high flow situations when the diversion would be operational.</p> <p>The Elbow River would return to normal flow patterns over the summer period, and with gradually reducing water levels in the reservoir and</p>	<p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	N/A	No further action required.

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				<p>grading that avoids the formation of pooled areas, fish should be able to move out of the reservoir with receding water.</p> <p>At the meetings held on May 14-15, 2018, a discussion was held regarding boulder berms that would be placed near the diversion structure to aid fish movement.</p> <p>At the meeting held on October 11, 2018, the impacts to fish and fish habitat, along with the proposed mitigation measures, were discussed. During flood scenarios, fish will be able to pass through the diversion channel. Post-flood monitoring for stranded fish and fish rescue will occur if needed. There will be instream components (e.g., boulder clusters) to slow the water and allow fish to move upstream.</p> <p>On November 23, 2018, Alberta Transportation provided its report, <i>Response to Tsuut'ina Nation Traditional Land and Resource Use Information including Mitigation Table</i>. In the mitigation table, Alberta Transportation provided the mitigation measures proposed in the EIA for fish and fishing, including mitigation measures for prior to, during, and following construction. Drainage areas within the reservoir will be graded to reduce stranding of fish. A monitoring program will be undertaken to identify if fish passage is impeded. Alberta Transportation also met with Tsuut'ina Nation December 6, 2018 to discuss the response and mitigation table.</p>			
57	<p>May 30, 2016</p> <p>Letter from Chief Roy Whitney to Canadian Environmental Assessment Agency</p>	<p>Fish</p> <p>Fish Habitat</p>	<p>Diversion of Highway 22 and bridge construction could lead to impacts to fish and fish habitat.</p>	<p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation</i> from the March 2018 EIA: The optimal design option for Highway 22 does not involve diversion of the Highway. The Highway will be raised to above the design flood level, and culverts inserted to prevent the highway from flooding. A new bridge will be required where Highway 22 crosses the diversion channel. The effects of the highway modifications and bridge have been considered within the EIA. With the implementation of mitigation measures no impacts to fish and fish habitat are predicted.</p> <p>At the meeting held on October 11, 2018, the impacts to fish and fish habitat, along with the proposed mitigation measures, were discussed.</p> <p>On November 23, 2018, Alberta Transportation provided its report, <i>Response to Tsuut'ina Nation Traditional Land and Resource Use Information including Mitigation Table</i>. In the mitigation table, Alberta Transportation provided the mitigation measures proposed in the EIA for fish and fishing, including mitigation measures for prior to, during, and following construction. Restricted Activity Periods will be adhered to during construction and the Elbow River will be temporarily diverted during instream construction to allow for fish passage. Alberta Transportation also met with Tsuut'ina Nation December 6, 2018 to discuss the response and mitigation table.</p>	<p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	<p>N/A</p>	<p>No further action required.</p>
58	<p>May 30, 2016</p> <p>Letter from Chief Roy Whitney to Canadian</p>	<p>Fish</p>	<p>Temperature changes to the Elbow River from water being released from the reservoir could be harmful to fish.</p>	<p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation</i> from the March 2018 EIA: There is a potential that the temperature of the flood water held within the reservoir may increase during the time the water</p>	<p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and</p>	<p>N/A</p>	<p>No further action required.</p>

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	Environmental Assessment Agency			<p>is retained within the reservoir. The amount of temperature change would depend upon a number of factors including water volume, air temperature, wind regime and residency time. As the water from the reservoir is then released, it would mix with Elbow River water and potentially increase water temperature in the river. If a change in temperature did occur, it would be expected to be temporary and localized due to the rapid mixing with the Elbow River water. Effects to fish as a result of any localized and temporary changes in water temperature are not predicted.</p> <p>At the meeting held on October 11, 2018, the impacts to fish and fish habitat, along with the proposed mitigation measures, were discussed.</p>	will not be participating any further in regulatory review processes in relation to the Project.		
59	<p>May 14, 2018</p> <p><i>Springbank Off-Stream Reservoir Project EIS – Selected Section: Second Sufficiency Review</i> by PGL Environmental Group, dated April 16, 2018. Provided via email on May 14, 2018.</p>	Fish habitat	<p>There is still no reference to a TLU Studies with respect to fish species selected for study. Therefore, this potential gap in the EIS still remains.</p> <p>Groundwater characterization on Reserve, including baseflow contributions and aquifer delineation, has not been completed. EIS gap remains.</p> <p>A map/figure of fish habitat available in the RAA is still not provided. Given the lack presentation of baseline data in the RAA the original comment has not been addressed. What is the availability of fish habitat remaining in the RAA after project impacts? Geo-referenced data is needed. [Second Sufficiency Review Question 1-5]</p>	<p>Alberta Transportation responded to Tsuut'ina Nation's technical reviews under cover dated December 16, 2019. The EIA considered best available traditional land and resource use (TLRU) information, including information about culturally important fish. The Tsuut'ina Nation TUS was submitted to Alberta Transportation on April 3, 2018 and not available for consideration in the EIA.</p> <p>Alberta Transportation met with Tsuut'ina Nation on December 6, 2018 to receive their comment and feedback on the written response. Alberta Transportation has reviewed and analyzed the Tsuut'ina Nation TUS in the context of the EIA and has provided a written response to Tsuut'ina Nation. Review of the information in the Tsuut'ina Nation TUS confirms that no new effects to fish and fish habitat were identified that had not been considered in the EIA. Volume 3A,</p> <p>Section 14.3.2.1 concludes, given the scope and location of the Project, that effects will not result in a long-term threat to the persistence and viability of species harvested in the RAA. Fish species resident to the LAA and included in this assessment (including harvested fish and fish that support harvested fish) are discussed in Volume 4, Appendix M, Section 3.1.2, Table 3-1 and provided here in Table 1-5.1.</p> <p>Groundwater has been characterized beneath the Tsuut'ina Nation Reserve and is described in the Hydrogeology TDR Update; see Alberta Transportation's response to Round 1 CEEA Package 3, IR3-14, Appendix 14-1. In response to feedback from Tsuut'ina Nation, the RAA and model boundaries for the groundwater assessment were expanded from the EIA to include the entire Tsuut'ina Nation Reserve within the Elbow River watershed. The groundwater characterization includes aquifer delineation within the expanded three-dimensional conceptual model. Based on the extent of the Project effects on groundwater described in the TDR Update, there will be no measurable change to the baseflow contribution from groundwater to the Elbow River. Because there is no measurable change to the baseflow into Elbow River due to groundwater effects from the Project, there will not be any related effects on fish habitat in Elbow River.</p> <p>Baseline habitat in Elbow River is provided as follows:</p> <p>i. Baseline fish habitat in Elbow River is provided in Appendix 1-5.1 [in the technical review response]. These maps are based on</p>	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.

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				<p>information collected during the fisheries field program, understanding of fish habitat requirements for resident species and aerial photo interpretation.</p> <p>ii. The instream Project footprint and instream construction area in relation to existing habitat is provided in the response to Tsuut'ina Nation Question 2-15. The response to Question 2-15 includes Figure 2-15.1, illustrating mapped fish habitat overlain with Project footprint components. Table 2-15.1 shows the area (m2) of different footprint components and associated habitat types.</p> <p>iii. Georeferenced habitat availability after impacts was not created; however, predicted geomorphology changes are discussed in Tsuut'ina Nation Question 2-22 with channel bed changes illustrated in Figure 2-22.1, Figure 2-22.2 and Figure 2-22.3. [Response 1-5]</p>			
60	<p>May 14, 2018</p> <p><i>Springbank Off-Stream Reservoir Project EIS – Selected Section: Second Sufficiency Review</i> by PGL Environmental Group, dated April 16, 2018. Provided via email on May 14, 2018.</p>	<p>Fish movement</p> <p>Fish habitat</p>	<p>Support is needed for the conclusion that "fish movement, overwintering and spawning habitat shallow side-channel, nearshore rearing habitats, and macrophyte grown are expected to be maintained". The proponent should be asked to clarify whether they expect these crucial elements of fish habitat to be maintained during a flood event, or only afterwards? As such, the proponent's assessment is incomplete. [Second Sufficiency Review Question 3-20]</p>	<p>Alberta Transportation responded to Tsuut'ina Nation's technical reviews under cover dated December 16, 2019. Fish habitat does not remain static during and after a flood; rather, it is renewed during a flood (meaning it is reformed) such that habitat is maintained.</p> <p>Flooding is a regular occurrence on the Elbow River and contributes to the natural flow regime and ongoing natural channel evolution of the river. The flow regime can be described as the regular flow behavior of a river based on the timing and duration of high-water events (e.g., such as peak runoff or spring freshet), river flows at baseflow, and response to storms (i.e., intensity of peaks in flows due to storms). Hydrological forces (e.g., flow velocities under different river flows) and short peaks in river flow continually mobilize riverbed sediments and modify the shape of the river channel. These changes are subtle when increases in river flow are small (e.g., during a storm in late summer when water levels are low and water levels rise within the Elbow River channel). However, flood level flows can mobilize bed sediments and modify river channels in a manner that rearranges channel features, including important fish habitat features.</p> <p>The arrangement of channel units, channel shape, and bed sediment size are functions of the river's flow regime. As flooding occurs, the channel morphology, including channel units, and channel shape will become rearranged and, consequently, rearrange fish habitat. However, natural flow related processes (e.g., channel scour, bedload movement and sediment deposition) will restore the channel characteristics and habitat types (i.e., riffles and pools will look and function the same as previously).</p> <p>Therefore, crucial elements of fish habitat are in the process of change and being reformed during a flood; elements of the river's natural condition including fish movement pathways, overwintering and spawning habitat, shallow side-channel and nearshore rearing habitats, and macrophyte grown are expected to be maintained.</p>	<p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	N/A	<p>No further action required.</p>
61	<p>December 6, 2018</p> <p>Meeting between Tsuut'ina Nation, Alberta</p>	<p>Fish</p>	<p>Concerned about the spread of whirling disease.</p>	<p>At the meeting held on December 6, 2018, Alberta Transportation responded that there is an Alberta Environment and Parks policy in</p>	<p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and</p>	N/A	<p>No further action required.</p>

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	Transportation, and Stantec.			effect to prevent basin to basin transfer of whirling disease. Alberta Transportation will comply with this policy for the SR1 project.	will not be participating any further in regulatory review processes in relation to the Project.		
62	May 30, 2016 Letter from Chief Roy Whitney to Canadian Environmental Assessment Agency	Birds Bird Habitat	Debris left after floods may result in loss of bird habitat, or contamination of habitat.	On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation</i> from the March 2018 EIA: During a design flood, sediment modeling predicts that 3.7% (192.6 ha in the reservoir) of the local assessment area would be covered by sediment that is less than 3 cm deep, and 0.8% (37.4 ha) would be covered by sediment between 3 cm and 10 cm. Details of the sediment modeling is provided in the EIA. The quality of vegetation and wetlands post- flood would differ from baseline conditions, however, changes to overall wildlife habitat abundance and suitability would be minor under these conditions. Sediment less than 3 cm thick would have little to no effect on vegetation and wetlands, whereas sediment 3-10 cm deep could result in small shifts in plant species composition within upland ecosites, but complete changes to upland communities would not be expected. For wetlands, sediment 3-10 cm deep would likely alter plant composition and abundance resulting in wetlands changing to upland sites, however as noted above this level of sediment deposition would occur in less than 1% of the local assessment area.	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.
63	July 12, 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 Tsuut'ina Nation's technical reviews under cover dated December 16, 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]	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.
64	May 30, 2016 Letter from Chief Roy Whitney to Canadian Environmental Assessment Agency September 21, 2018 Meeting between Alberta Transportation, Stantec, and Tsuut'ina Nation	Birds Wetlands	Use of the Storage Dam would cause loss of migratory bird nests and temporarily reduce wetland habitat for breeding, nesting while flood water is stored in Reservoir. Concerned with possible impacts to bird nests along the river.	On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation</i> from the March 2018 EIA: The design flood, (i.e. 1 in 200 year) is predicted to cover 816 ha in the reservoir. Flood operations during the design flood would temporarily impact 14.8% (234.2 ha) of breeding and foraging habitat in native upland vegetation, and 23.7% (70.3 ha) of wetland habitat in the LAA. Although these habitats would be temporarily unavailable to wildlife, the regional assessment area provides grassland, shrubland, tame pasture, and wetland habitat in other locations. Overall, the design flood would cover less than 3% of available native grassland (27,916 ha) and tame pasture (9,716 ha), and less than 1% of available wetland habitat (973 ha) in the regional assessment area. At the meeting held on September 21, 2018, Alberta Transportation indicated they will complete pre-construction nest sweeps and buffer bird nests based on recommendations from AEP. At the meeting held on October 11, 2018, the impacts to wetlands and proposed mitigation measures were discussed.	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.

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65	<p>May 30, 2016</p> <p>Letter from Chief Roy Whitney to Canadian Environmental Assessment Agency</p>	Wetlands	<p>Construction of the Diversion Channel and Reservoir in wetland areas could cause loss of those wetlands.</p> <p>Noted Alberta Wetlands Policy indicating the preferred response for mitigation is to avoid all impacts on wetlands.</p>	<p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation</i> from the March 2018 EIA: Wetlands are widely dispersed in the local assessment area, but most occur along drainages and adjacent to the Elbow River. A large wetland occurs just north of Highway 1, a temporary marsh; however, most graminoid marshes are small scattered ponds with an average size of 0.68 ha, occurring mainly in agriculture land. Approximately 312 ha of the local assessment area contains wetland cover types. Wetland ecological function (i.e., wildlife habitat and plant diversity) would be altered due to vegetation clearing for permanent structures. Dry operations would result in the loss of 8 ha of estimated high value wetland area and 13 ha of moderate wetland area in the local assessment area. No vegetation and wetland land units are completely lost, and therefore no significant effects on vegetation and wetlands are predicted.</p> <p>At the meeting held on October 11, 2018, the impacts to wetlands and proposed mitigation measures were discussed. Wetlands will be compensation as per the Alberta Wetlands Policy.</p> <p>On November 23, 2018, Alberta Transportation provided its report, <i>Response to Tsuut'ina Nation Traditional Land and Resource Use Information including Mitigation Table</i>. In the mitigation table, Alberta Transportation provided the mitigation measures proposed in the EIA for wetlands, including avoiding natural vegetation such as wetlands where possible, and reclaiming temporary work spaces with native species. Alberta Transportation also met with Tsuut'ina Nation December 6, 2018 to discuss the response and mitigation table.</p>	<p>At the meetings held on May 14-15, 2018, Tsuut'ina Nation requested that wetlands be considered within the hydrology assessment.</p> <p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	N/A	No further action required.
66	<p>May 30, 2016</p> <p>Letter from Chief Roy Whitney to Canadian Environmental Assessment Agency</p>	Wetlands	<p>Wetlands and sensitive ecosystems including grasslands, could be adversely affected. Changes to wetlands from construction or operations of the Project may affect how the wetlands function.</p>	<p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation</i> from the March 2018 EIA: During a flood event it is predicted that wetlands within the project development area will be temporarily inundated with flood water. A design flood i.e., maximum flood, is predicted to temporarily affect: 3.7ha of high value wetland habitat, 7.1 ha of moderate value habitat and 1.2 ha of low value habitat.</p> <p>The wetland functions of habitat, plant and wildlife, and hydrology would likely be reduced in these areas as plant composition may be changed and cover reduced, at least for a growing season, and lower-class marsh and swamp wetlands would be flooded for a duration and depth beyond natural variation, i.e., a few days to a few weeks. Residual Project effects to community diversity, traditional plant use and wetland functions are not anticipated because plant communities are expected to recover once the reservoir has been drained. Residual effects on vegetation and wetlands after a flood would not result in the loss of native upland and wetland plant communities, or wetland functions from the local assessment area.</p> <p>At the meeting held on October 11, 2018, the impacts to wetlands and proposed mitigation measures were discussed.</p>	<p>At the meetings held on May 14-15, 2018, Tsuut'ina Nation requested that wetlands be considered within the hydrology assessment.</p> <p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	N/A	No further action required.

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				On November 23, 2018, Alberta Transportation provided its report, <i>Response to Tsuut'ina Nation Traditional Land and Resource Use Information including Mitigation Table</i> . In the mitigation table, Alberta Transportation provided the mitigation measures proposed in the EIA for wetlands, including avoiding natural vegetation such as wetlands where possible, and reclaiming temporary work spaces with native species. Alberta Transportation also met with Tsuut'ina Nation December 6, 2018 to discuss the response and mitigation table.			
67	May 14, 2018 <i>Springbank Off-Stream Reservoir Project EIS – Selected Section: Second Sufficiency Review</i> by PGL Environmental Group, dated April 16, 2018. Provided via email on May 14, 2018.	Wetlands	There is no ecosystem mapping or wetland mapping, or a description of mapping methods presented in the Vegetation and Wetlands supplementary data appendix. Where is the presentation of field methods/data? [Second Sufficiency Review Question 2-26]	Alberta Transportation responded to Tsuut'ina Nation's technical reviews under cover dated December 16, 2019. Mapping methods and maps for vegetation communities and wetlands at existing conditions are provided in Volume 3A, Section 10.2. Methods are provided in Section 10.2.1. Results are provided in Section 10.2.2. Upland vegetation communities and wetlands in the PDA and LAA are shown in Figure 10-3. Figure 10-4 shows the upland vegetation communities and wetlands in the RAA. [Response 2-26]	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.
68	May 14, 2018 <i>Springbank Off-Stream Reservoir Project EIS – Selected Section: Second Sufficiency Review</i> by PGL Environmental Group, dated April 16, 2018. Provided via email on May 14, 2018.	Wetlands	Baseline temperatures have not been collected against which to model/predict potential adverse effects. These are required to adequately assess seasonal impacts to FSC fisheries. Wetlands of concern to Tsuut'ina Nation have not been identified. [Second Sufficiency Review Question 1-3] Wetlands of concern to Tsuut'ina have still not been identified. It is therefore not possible to determine if the boundaries used for the hydrology model are sufficient to address Tsuut'ina's concerns. [Second Sufficiency Review Question 3-16]	Alberta Transportation responded to Tsuut'ina Nation's technical reviews under cover dated December 16, 2019. Monthly baseline water temperatures in Elbow River are provided in Figure 1-3.1 [in the technical review response]. The data are from long term monitoring locations maintained by Alberta Environment and Parks (AEP) (Elbow River locations) and City of Calgary (Glenmore Reservoir location). Existing wetland abundance, distribution and type is discussed in Volume 3A, Section 10.2.2 and shown in Figure 1-3.2 [in the technical review response]. Tsuut'ina Nation has expressed concern in the TUS about wetlands in the Project area, but they have not provided information about specific wetlands. In response to feedback from Tsuut'ina Nation, the study area and model boundaries for the hydrogeology assessment were expanded to include the entire Tsuut'ina Nation Reserve within the Elbow River watershed. [Response 1-3] Existing wetland abundance, distribution and type is discussed in Volume 3A, Section 10.2.2 and shown in Figure 3-16.1 [in the technical review response]. Individual wetland areas of concern to Tsuut'ina Nation have not been communicated and therefore further information on boundary determination cannot be provided. [Response 3-16]	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.
69	May 14, 2018 <i>Springbank Off-Stream Reservoir Project EIS – Selected Section: Second Sufficiency Review</i> by PGL Environmental Group, dated April 16, 2018. Provided via email on May 14, 2018.	Wetlands	Support is needed for the statement that a loss of wetland function is not expected. [Second Sufficiency Review Question 3-19]	Alberta Transportation responded to Tsuut'ina Nation's technical reviews under cover dated December 16, 2019. A loss of wetland function in the PDA is not expected because no wetland class or value category will be lost due to flood and post-flood operations. The area of flooding during the 1:10, 1:100 and design floods, including sedimentation, are expected to result in a reduction of 1.4 ha in the reservoir (33% of the PDA) of high value wetlands, 3.4 ha (40%) of moderate value wetlands and 0.04 ha (2%) of moderately low value wetlands (Table 3-19.1). Shallow open water wetlands will be 100% inundated during a design flood, but plants of shallow open water are typically submersed or floating aquatic plants (e.g., milfoil	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.

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				[Myriophyllum spp.], bladderwort [Utricularia vulgaris], pondweeds [Potamogeton spp.] (AESRD 2015) adapted to inundation. The shallow open water zone of affected wetlands may expand following a design flood, but the affected wetlands are expected to persist. All wetlands that will be directly affected by the Project major components (i.e., floodplain berm, off-stream dam, diversion structure, diversion channel, low-level outlet works, Springbank Road and Highway 22 upgrades) and wetlands in the reservoir will be replaced off-site following the Alberta Wetland Policy (GoA 2013). [Response 3-19]			
70	July 12, 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 Tsuut'ina Nation's technical reviews under cover dated December 16, 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 of with different wetland value 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>	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.
71	July 12, 2018 <i>Springbank Offstream Reservoir Project EIS Technical Review and Information Requests</i> by PGL Environmental Consultants, dated June 15, 2018.	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]	<p>On November 23, 2018, Alberta Transportation provided its report, <i>Response to Tsuut'ina Nation Traditional Land and Resource Use Information including Mitigation Table</i>. Alberta Transportation will participate in discussions regarding possible monitoring opportunities. Temporary work spaces will be reclaimed incorporating input on native species to be used for reclamation from Tsuut'ina Nation and other Indigenous groups. Alberta Transportation also met with Tsuut'ina Nation December 6, 2018 to discuss the response and mitigation table.</p> <p>Alberta Transportation responded to Tsuut'ina's technical reviews under cover dated December 16, 2019. A draft Vegetation and Wetland Mitigation, Monitoring and Revegetation Plan is provided in the response to C-4, Appendix C-4.1 [in the technical review 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. [Annex C Response 9]</p>	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.

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72	July 12, 2018 <i>Springbank Offstream Reservoir Project EIS Technical Review and Information Requests</i> by PGL Environmental Consultants, 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 Tsuut'ina Nation's technical reviews under cover dated December 16, 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]	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.
73	July 12, 2018 <i>Springbank Offstream Reservoir Project EIS Technical Review and Information Requests</i> by PGL Environmental Consultants, dated June 15, 2018.	Vegetation	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] Mitigation should include developing a management plan to prevent spread of regulated weeds. [Annex C Question 5] Provide an invasive species management plan. [Annex D Question 15]	At the meeting held on October 11, 2018, the mitigation measure of using native seed mixes for reclamation was discussed. Alberta Transportation responded to Tsuut'ina Nation's technical reviews under cover dated December 16, 2019. 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. 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] 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	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.

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				<p>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 [in the technical review 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 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 [in the technical review response]. [Annex D Response 15]</p>			
74	<p>July 12, 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	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>Alberta Transportation responded to Tsuut'ina Nation's technical reviews under cover dated December 16, 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>	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.
75	<p>May 14, 2018</p> <p><i>Springbank Off-Stream Reservoir Project EIS – Selected Section: Second Sufficiency Review</i> by PGL Environmental Group, dated April 16, 2018. Provided via email on May 14, 2018.</p>	Vegetation Traditional use	Absence of project-specific TLU for Tsuut'ina data does not allow a determination of project effects on Tsuut'ina Nation traditional use of medicinal or other important plants. [Second Sufficiency Review Question 1-6]	<p>Alberta Transportation responded to Tsuut'ina Nation's technical reviews under cover dated December 16, 2019. The EIA considered best available traditional land and resource use information, including information about culturally important plants. Only one final and one interim TUS report were received prior to filing the EIA in March 2018, which limited the ability to use Indigenous and community knowledge to scope the EIA and select VCs. In order to assess potential effects on TLRU, a conservative approach was used, which recognizes that the lack of TLRU information for a specific area or activity does not necessarily represent a lack of current use for that location or activity, especially where no Project-specific TLRU information is available. The assessment also assumes that traditionally used plants identified as being present in the RAA could be gathered by Indigenous groups.</p> <p>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 of the EIA).</p>	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.

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				<p>Alberta Transportation recognizes that Indigenous groups believe appropriate conditions for traditional plant harvesting entail more than the availability and ability to engage in traditional practices. Alberta Transportation's assessment acknowledges that Indigenous groups may choose not to pursue plant harvesting or other traditional activities near the Project for a variety of personal, practical, aesthetic, and spiritual reasons. Alberta Transportation's efforts to reconcile this will be, generally, through the provision of Project information, the incorporation of feedback that results in changes to Project planning or mitigation and through commitment to further exploring an issue, concern or recommendation. [Response 1-6]</p>			
76	<p>July 12, 2018 <i>Springbank Offstream Reservoir Project EIS Technical Review and Information Requests</i> by PGL Environmental Consultants, dated June 15, 2018.</p>	<p>Vegetation Traditional use</p>	<p>Long term loss of traditional use plants in flooded areas not considered. [Annex C Question 7] Justify assessment of potential loss of rare plants. [Annex C Question 8]</p>	<p>Alberta Transportation responded to Tsuut'ina Nation's technical reviews under cover dated December 16, 2019. 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 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 Tsuut'ina Nation. [Annex C Response 8]</p>	<p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	N/A	<p>No further action required.</p>
77	<p>April 21, 2016 Meeting with Tsuut'ina Nation, Alberta</p>	<p>Plants Medicinal and ceremonial plants</p>	<p>There are plants they harvest in the SR1 area. Medicinal and ceremonial plants are found within the</p>	<p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation</i> from the March 2018 EIA: Alberta Transportation will provide opportunities for</p>	<p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and</p>	N/A	<p>No further action required.</p>

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	<p>Transportation, and DEMA Land Services</p> <p>April 3, 2018</p> <p><i>Draft Tsuut'ina Traditional Land Use Report for the Proposed Springbank Off-Stream Reservoir Project</i> prepared by Trailmark Systems Inc.</p>		<p>project area. Tsuut'ina Nation is concerned that plants, such as sweetgrass, are becoming harder to find.</p> <p>Concerns about impacts to medicinal and cultural plants that cannot be found elsewhere, including barriers to access, habitat loss, changes in abundance/availability, etc.</p>	<p>harvesting or relocating medicinal and ceremonial plants prior to construction.</p> <p>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>At the meetings held on September 21, 2018 and October 11, 2018, Alberta Transportation discussed future land use planning and asked Tsuut'ina Nation to think about how they would like to see the lands used.</p> <p>At the meeting held on October 11, 2018, the mitigation measure of allowing opportunities for Indigenous groups to harvest traditional plants prior to construction was discussed.</p> <p>On November 23, 2018, Alberta Transportation provided its report, <i>Response to Tsuut'ina Nation Traditional Land and Resource Use Information including Mitigation Table</i>. In the mitigation table, Alberta Transportation provided the mitigation measures proposed in the EIA for vegetation and plant harvesting, including providing access to harvest plants prior to construction, maintaining access to current use sites during construction and operations, and avoiding native vegetation, where possible. Alberta Transportation also met with Tsuut'ina Nation December 6, 2018 to discuss the response and mitigation table.</p> <p>In a letter dated October 21, 2019, 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>will not be participating any further in regulatory review processes in relation to the Project.</p>		
78	<p>May 30, 2016</p> <p>Letter from Chief Roy Whitney to Canadian Environmental Assessment Agency</p>	<p>Plants</p> <p>Traditional use</p>	<p>Impact to plant harvesting, including medicinal plants that grow on sensitive riparian areas of the Elbow River, its tributaries and wetlands.</p>	<p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation</i> from the March 2018 EIA: Some plant species would be removed from the project development area during clearing activities. There is potential for a reduction in riparian and wetland areas as well as altered wetland conditions due to clearing. However, the effects of the Project are not anticipated to result in a loss of species or a loss in wetland function overall within the local assessment area. Although individual plants would be removed from the project development area, none of the traditionally used species identified, during the aboriginal engagement program and through publicly available traditional ecological knowledge reports, would be lost in the local assessment area, nor would</p>	<p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	<p>N/A</p>	<p>No further action required.</p>

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				<p>vegetation communities supporting traditionally used plants be lost from the project development area.</p> <p>In the event of a flood, there would be mortality of traditional plant use species found in upland plant communities within the flooded area of the reservoir. Because these species are common and widespread, and based on visual observance of plant recovery lost as a result of previous flood events, re-establishment of these species will occur by natural recruitment over time. Therefore, permanent loss of traditional plant use species is not anticipated.</p> <p>At the meeting held on October 11, 2018, the mitigation measure of allowing opportunities for Indigenous groups to harvest traditional plants prior to construction was discussed.</p> <p>On November 23, 2018, Alberta Transportation provided its report, <i>Response to Tsuut'ina Nation Traditional Land and Resource Use Information including Mitigation Table</i>. In the mitigation table, Alberta Transportation provided the mitigation measures proposed in the EIA for vegetation and plant harvesting, including providing access to harvest plants prior to construction, maintaining access to current use sites during construction and operations, and avoiding native vegetation, where possible. Alberta Transportation also met with Tsuut'ina Nation December 6, 2018 to discuss the response and mitigation table.</p>			
79	<p>May 14, 2018</p> <p><i>Springbank Off-Stream Reservoir Project EIS – Selected Section: Second Sufficiency Review</i> by PGL Environmental Group, dated April 16, 2018. Provided via email on May 14, 2018.</p>	Medicinal and ceremonial plants	<p>The proponent states that while Tsuut'ina provided information about medicinal plant harvesting in the Project area and fishing in the Elbow River, information "regarding frequency of consumption of country foods" was not provided. Impacts to these uses do not depend on a specific frequency of use. Serious adverse impacts are possible regardless of how often these rights, which are often seasonal in nature, can be exercised. As such, the proponent's assessment is incomplete. [Second Sufficiency Review Question 3-6]</p>	<p>Alberta Transportation responded to Tsuut'ina Nation's technical reviews under cover dated December 16, 2019. The reference to the frequency of consumption of country foods was made in compliance with specific direction from CEAA. The EIS Guidelines for the Project direct Alberta Transportation to provide information on "which country foods are consumed by which Indigenous groups, how frequently, and where these country foods are harvested" (CEAA 2016 page 28).</p> <p>Tsuut'ina Nation's TUS was not available to Alberta Transportation prior to filing the EIA. Consequently, Alberta Transportation relied on information provided by Tsuut'ina Nation through the Indigenous engagement program for the Project regarding Tsuut'ina Nation's harvesting of country foods within the PDA. The Tsuut'ina Nation TUS was submitted to Alberta Transportation on April 3, 2018.</p> <p>The Tsuut'ina Nation TUS recorded 338 traditional use areas within or near the PDA. Tsuut'ina Nation has placed specific conditions of use on this information.</p> <p>The Tsuut'ina Nation TUS did not provide information on the frequency of consumption of country foods; however, the assessment nonetheless conservatively assumes country foods are harvested from the RAA. With respect to hunting for food, 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. Although there would be temporary displacement and disturbance to wildlife during construction,</p>	<p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	N/A	No further action required.

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				<p>a measurable change in the abundance of wildlife in the RAA is unlikely (see Volume 3A, Section 11.4.2).</p> <p>With respect to plant gathering for food and ceremonial purposes, traditionally used plant species within the PDA 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).</p> <p>Alberta Transportation will provide opportunities for harvesting or relocating medicinal and ceremonial plants prior to construction.</p> <p>At the end of construction, areas disturbed by construction 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.</p> <p>With respect to fishing for food, the Project is expected to result in restricted access to areas within the PDA and development of a permanent portage for the Elbow River. Fencing around the diversion structure would restrict Tsuut'ina Nation's access to traditional fishing resources or current use sites or areas on a small portion of Elbow River. Traditional fishing sites and areas located outside the PDA are not anticipated to be directly affected by the Project and the ability for Tsuut'ina Nation members to exercise the treaty right to fish for food will not be adversely impacted. [Response 3-6]</p>			
80	<p>May 14, 2018</p> <p><i>Springbank Off-Stream Reservoir Project EIS – Selected Section: Second Sufficiency Review</i> by PGL Environmental Group, dated April 16, 2018. Provided via email on May 14, 2018.</p>	Traditional plants	<p>Support is needed for the proponent's assumption that the plant species harvested by Tsuut'ina are "widespread". Tsuut'ina disagrees with this statement. [Second Sufficiency Review Question 3-18]</p>	<p>Alberta Transportation responded to Tsuut'ina Nation's technical reviews under cover dated December 16, 2019. Traditional use plants potentially occurring in the LAA are generally ranked S5 (secure – species is common, widespread, and abundant) by the Alberta Conservation Information Management System (ACIMS) (2016) and are potentially widespread in the LAA because 76% (47 plants) of the plants identifiable to genus or species level are provincially ranked S4 or S5, or are exotic species not native to Canada (Table 3-18.1 [in the technical review response]). Western red cedar (<i>Thuja plicata</i>) is provincially rare and may occur in the Montane Natural Subregion portion of the RAA because it has been documented in the montane, subalpine and alpine areas of the Rocky Mountain Natural Region (ACIMS 2017). This species grows on sites with 890 mm to 6,600 mm of annual precipitation (Tesky 1992) and is not expected in the LAA or Foothills Parkland Natural Subregion portion of the RAA because mean annual precipitation levels in the Foothills Parkland Natural Subregion are a little over 600 mm (Natural Subregion Committee 2006).</p>	<p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	N/A	<p>No further action required.</p>

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				Thirty-four of the 41 traditional use plant species observed in the PDA were also recorded at more than one survey site, with 23 species recorded at five or more sites. Although mean percent cover of these species ranged from less than 1% to 22%, many of the species are small (e.g., camas [Zigadenus spp.], mint [Mentha arvensis] and onion [Allium cernuum]) or are exotic species commonly found in disturbed areas (e.g., common plantain [Plantago major]). [Response 3-18]			
81	May 14-15, 2018 Meeting between Tsuut'ina Nation, Alberta Transportation, and Stantec to discuss Tsuut'ina Nation's specific concerns and Alberta Transportation's responses and proposed mitigation.	Soil Odour	Tsuut'ina Nation expressed concerns that following a flood there will be a smell in the dry reservoir and the soil will be dried and crack.	N/A	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.
82	April 3, 2018 <i>Draft Tsuut'ina Traditional Land Use Report for the Proposed Springbank Off-Stream Reservoir Project</i> prepared by Trailmark Systems Inc.	Disturbance	Concern that the few unaltered forested areas within the project area provide important habitat and shelter for wildlife. Extremely important that undisturbed areas remain untouched for future generations and to ensure Tsuut'ina culture is not erased. RECOMMENDATION: Do not disturb few remaining forested areas.	On November 23, 2018, Alberta Transportation provided its report, <i>Response to Tsuut'ina Nation Traditional Land and Resource Use Information including Mitigation Table</i> . In the mitigation table, Alberta Transportation provided the mitigation measures proposed in the EIA for vegetation, including avoiding native vegetation, where possible. Temporary work spaces will be reclaimed incorporating input on native species to be used for reclamation from Tsuut'ina Nation and other Indigenous groups. Alberta Transportation also met with Tsuut'ina Nation December 6, 2018 to discuss the response and mitigation table.	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.
83	May 30, 2016 Letter from Chief Roy Whitney to Canadian Environmental Assessment Agency May 18, 2017 Letter by Violet Meguinis, Acting Consultation Director Tsuut'ina to the Honorable Brian Mason, Minister of Infrastructure and Transportation July 19, 2017 Letter from Chief Lee Crowchild to Alberta Environment and Parks	Groundwater Spring water Hydrology	Concerns that the SR1 Project may impact groundwater in the Elbow River Alluvial Aquifer. Concerns water stored in the Reservoir may cause an increase in aquifer pressures, altering local groundwater flow regime. Concerns related to SR1 on Tsuut'ina's ground and surface water. Concerned about groundwater effects to Tsuut'ina land. Concerned about impacts to spring and groundwater, including contamination and	At the meeting held on November 1, 2017, Stantec's river engineer discussed the concern with Tsuut'ina Nation. The height of the diversion structure and floodplain berm, and the gradient of the Elbow River in that area combine to ensure that flood water could not back up onto the Tsuut'ina reserve as a result of operating the diversion. On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation</i> from the March 2018 EIA: The EIA considered the effects of the Project on both surface water (Volume 3A and 3B, section 6) and groundwater, including the Alluvial Aquifer (Volumes 3A and 3B, section 5, Appendix I). The assessment used a complex numerical groundwater model (FEFLOW) to evaluate potential changes to the hydrogeologic system, including aquifer pressure, caused by floods and construction and operation of the Project. The results of a series of the modeling scenarios showed that the groundwater levels and flow patterns are altered within the vicinity of the proposed Project. Changes are	At the meetings held on May 14-15, 2018, Tsuut'ina Nation questioned the boundaries of the study area for the hydrogeologic model in the EIA, and recommended the boundaries of the study area be enlarged to include the Tsuut'ina reserve. Especially noted concerns regarding the assessment not including water wells on the reserve. At the meetings held on May 14-15, 2018, Tsuut'ina Nation recommended that a Water Needs Assessment be conducted to understand the potential effects from the Project; Tsuut'ina Nation noted that this should be conducted with the standards of a Parkland Management Zone, not industry standards. Tsuut'ina Nation requested that more information on the hydrogeological sensitivity analyses that were conducted be shared.	N/A	No further action required.

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<p>November 1, 2017 Technical overview for the EIA with Tsuut'ina Nation, Alberta Transportation, and Stantec.</p> <p>April 3, 2018 <i>Draft Tsuut'ina Traditional Land Use Report for the Proposed Springbank Off-Stream Reservoir Project</i> prepared by Trailmark Systems Inc.</p> <p>October 11, 2018 Meeting between Alberta Transportation, Stantec, and Tsuut'ina Nation</p> <p>May 14, 2018 <i>Springbank Off-Stream Reservoir Project EIS – Selected Section: Second Sufficiency Review</i> by PGL Environmental Group, dated April 16, 2018. Provided via email on May 14, 2018.</p> <p>July 12, 2018 <i>Springbank Offstream Reservoir Project EIS Technical Review and Information Requests</i> by PGL Environmental Consultants, dated June 15, 2018.</p> <p>February 21, 2019 Meeting between Tsuut'ina Nation and Alberta Transportation</p> <p>February 28, 2019 Letter from Tanis Onespot to Alberta Transportation</p> <p>April 2, 2019</p>		<p>barriers to access at traditional gathering sites.</p> <p>Concern for the spring water within the Project Area.</p> <p>Concern that Project will further reduce and otherwise impact water flow on reserve lands.</p> <p>Concerns regarding the hydrogeology model.</p> <p>The rationale behind spatial scoping decisions was insufficient. [Second Sufficiency Review Section 3.0]</p> <p>Hydrogeologic model does not include Tsuut'ina lands. [Second Sufficiency Review Section 4.2.2]</p> <p>Impacts to groundwater resources have not been assessed on Tsuut'ina lands. [Second Sufficiency Review Table A]</p> <p>Groundwater model needs to be improved to predict potential effects on Tsuut'ina lands. [Second Sufficiency Review Question 1-2]</p> <p>Groundwater model fails to predict potential effects on Tsuut'ina IR 145 and contradicts current understanding of the Elbow River watershed. [Annex A Question 1/10]</p> <p>The perimeter boundary conditions are not well described. The southern boundary should be expanded to include Tsuut'ina IR 145 and numerical groundwater model reconstructed. [Annex A Question 4/5/6/16]</p> <p>Install monitoring wells on Tsuut'ina IR 145 to calibrate numerical groundwater model. [Annex A Question 2]</p>	<p>observed within the reservoir area during flooding and recede toward pre-flood conditions following floods. Changes in the groundwater flow regime are also observed along the proposed diversion channel. The model results were used as the basis for the EIA. The assessment concluded that effects to groundwater quantity and quality would not be significant.</p> <p>The residual effects on groundwater quantity from the Project are assessed as not significant because they would not decrease the yield of groundwater supply wells to the point where they can no longer be used. The residual effects on groundwater quality from the Project are assessed as not significant because changes in groundwater quality at existing wells would not deteriorate to the point where it becomes non-potable or cannot meet the Guidelines for Canadian Drinking Water Quality for a consecutive period exceeding 30 days (for those parameters which don't already, under existing conditions, exceed those guidelines). Effects to groundwater would be limited to the local assessment area.</p> <p>At the meetings held On May 14-15, 2018, Alberta Transportation committed to revising the hydrogeological model to include the Tsuut'ina Nation reserve.</p> <p>In a letter dated July 20, 2018, Alberta Transportation advised Tsuut'ina Nation that, based on the comments by PGL Environmental, they are revisiting the hydrogeological modelling. The southern boundary is being extended to account for Tsuut'ina Nation's concerns regarding potential impact to groundwater on and near the reserve.</p> <p>At the meeting held on August 8, 2018, Alberta Transportation provided an explanation of the additional work being done on the hydrogeological model. The study area has been expanded to include the Tsuut'ina reserve and well records from the reserve are being incorporated. A new baseline is being created and then the hydrogeological model will be re-run.</p> <p>At the meeting held on October 11, 2018, Alberta Transportation provided an update on the work being done on the hydrogeologic model. An additional 1850 wells from the Tsuut'ina reserve have been added. The additional work has confirmed the Elbow River as a hydrogeologic divide.</p> <p>On November 23, 2018, Alberta Transportation provided its report, <i>Response to Tsuut'ina Nation Traditional Land and Resource Use Information including Mitigation Table</i>. In the mitigation table, Alberta Transportation provided the mitigation measures proposed in the EIA for surface water, groundwater, hydrogeology, and hydrology, and how potential contaminant-related effects will be mitigated. Alberta Transportation also provided the mitigation measures proposed in the EIA for traditional use, including development of a land use plan. Alberta Transportation also met with Tsuut'ina Nation December 6, 2018 to discuss the response and mitigation table.</p> <p>At the meeting held on February 21, 2019, Alberta Transportation detailed the additional work that has been done with the</p>	<p>Tsuut'ina Nation recommended a revenue package in the event that water is affected.</p> <p>Tsuut'ina Nation stated that once a baseline assessment that understands the potential effects on Tsuut'ina Nation has been completed, only then can there be discussions regarding monitoring, further mitigation, etc.</p> <p>Tsuut'ina Nation recommended that a rescoping of the hydrogeology regional assessment area be completed to include the Tsuut'ina Nation reserve.</p> <p>At the meeting held on October 11, 2018, Tsuut'ina Nation requested further work to drill new wells on Tsuut'ina land believing it will result in the hydrogeologic model more accurately showing conditions on Tsuut'ina land.</p> <p>At the meeting held on February 21, 2019, Tsuut'ina Nation remained concerned with the use of the data from the wells on reserve in the numeric modelling. They feel the data lacks the accuracy to be used for the hydrogeological model. Tsuut'ina Nation would like new wells to be drilled on reserve so the hydrogeologic model is more accurate, and for pre- and post-flood monitoring.</p> <p>At the meeting held on September 17, 2019, Tsuut'ina Nation remained concerned that the hydrogeology modelling does not accurately show potential conditions on Tsuut'ina Nation's reserve.</p> <p>At the meeting held on September 17, 2019, Tsuut'ina Nation indicated they needed to discuss internally whether they wanted monitoring wells drilled on reserve.</p> <p>In a letter dated October 17, 2019, Tsuut'ina Nation continued to voice concerns about impacts to groundwater on their reserve. Tsuut'ina Nation requests that groundwater monitoring wells be installed on Tsuut'ina's reserve.</p> <p>In a letter dated February 6, 2020, Mandell Pinder LLP, on behalf of Tsuut'ina Nation, acknowledged that Alberta Transportation revised the boundaries for the numerical model, but stated that the proponent has not responded to Tsuut'ina Nation's request that the model be properly calibrated with real-world data from</p>		

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	<p>Letter from Chief Lee Crowchild to Catherine McKenna, Minister of Environment and Climate Change. September 17, 2019</p> <p>Meeting between Tsuut'ina Nation and Alberta Transportation October 17, 2019</p> <p>Letter from Councillors Dodginghorse and Crowchild to Deputy Minister Andre Tremblay February 6, 2020</p> <p>Letter from Mandell Pinder LLP on behalf of Tsuut'ina Nation</p>		<p>Conduct water well survey of Tsuut'ina private water wells and monitor prior to and during construction and dry operations, to assess well interference. [Annex A Question 3]</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>Add bedrock heterogeneities and fractured bedrock to the conceptual hydrostratigraphic framework. [Annex A Question 13]</p> <p>Alberta Transportation's proposed approach of using existing borehole data (for the hydrogeological model) is not sufficient as these records are not complete, reliable, or up to date. This work needs to be completed before impacts can be understood and addressed.</p> <p>Tsuut'ina Nation continues to have concerns about impacts from the project, including to groundwater and well productivity, as well as increased flood risk.</p>	<p>hydrogeological model. Results of the updated modelling will be provided to Tsuut'ina Nation. Alberta Transportation and Stantec have initiated the groundwater monitoring plan and the plan is currently in development. Alberta Transportation explained their reasoning for choosing the wells they did, and committed to providing information on the wells and information used to Tsuut'ina Nation.</p> <p>In a letter dated June 18, 2019, Alberta Transportation further provided an update on the additional hydrogeological modelling done. The hydrogeology (groundwater) assessment completed in March 2018 has been updated in response to concerns raised by Tsuut'ina Nation during the consultation process and expands upon the previous baseline assessment and numerical modelling presented in the EIA. The new simulations confirmed the original findings of the EIA: effects on groundwater would be limited to areas north of the Elbow River, near Project components including the diversion channel and off-stream reservoir area. Effects on groundwater do not extend laterally southward beyond the Elbow River valley and in turn are not expected on the Tsuut'ina Nation Reserve. In order to provide ongoing monitoring of groundwater conditions during dry or flood operations, Alberta Transportation has developed a draft groundwater monitoring plan. A USB accompanied the June 18, 2019 letter that contained Alberta Transportation's responses to the Supplemental Information Requests (SIR), including the new hydrogeology reports and results.</p> <p>At the meeting held on September 17, 2019, Stantec did a presentation on the updated hydrogeology modelling, including how the model was expanded to include Tsuut'ina Nation reserve lands, and that effects to Tsuut'ina Nation's reserve are not expected.</p> <p>In the letter dated December 4, 2019, Alberta Transportation provided information on additional work that has been conducted or the groundwater assessment conducted for the project based on Tsuut'ina Nation's input. Changes to the groundwater assessment include:</p> <ul style="list-style-type: none"> •Expansion of the hydrogeology (groundwater) RAA to encompass areas south of Elbow River and all areas of the Tsuut'ina Nation reserve that are within the Elbow River watershed. •The groundwater models were updated with additional hydrogeologic information from areas south of Elbow River and on the Tsuut'ina Nation reserve. •This model characterizes the underlying geologic units and groundwater flow regime for the expanded RAA. •In total, 4,250 well records were screened to remove records with no usable information. 1,893 well records remained and were used to re-interpret and update the assessment for the expanded RAA. <p>In addition, some model parameters have been updated and adjusted in the numerical groundwater model based on requests from Tsuut'ina Nation and Alberta Environment and Parks. The numerical model was recalibrated using additional data from south of the Elbow River and on the Tsuut'ina Nation reserve and calibration metrics were improved</p>	<p>purpose-drilled monitoring wells on Tsuut'ina land.</p> <p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>		

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				<p>across the model domain. New model simulations of dry and flood operations were undertaken. The results confirm the original findings of the March 2018 EIA: effects on groundwater would be limited to areas north of the Elbow River near Project components including the diversion channel and off-stream reservoir area. Effects on groundwater do not extend laterally southward beyond the Elbow River valley and, in turn, are not expected on the Tsuut'ina Nation reserve.</p> <p>Tsuut'ina Nation provided valuable feedback on the draft groundwater monitoring plan for Alberta Transportation's consideration during the September 17, 2019 meeting. Alberta Transportation would like to continue the discussions on groundwater monitoring with Tsuut'ina Nation during future meetings.</p> <p>Alberta Transportation responded to Tsuut'ina Nation's technical reviews under cover dated December 16, 2019. Based on the modelling simulations and sensitivity analysis, the Project is not expected to affect private water wells on Tsuut'ina Nation Reserve; however, Alberta Transportation understands that Tsuut'ina Nation may still have concerns about effects to drinking water on the Tsuut'ina Nation Reserve. A draft Groundwater Monitoring Plan is provided in Appendix 1-2.1 [in the technical review response]. Alberta Transportation has also committed to the installation of monitoring wells on reserve lands. Alberta Transportation will work with Tsuut'ina Nation to identify appropriate groundwater monitoring requirements. Alberta Transportation welcomes the opportunity for further engagement with Tsuut'ina Nation concerning the draft Groundwater Monitoring Plan. [Response 1-2]</p> <p>The hydrogeology RAA has been expanded to include areas south of Elbow River and on Tsuut'ina Nation Reserve. Accordingly, the three-dimensional (3D) Conceptual Site Model (CSM) (and in turn the numerical groundwater model) for the RAA has also been expanded to include additional information from south of Elbow River, including areas within the Elbow River watershed. Revised maps of the geologic and hydrogeologic information used (including monitoring wells and geotechnical boreholes in Figure 2-2, and domestic well information from well records in Figure 2-3) in the expanded RAA are in Section 3 of the Hydrogeology TDR Update; see Alberta Transportation's response to Round 1 Canadian Environmental Assessment Agency (CEAA) Package 3, information request (IR) IR3-14, Appendix IR14-1. The numerical groundwater flow model has also been updated to coincide with the expanded RAA and new simulations are presented in Section 4 and 5 of the TDR Update (this is the term that will be used for all the responses in this package related to hydrogeology). [Annex A Response 1]</p> <p>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</p>			

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				<p>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]</p> <p>The hydrogeology RAA has been expanded to include areas south of Elbow River on Tsuut'ina Nation Reserve. Accordingly, the 3D CSM for the RAA has also been expanded to include additional information from south of Elbow River, including areas within the Elbow River watershed. Revised maps of the geologic and hydrogeologic information used (including monitoring wells and geotechnical boreholes in Figure 2-2, and domestic well information from well records in Figure 2-3) in the expanded RAA are in Section 3 of the TDR Update.</p> <p>The numerical groundwater model has been revised in accordance with the expanded RAA. Additional data have been incorporated into the model, including water levels from wells that were used to calibrate the updated model. Section 4, Figures 4-1 to 4-15 and Tables 4-1 to 4-3 of the TDR Update describe the updated model and calibration. [Annex A Response 4/5/6]</p> <p>Additional data from the Tsuut'ina Nation Reserve have been incorporated into the model, including water levels from domestic wells that were used to calibrate the updated model. The updated 3D CSM included an additional 1,368 well records (2,050 unique well records total). Section 4 of the Hydrogeology TDR Update describes the updated model and calibration.</p> <p>The updated numerical model results show that effects on groundwater levels do not extend in a southerly direction across the Elbow River valley, therefore the Project is not expected to affect private water wells on Tsuut'ina Nation. Alberta Transportation understands that Tsuut'ina Nation may still have concerns about effects to drinking water on the Tsuut'ina Nation Reserve and has committed to the installation of monitoring wells on the reserve. Alberta Transportation will work with Tsuut'ina Nation to identify appropriate groundwater monitoring requirements. [Annex A Response 2]</p> <p>The draft Groundwater Monitoring Plan included 10 monitoring locations hydraulically downgradient of the dam and diversion infrastructure, which could be located either between the PDA and Tsuut'ina Nation Reserve, or on the reserve. These monitoring well locations would be used to identify potential impacts to groundwater quality or quantity (hydraulic head) prior to any effects being observed on the Tsuut'ina Nation Reserve. [Annex A Response 3]</p> <p>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</p>			

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				<p>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). [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>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 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 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]</p>			
84	<p>May 14, 2018</p> <p><i>Springbank Off-Stream Reservoir Project EIS – Selected Section: Second Sufficiency Review</i> by PGL Environmental Group, dated April 16,</p>	Hydrogeology	There are outstanding concerns regarding the proponent's assessment of potential impacts to groundwater from the Project. [Second Sufficiency Review Question 3-10]	<p>Alberta Transportation responded to Tsuut'ina Nation's technical reviews under cover dated December 16, 2019. At the request of Tsuut'ina Nation, Alberta Transportation has completed an additional assessment of groundwater on the Tsuut'ina Nation Reserve (see Alberta Transportation's response to Round 1 CEEA Package 3, IR3-14, Appendix IR14-1 for the Hydrogeology TDR Update). The groundwater assessment area has been expanded to include areas</p>	<p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	N/A	No further action required.

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	2018. Provided via email on May 14, 2018.			<p>south of Elbow River and now encompasses all areas of the Tsuut'ina Nation Reserve that fall within the Elbow River watershed.</p> <p>The hydrogeology baseline assessment has been updated in accordance with the expanded assessment area, through integration of additional information and update of the 3D conceptual site model which represents the hydrogeologic framework. Updated maps of hydrostratigraphic units and interpretations of groundwater levels and flow patterns across the expanded assessment are presented in the TDR Update.</p> <p>In addition, the numerical groundwater flow model and simulations have also been updated to reflect the expanded groundwater RAA. New simulations of Project dry and flood operations have been completed to assess potential effects on groundwater over the expanded RAA. Overall, the updated simulation results confirm the findings in the EIA (Volume 3A, Section 5 and Volume 3B, Section 5) in that effects on groundwater are limited to areas immediately adjacent to Project infrastructure and not expected to extend southward across the Elbow River valley to the Tsuut'ina Nation Reserve.</p> <p>Alberta Transportation has responded to outstanding concerns raised by Tsuut'ina Nation's consultant, PGL June 15, 2018, in Annex A, EIS Technical Review and Information Request. [Response 3-10]</p>			
85	<p>May 14, 2018</p> <p><i>Springbank Off-Stream Reservoir Project EIS – Selected Section: Second Sufficiency Review</i> by PGL Environmental Group, dated April 16, 2018. Provided via email on May 14, 2018.</p>	Hydrogeology	<p>Tsuut'ina disagrees with the proponent's assumption that there will be no impacts to Tsuut'ina's ability to access groundwater as "the Project will not decrease the yield of groundwater supply wells to the point where they can no longer be used". Impacts to Tsuut'ina's use of groundwater are not limited to a complete loss of access. Impacts can also result from changes to the quality and quantity of groundwater. As such, the proponent's assessment is incomplete. [Second Sufficiency Review Question 3-11]</p>	<p>Alberta Transportation responded to Tsuut'ina Nation's technical reviews under cover dated December 16, 2019. The effects assessment presented in Volume 3A was not limited to the total loss of use, changes to groundwater quality and quantity were assessed. Therefore, the effects assessment is complete.</p> <p>Volume 3A, Section 5.1.6 defines a significant effect on groundwater quantity as "A significant adverse residual effect on groundwater quantity is defined as a measurable change in groundwater quantity that decreases the yield from an existing and otherwise adequate groundwater supply well to the point where it is inadequate for its intended use". This does not imply that there are no effects on groundwater levels, but rather that the effects are considered not significant.</p> <p>The groundwater effects assessment considers changes to both the quality and quantity of groundwater. A significant effect on groundwater quality is defined in Volume 3A, Section 5.1.6 as, "A significant adverse residual effect on groundwater quality is one where the quality of groundwater from an otherwise adequate water supply well that meets guidelines deteriorates to the point where it becomes non potable or cannot meet the Guidelines for Canadian Drinking Water Quality (Health Canada 2012) for a consecutive period exceeding 30 days." This does not imply that there are no effects on groundwater quality, but rather that the effects are considered not significant.</p> <p>The simulation results from both the original numerical model and the updated model presented in the TDR Update (see Alberta Transportation's response to Round 1 CEAA Package 3, IR3-14, Appendix IR14-1) show that effects on groundwater levels do not</p>	<p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	N/A	No further action required.

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				<p>extend in a southerly direction across the Elbow River valley to the Tsuut'ina Nation Reserve (Figure 5-7 and Figure 5-21 in the TDR Update).</p> <p>It is also understood that residual effects on groundwater can cause effects on other VCs and changes to groundwater quantity and quality are considered in the assessment of those VCs. [Response 3-11]</p>			
86	<p>May 14, 2018</p> <p><i>Springbank Off-Stream Reservoir Project EIS – Selected Section: Second Sufficiency Review</i> by PGL Environmental Group, dated April 16, 2018. Provided via email on May 14, 2018.</p>	<p>Hydrogeology</p> <p>Hydrology</p>	<p>There is no analysis of groundwater-surface water interactions between Elbow River and floodplain and the unconfined sand/gravel aquifer of stream deposits and/or the underlying bedrock aquifer. The only mention of groundwater in the area is to state there appears to be a groundwater divide at the Elbow River, however I couldn't find any substantiating evidence of this divide and the groundwater model is incapable of predicting how this divide may be affected by the project.</p> <p>The Groundwater model needs to be improved to predict potential effects on Tsuut'ina land. See comment above. [Second Sufficiency Review Question 2-12/2-18]</p>	<p>Alberta Transportation responded to Tsuut'ina Nation's technical reviews under cover dated December 16, 2019. Groundwater-surface water interaction is accounted for in the numerical groundwater flow model which has been expanded to include Tsuut'ina Nation Reserve, as described in the Hydrogeology Technical Data Report Update (TDR Update); see Alberta Transportation's response to Round 1 CEAA Package 3, IR3-14, Appendix IR14-1.</p> <p>Time varying specified head boundaries are used in the modelled transient simulations to assess potential Project effects on the unconfined sand and gravel aquifer and underlying bedrock aquifers and are described in the TDR Update, Section 5.3. The time varying specified head boundaries are based on flood hydrographs for the Elbow River and surface water modelling results for the Project flood scenarios. The residual Project effects, which consider interactions between the Elbow River and groundwater, are presented in a series of 12 hydraulic head maps, net change in head figures and in cross-sections in the TDR Update, Section 5.5.</p> <p>The updated model confirms the presence of the groundwater flow divide and is able to predict potential effects on the Tsuut'ina Nation Reserve and private lands south of the Elbow River. Detailed evidence of the groundwater flow divide along the Elbow River is presented in the figures and cross-sections in the TDR Update, Section 3 and potential effects to the flow divide in Section 5.5. The simulation results from the updated model show that effects on groundwater levels do not extend in a southerly direction across the Elbow River valley. [Response 2-12/2-18]</p>	<p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	N/A	No further action required.
87	<p>May 14, 2018</p> <p><i>Springbank Off-Stream Reservoir Project EIS – Selected Section: Second Sufficiency Review</i> by PGL Environmental Group, dated April 16, 2018. Provided via email on May 14, 2018</p>	Groundwater	<p>The aquifer from which Tsuut'ina draws groundwater has still not been delineated. Without this delineation, it is not possible to predict potential project effects on Tsuut'ina's interests. [Second Sufficiency Review Question 3-3/2-12]</p>	<p>Alberta Transportation responded to Tsuut'ina Nation's technical reviews under cover dated December 16, 2019. The hydrogeology RAA has been expanded to include areas south of Elbow River and Tsuut'ina Nation Reserve lands (see Alberta Transportation's response to Round 1 CEAA Package 3, IR3-14, Appendix IR14-1 for the Hydrogeology Technical Data Report Update (TDR Update)).</p> <p>The alluvial aquifer has been delineated across the RAA and is confined to Elbow River Valley as described in the TDR Update, Section 3.1.2.4 and presented in Figure 3-11 and Figure 3-12, as well as other maps and cross sections throughout the TDR Update.</p> <p>Bedrock units from which Tsuut'ina Nation draws groundwater are described in the TDR Update, Section 3.1.1 and the subcrop boundaries of the Bedrock Formations are presented in Figure 3-4. The bedrock units are made up of interbedded sandstone, siltstone, mudstone and claystone deposited in fluvial and marginal marine environments. As such, there are numerous permeable aquifer units at</p>	<p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	N/A	No further action required.

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				<p>varying depths within the bedrock across the Tsuut'ina Nation Reserve. As a result of the aquifer variability, it is not possible to "delineate the aquifer" from which Tsuut'ina Nation draws groundwater when considering bedrock aquifers. Tsuut'ina Nation Reserve groundwater wells draw from various interbedded units within the Wapiabi Formation, Blairmore Group, Brazeau Formation, Coalspur Formation and the Paskapoo Formation. These bedrock formations span the entire RAA and, as such, underlie all areas of the Tsuut'ina Nation Reserve. [Response 3-3/3-12]</p>			
88	<p>May 14, 2018 <i>Springbank Off-Stream Reservoir Project EIS – Selected Section: Second Sufficiency Review</i> by PGL Environmental Group, dated April 16, 2018. Provided via email on May 14, 2018.</p>	<p>Hydrogeology Hydrology</p>	<p>To the extent that the Hydrogeology sections influences this section; this section is likely incomplete. This represents an information deficiency with respect to Annex 1 Section 18 (Federal lands). [Second Sufficiency Review Question 2-13/2-19]</p>	<p>Alberta Transportation responded to Tsuut'ina Nation's technical reviews under cover dated December 16, 2019. The influence of hydrogeology (groundwater) on hydrology is discussed in Volume 3A, Section 6 on pages 6.4 and 6.5 (Stoney Nakoda Nations concerns with effects on the Elbow River and groundwater), page 6.23 (baseline conditions – increase in flow between Bragg Creek and Sarcee Bridge, likely a result of groundwater inflows) and pages 6.40 and 6.41 (change in hydrological regime – discussion on intersection of the diversion channel with shallow groundwater seepage). The Hydrogeology Technical Data Report Update (TDR Update) is provided in Alberta Transportation's response to Round 1 CEAA package 3, IR3-14, Appendix 14-1. The TDR Update states on page 3.40 that surface water drainage features to Elbow River on the south side appear to act as groundwater discharge features that focus flow between topographically elevated bedrock features. Volume 4, Appendix J, the Hydrology Technical Report, references the interaction of groundwater and surface water in the total dissolved solids concentrations (pages 3.25 through 3.27). [Response 2-13/2-19]</p>	<p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	N/A	No further action required.
89	<p>May 14, 2018 <i>Springbank Off-Stream Reservoir Project EIS – Selected Section: Second Sufficiency Review</i> by PGL Environmental Group, dated April 16, 2018. Provided via email on May 14, 2018.</p>	Hydrogeology	<p>Tsuut'ina has identified the Elbow River Alluvial Aquifer as an important source of drinking water for their citizens. As set out in the comments provided by Tsuut'ina's third party consultants PGL, there are outstanding concerns regarding the proponent's assessment of potential impacts to groundwater from the Project. [Second Sufficiency Review Question 3-8]</p>	<p>Alberta Transportation responded to Tsuut'ina Nation's technical reviews under cover dated December 16, 2019. Alberta Transportation has considered the Elbow River alluvial aquifer within the hydrogeology assessment, through baseline characterization of the extent and distribution of the aquifer, and through its inclusion in the numerical groundwater model that is used to support the effects assessment for the Project.</p> <p>In response to concerns from Tsuut'ina Nation regarding potential Project effects on groundwater, the RAA for hydrogeology has been expanded to include areas south of Elbow River. This expansion of the assessment area now includes all areas of the Tsuut'ina Nation Reserve that fall within the Elbow River watershed. Figure 3-8.1 presents the former RAA together with the new, expanded assessment area over which the Elbow River alluvial aquifer has been assessed.</p> <p>The characteristics, lateral distribution, and thickness of the Elbow River alluvial aquifer have also been assessed. The aquifer is post-glacial, fluvial channel sediments that developed in a high energy depositional setting. This deposition of relatively coarse sediments over bedrock in the Elbow River Valley has resulted in the formation of an alluvial aquifer that is hydraulically well connected to the present-day Elbow River. The distribution of the Elbow River alluvial aquifer is</p>	<p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	N/A	No further action required.

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				<p>limited to the confines of the Elbow River Valley as is presented in Figure 3-8.2 [in the technical review response].</p> <p>Figure 3-8.3 presents the locations of water wells within the assessment area. While some domestic use water wells are purported to be installed in the Elbow River valley (based on the Alberta Water well information database records), the majority of water wells installed within the Tsuut'ina Nation Reserve are in upland areas outside of the confines of the Elbow River alluvial aquifer, and are predominantly installed in bedrock formations.</p> <p>The Elbow River alluvial aquifer was explicitly included within the numerical groundwater flow model and, in turn, effects on the aquifer were assessed under dry and flood operating conditions. The numerical model simulation results indicated that effects on groundwater levels due to dry or flood operations of the Project are limited to areas immediately adjacent to the Project infrastructure, including the diversion channel, off-stream reservoir and dam. Effects on groundwater levels would not extend southward across the Elbow River valley due to its presence as a regional groundwater flow divide. As such, Project effects on groundwater levels on the Tsuut'ina Nation Reserve are not expected. Alberta Transportation has responded to outstanding concerns raised by Tsuut'ina Nation's consultant, PGL June 15, 2018, in Annex A, EIS Technical Review and Information Request. [Response 3-8]</p>			
90	<p>July 12, 2018</p> <p><i>Springbank Offstream Reservoir Project EIS Technical Review and Information Requests</i> by PGL Environmental Consultants, dated June 15, 2018.</p>	Hydrogeology	<p>Tsuut'ina First Nation have stated they are concerned about the project's effect on their groundwater. Please require the proponent to adequately assess potential effects on Tsuut'ina Nation's groundwater. [Annex A Question 8]</p>	<p>Alberta Transportation responded to Tsuut'ina Nation's technical reviews under cover dated December 16, 2019. The hydrogeology RAA has been expanded to include areas south of Elbow River on Tsuut'ina Nation Reserve. Accordingly, the 3D CSM for the RAA has also been expanded to include additional information from south of Elbow River, including areas within the Elbow River watershed. Revised maps of the geologic/hydrogeologic information used (including monitoring wells and geotechnical boreholes in Figure 2-2 and domestic well information from well records in Figure 2-3) in the expanded RAA are in Section 3 of the TDR Update.</p> <p>The numerical groundwater model has been revised in accordance with the expanded RAA. Additional data have been incorporated into the model, including water levels from domestic wells on the Tsuut'ina Nation Reserve that were used to calibrate the updated model (TDR Update, Attachment B, Water Well Drilling Records). The numerical groundwater model can now predict existing conditions on the Tsuut'ina Nation Reserve and can assess the effects on groundwater due to the Project. Section 4 of the TDR Update describes the updated model and calibration. Section 5 (Figures 5-7, 5-8, 5-9, and 5-10) provides updated model simulations of potential effects on groundwater including on the Tsuut'ina Nation Reserve. Based on the simulation results, effects on groundwater are expected to be limited to areas immediately adjacent to Project infrastructure, and effects would not extend in a southerly direction across Elbow River and to the Tsuut'ina Nation Reserve. [Annex A Response 8]</p>	<p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	N/A	<p>No further action required.</p>

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91	<p>July 12, 2018</p> <p><i>Springbank Offstream Reservoir Project EIS Technical Review and Information Requests</i> by PGL Environmental Consultants, dated June 15, 2018.</p>	Hydrogeology	<p>Please require the proponent to re-simulate the various flood scenarios once the Numerical Groundwater model has been reconstructed to adequately predict effects on Tsuut'ina IR 145. [Annex A Question 9]</p>	<p>Alberta Transportation responded to Tsuut'ina Nation's technical reviews under cover dated December 16, 2019. The southern boundary of the hydrogeology RAA has been expanded to include areas south of Elbow River on Tsuut'ina Nation Reserve. Accordingly, the 3D CSM for the RAA has also been expanded to include additional information from south of Elbow River, including areas within the Elbow River watershed. Revised maps of the geologic and hydrogeologic information used (including monitoring wells and geotechnical boreholes in Figure 2-2 and domestic well information from well records presented in Figure 2-3) in the expanded RAA are in Section 3 of the TDR Update.</p> <p>The numerical groundwater model has been revised in accordance with the expanded RAA. Additional data have been incorporated into the model, including water levels from domestic wells on the Tsuut'ina Nation Reserve that were used to calibrate the updated model. Section 4, Figures 4-1 to 4-15 and Tables 4-1 to 4-3 of the TDR Update describe the updated model and calibration. The numerical groundwater model can now predict existing conditions on the Tsuut'ina Nation Reserve and can assess the effects on groundwater due to the Project. Section 5 and Figures 5-7, 5-8, 5-9, and 5-10 in the TDR Update present the results of the updated model simulations to predict effects on the Tsuut'ina Nation Reserve from a design flood, which represents the maximum magnitude and extent of effects that would be expected as a result of Project flood operations. [Annex A Response 9]</p>	<p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	N/A	No further action required.
92	<p>May 14-15, 2018</p> <p>Meeting between Tsuut'ina Nation, Alberta Transportation, and Stantec to discuss Tsuut'ina Nation's specific concerns and Alberta Transportation's responses and proposed mitigation.</p> <p>May 14, 2018</p> <p><i>Springbank Off-Stream Reservoir Project EIS – Selected Section: Second Sufficiency Review</i> by PGL Environmental Group, dated April 16, 2018. Provided via email on May 14, 2018.</p> <p>July 12, 2018</p> <p><i>Springbank Offstream Reservoir Project EIS Technical Review and</i></p>	Hydrogeology	<p>Tsuut'ina Nation expressed concern that the potential impacts to Tsuut'ina Nation have not been adequately predicted and sensitivity models were not done.</p> <p>A full hydrogeological modelling report with sensitivity analyses has not been provided. [Second Sufficiency Review Question 1-2]</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>At the meetings held on May 14-15, 2018, Alberta Transportation indicated that they had done some sensitivity analyses, and these are explained in the hydrology report. Alberta Transportation also indicated that in some areas doing increased sensitivity analysis does not provide increased value. Alberta Transportation committed to looking into further sensitivity models.</p> <p>At the meeting held on October 11, 2018, Stantec indicated they are working on the sensitivity analysis for the hydrogeological modelling.</p> <p>At the meeting held on February 21, 2019, Alberta Transportation detailed the additional work that has been done with the hydrogeological model. A sensitivity analysis was done for the original model, and in response to concerns raised by PGL Environmental, will be conducted on the new expanded model. The results will be presented in the addendum report to be filed with the SIR responses.</p> <p>Alberta Transportation responded to Tsuut'ina Nation's technical reviews under cover dated December 16, 2019. A sensitivity analysis is included in the TDR Update, Attachment E. [Response 1-2]</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</p>	<p>At the meetings held on May 14-15, 2018, Tsuut'ina Nation indicated they recommend further sensitivity analyses.</p> <p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	N/A	No further action required.

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	<i>Information Requests</i> by PGL Environmental Consultants, dated June 15, 2018.			<p>TDR Update, 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>			
93	July 12, 2018 <i>Springbank Offstream Reservoir Project EIS Technical Review and Information Requests</i> by PGL Environmental Consultants, dated June 15, 2018.	Hydrogeology	It is impossible to evaluate the model without a clear description of the hydraulic properties of the final calibrated model. 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 Tsuut'ina Nation's technical reviews under cover dated December 16, 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]	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.
94	July 12, 2018 <i>Springbank Offstream Reservoir Project EIS Technical Review and</i>	Hydrogeology	The date the water levels were collected were not provided in the initial condition description and how the 6 months of data	Alberta Transportation responded to Tsuut'ina Nation's technical reviews under cover dated December 16, 2019. The dates that the water level data were collected are included in the TDR Update, Section 2.5. The above statement that "water level data for driest	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and	N/A	No further action required.

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	<i>Information Requests</i> by PGL Environmental Consultants, dated June 15, 2018.		logger water levels collected in 10 of the monitoring wells, were incorporated into the understanding of the initial conditions. Further, water level data for the driest period, May to October were not collected. Please provide this information in the revised Numerical Groundwater Model report. [Annex A Question 15]	period, May to October were not collected" is incorrect. Water level data was collected between September and October 2016, following the summer months during a relatively dry period of the year. 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]	will not be participating any further in regulatory review processes in relation to the Project.		
95	July 12, 2018 <i>Springbank Offstream Reservoir Project EIS Technical Review and Information Requests</i> by PGL Environmental Consultants, dated June 15, 2018.	Hydrogeology	In the revised Numerical Groundwater model report, please provide the following: 1. Show the value or time varying data set of these boundary conditions. 2. Clearly describe these values were estimated. 3. Clearly describe how these boundary conditions were verified with field data? [Annex A Question 17]	Alberta Transportation responded to Tsuut'ina Nation's technical reviews under cover dated December 16, 2019 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. 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. 3. The prescribed flux values were not verified with field data directly because no historical measurements of subsurface flux values were 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]	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.
96	July 12, 2018 <i>Springbank Offstream Reservoir Project EIS Technical Review and Information Requests</i> by PGL Environmental Consultants, dated June 15, 2018.	Hydrogeology	Steady state calibration of the model with poorly distributed calibration points is not sufficient to ensure the model is representing actual conditions at the boundaries. In the revised Numerical Groundwater model, please use monitoring wells located on Tsuut'ina IR 145, in both surficial and upper bedrock aquifers, to calibrate the model. [Annex A Question 18]	Alberta Transportation responded to Tsuut'ina Nation's technical reviews under cover dated December 16, 2019. The RAA for the hydrogeology assessment has now been expanded to include areas south of Elbow River, including areas of the Tsuut'ina Nation Reserve that fall within the Elbow River watershed. The TDR Update describes the baseline conditions in the expanded RAA. Data from groundwater wells on Tsuut'ina Nation Reserve were used to calibrate and develop the initial conditions for the numerical model as described in the TDR Update, Section 3.2. Locations of water well or monitoring wells used are presented in the TDR Update, Figure 3-19 (surficial aquifer) and Figure 3-20 (bedrock aquifer). Model calibration targets are also included on the Tsuut'ina Nation Reserve, as described in the TDR Update, Section 4.5.1 and Figure 4-13. [Annex A Response 18]	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.
97	May 30, 2016 Letter from Chief Roy Whitney to Canadian Environmental Assessment Agency	Groundwater	Concerns that there is no plan to line the Reservoir, which causes concerns that any contaminants would seep into the groundwater.	On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation</i> from the March 2018 EIA: Given the nature of the Project, the hydrogeological conditions in the area and the sediment composition within the reservoir area, the potential for contamination of groundwater sources as a result of seepage from flood waters is not predicted. Accordingly, there is no plan to line the reservoir.	At the meetings held on May 14-15, 2018, Tsuut'ina Nation requested that the region be modelled over a 20-30 year life cycle to understand the long-term effects of erosion. Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and	N/A	No further action required.

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					will not be participating any further in regulatory review processes in relation to the Project.		
98	<p>May 30, 2016 Letter from Chief Roy Whitney to Canadian Environmental Assessment Agency May 18, 2017</p> <p>Letter by Violet Meguinis, Acting Consultation Director Tsuut'ina to the Honorable Brian Mason, Minister of Infrastructure and Transportation July 19, 2017</p> <p>Letter from Chief Lee Crowchild to Alberta Environment and Parks February 28, 2019</p> <p>Letter from Tanis Onespot to Alberta Transportation October 10, 2019</p> <p>Site visit and Meeting</p>	Hydrology	<p>Concerns that the permanent structure in the Elbow River will permanently change the flow of the river and tributaries.</p> <p>Concerned SR1 would permanently change the flow of the Elbow River.</p> <p>The project will permanently change the course of the Elbow River.</p> <p>Tsuut'ina Nation is concerned about erosion.</p>	<p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation</i> from the March 2018 EIA: The Diversion Structure will have minimal effect on the flow of the Elbow River or its course downstream when constructed. The three additional streams refer to small ephemeral streams that flow only part of the time. During construction of the diversion channel, the unnamed tributary (ID 1350) would be diverted into the diversion channel. Approximately 1,200 m of the tributary would be destroyed, with the lowest 300 m being fish habitat that would be lost. The loss of the 300 m of habitat in the tributary could be offset by the enhancement or construction of side channel habitat on the Elbow River that could provide rearing habitat for salmonids and cover for small-bodied fish.</p> <p>The Project is designed to reduce the changes to the course of the river during extreme floods. The channel of the Elbow River experiences seasonal changes in flows. Such changes are greater during flood events. As discussed in Volume 3B, Section 6.4.4, the presence of the Project would decrease the amount of deposition and erosion of the channel bed during extreme flood events, compared to changes without the Project. Channel form and bedload (river bed particles) movement during extreme floods would remain the same with or without the Project. The Project is assessed as not resulting in significant changes to the Elbow River or local ecosystem. The diversion structure is designed to allow fish passage under all conditions.</p>	<p>At the meetings held on May 14-15, 2018, Tsuut'ina Nation requested that wetlands be considered within the hydrology assessment.</p> <p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	N/A	No further action required.
99	<p>May 14, 2018 <i>Springbank Off-Stream Reservoir Project EIS – Selected Section: Second Sufficiency Review</i> by PGL Environmental Group, dated April 16, 2018. Provided via email on May 14, 2018.</p>	Surface water Fish	<p>No data have been collected to establish baseline conditions on IR 145.</p> <p>Effects of mercury methylation have not been carried through for assessment from earlier sections of the EIS. [Second Sufficiency Review Question 1-4]</p> <p>There does not appear to be any baseline data presented to support an assessment on changes in fish toxicity. This is a concern given water impoundment and the potential for mercury methylation as well as changes in other contaminant concentrations. [Second Sufficiency Review Question 2-21]</p>	<p>Alberta Transportation responded to Tsuut'ina Nation's technical reviews under cover dated December 16, 2019. Baseline water quality field data were not collected on the Tsuut'ina Nation Reserve. However, water quality conditions for locations in Elbow River upstream and downstream of the Tsuut'ina Nation Reserve are discussed in the technical data report (Volume 4, Appendix K, Water Quality). The spatial distribution of historical and baseline data collected is suitable to characterize water quality in Elbow River from Bragg Creek to Glenmore Reservoir and reflect conditions expected on the Tsuut'ina Nation Reserve</p> <p>The baseline water quality data reported in the technical data report (Volume 4, Appendix K) were provided by the Government of Alberta (GoA) and the City of Calgary; samples were collected for the Project assessment in 2016. Data collection locations are provided in Figure 1-4.1. Sediment and soil samples were also collected in 2016 for the Project assessment; locations are provided in Figure 1-4.2.</p> <p>Water released from the off-stream reservoir is not expected to result in methylmercury levels in Elbow River high enough to affect food webs because:</p>	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.

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				<p>▫ Methylmercury levels are predicted to be low.</p> <p>▫ Based on work by Trudel and Rasmussen (2006), mercury uptake and accumulation from water exposure is only approximately 0.1% of the mercury accumulation from diet and water together (this included both elemental mercury and methylmercury).</p> <p>▫ Water released from the reservoir will occur infrequently (approximately once in ten years), and most of the water will be released into the river prior to methylmercury concentration reaching maximum predicted concentrations because of relatively small retention times in the reservoir.</p> <p>▫ Water released from the reservoir (and therefore contaminants in the water) will be greatly diluted through mixing with Elbow River.</p> <p>For these reasons, food webs in Elbow River are not predicted to be affected by methylmercury as a result of the reservoir operations. [Response 1-4/2-21]</p>			
100	<p>May 14, 2018</p> <p><i>Springbank Off-Stream Reservoir Project EIS – Selected Section: Second Sufficiency Review</i> by PGL Environmental Group, dated April 16, 2018. Provided via email on May 14, 2018.</p>	Fish	<p>The Aquatic Ecology Technical Data Report lacks baseline data for fish toxicity/contaminants. [Second Sufficiency Review Question 2-24]</p>	<p>Alberta Transportation responded to Tsuut'ina Nation's technical reviews under cover dated December 16, 2019. Potential contaminants of concern and that may affect fish are discussed in the following sections: Volume 3A, Section 7.4.3 and Volume 3B, Section 7.4.1.</p> <p>The assessment used regulatory water quality guidelines for potential contaminants rather than the physical, chemical and toxicological data used to generate those guidelines. Therefore, the toxicological data were not included in the technical data reports. The guidelines used in this assessment are discussed in the water quality technical data report (Volume 4, Appendix K, Section 2, Table 2-8), are listed below, and provided in Tables 2-24.1 and 2-24.2.</p> <p>▫ Environmental Quality Guidelines for Alberta Surface Waters (GoA 2018)</p> <p>▫ Canadian Environmental Quality Guidelines website (CCME 2016)</p> <p>▫ Elbow River Basin Water Management Plan: a decision support tool for the protection of water quality in the Elbow River Basin (ERWP 2009)</p> <p>The guidelines listed in Tables 2-24.1 and 2-24.2 apply to potential contaminants discussed in the water quality assessment including total suspended sediments, dissolved oxygen, temperature, nutrients, metals (including methylmercury) and relevant herbicides (i.e., 2,4-D and mecoprop).</p> <p>Effects pathways for contaminants between water quality and aquatic life are discussed in Volume 3A, Section 8.4.2 and Volume 3B, Section 8.2.2.</p> <p>Regulatory guidelines consider toxicological thresholds protective of all relevant aquatic life (i.e., CCME aquatic life guidelines are protective of all aquatic organisms in Canada and are intended to protect their life stages; CCME 2007). Toxicological data can be used to derive site objectives protective of a specific environment; however, the published</p>	<p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	N/A	<p>No further action required.</p>

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				regulatory guidelines are generally more conservative (i.e., more protective of aquatic life) than site objectives. Therefore, the published regulatory guidelines are used in this assessment rather than contaminant toxicological data. [Response 2-24]			
101	August 8, 2018 Meeting between Tsuut'ina Nation, Alberta Transportation, and Stantec	Riparian areas	What is the plan for riparian areas.	None at this time.	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.
102	August 8, 2018 Meeting between Tsuut'ina Nation, Alberta Transportation, and Stantec	Downstream effects	Downstream effects during drainage.	None at this time.	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.
103	August 8, 2018 Meeting between Tsuut'ina Nation, Alberta Transportation, and Stantec	Construction Water	Impacts to water during construction.	None at this time.	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.
104	August 8, 2018 Meeting between Tsuut'ina Nation, Alberta Transportation, and Stantec June 6, 2019 Letter from Chief Lee Crowchild to Jason Kenney, Premier	Water quality	Water quality during drawdown. Many risks have not been sufficiently addressed, including risks to water quality.	On November 23, 2018, Alberta Transportation provided its report, <i>Response to Tsuut'ina Nation Traditional Land and Resource Use Information including Mitigation Table</i> . In the mitigation table, Alberta Transportation provided the mitigation measures proposed in the EIA for water quality, for both surface and groundwater, and how potential contaminant-related effects will be mitigated. Alberta Transportation also met with Tsuut'ina Nation December 6, 2018 to discuss the response and mitigation table.	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.
105	May 30, 2016 Letter from Chief Roy Whitney to Canadian Environmental Assessment Agency	Debris and contamination from flood Impacts to Reserve	Potential for flood waters to back up onto the Reserve, including debris or contamination. This occurred in in the 2013 flood. Potential for flood waters to spill over the Floodplain Berm and onto the reserve, carrying with them any contamination and debris. With global warming, higher flood volumes, or more frequent flood events, than predicted in the Project Description are possible.	On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation</i> from the March 2018 EIA: No back up of water onto Tsuut'ina Reserve is expected, including debris and contamination. The Project will provide flood protection for communities and lands downstream of the diversion structure, including the northeastern part of the Tsuut'ina Reserve that is located downstream of the diversion structure. During a flood event, it is expected that some water will "back-up" upstream of the diversion structure. However, modeling studies have shown that the "back-up" of water would not reach the Tsuut'ina Reserve upstream even in a 2013 design flood event. At its closest point the back-up water would be approximately 1,130 m from the Reserve Volume 3A, Section 18, Figure 18-3.	At the meetings held on May 14-15, 2018, Tsuut'ina Nation requested confirmation that 930 m is the closest extent of the Project to the Tsuut'ina Nation reserve. Tsuut'ina Nation requested the opportunity to see the conceptual Project model. Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.

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				<p>In the event the diversion structure does not operate properly, and water continually backs up behind the structure, the auxiliary spillway and floodplain berm have been designed with a low point that will allow flood water to pass over the berm and continue downstream, thereby preventing back up flooding.</p> <p>At the meetings held on May 14-15, 2018, Alberta Transportation provided the following clarification in relation to the map provided to Tsuut'ina Nation indicating potential water "back up" behind the diversion structure:</p> <ol style="list-style-type: none"> 1. The blue line on the map indicates the anticipated surface water back up of flood water behind the diversion structure in a flood event when the gates are in operation and working correctly. This water back up reaches a point approximately 1680 m from the Tsuut'ina Nation reserve if measured following the active river channel or 1130 m if measured directly south over land. 2. The closest extent of the physical infrastructure to the Tsuut'ina reserve boundary is 1130 m. 3. The red dash line on the figure represents the Project Development Area. This line is a conservation buffer. It represents the maximum extent of potential surface water "back up" in the event the diversion structure malfunctions. Should the service spillway gates close but the diversion gates fail to open water would "back up" behind the service spillway and floodplain berm. The red line indicates the maximum extent to which water would back up before it reached the height of the flood plain berm. At this point the flood water would overtop the flood plain berm. The distance of 930 m indicated on the map was measured within the active channel. <p>At the meetings held on May 14-15, 2018, Alberta Transportation showed videos and images of the 1:16 model of the SR1 Project design to demonstrate the engineering of the Project and how water and debris would flow. A USB flash drive with these videos and images was sent to Tsuut'ina Nation under cover dated August 28, 2018.</p>			
106	<p>April 3, 2018</p> <p><i>Draft Tsuut'ina Traditional Land Use Report for the Proposed Springbank Off-Stream Reservoir Project</i> prepared by Trailmark Systems Inc.</p>	<p>Contamination</p> <p>Impact to Reserve</p> <p>Traditional territory</p> <p>Fish</p> <p>Wildlife</p> <p>Vegetation</p>	<p>Concerned that impacts to reserve lands from contaminated flood waters will include changes to health and cleanliness of traditional resources of reserve lands.</p> <p>Concerns about the quality of floodwaters that may be diverted through Tsuut'ina traditional territory and held by the project (e.g., chemicals from farms 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 <i>Table 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation</i> from the March 2018 EIA: No back up of water onto Tsuut'ina Reserve is expected, including debris and contamination.</p> <p>The Project will provide flood protection for communities and lands downstream of the diversion structure, including the northeastern part of the Tsuut'ina Reserve that is located downstream of the diversion structure. During a flood event, it is expected that some water will "back-up" upstream of the diversion structure. However, modeling studies have shown that the "back-up" of water would not reach the Tsuut'ina Reserve upstream even in a 2013 design flood event. At its</p>	<p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	N/A	<p>No further action required.</p>

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			Concerns that stranding water in the reservoir could contaminate plants, animals, fish, and threaten Tsuut'ina food and cultural food security.	<p>closest point the back-up water would be approximately 1,130 m from the Reserve Volume 3A, Section 18, Figure 18-3.</p> <p>In the event the diversion structure does not operate properly, and water continually backs up behind the structure, the auxiliary spillway and floodplain berm have been designed with a low point that will allow flood water to pass over the berm and continue downstream, thereby preventing back up flooding.</p> <p>On November 23, 2018, Alberta Transportation provided its report, <i>Response to Tsuut'ina Nation Traditional Land and Resource Use Information including Mitigation Table</i>. In the mitigation table, Alberta Transportation provided the mitigation measures proposed in the EIA for water quality, for both surface and groundwater, and how potential contaminant-related effects will be mitigated. Alberta Transportation also met with Tsuut'ina Nation December 6, 2018 to discuss the response and mitigation table.</p>			
107	<p>May 18, 2017</p> <p>Letter by Violet Meguinis, Acting Consultation Director Tsuut'ina to the Honorable Brian Mason, Minister of Infrastructure and Transportation</p> <p>July 19, 2017</p> <p>Letter from Chief Lee Crowchild to Alberta Environment and Parks</p>	Debris	Concerns regarding debris and contamination following a flood event.	<p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation</i> from the March 2018 EIA: During a design flood, sediment modeling predicts that 3.7% (192.6 ha in the reservoir) of the local assessment area would be covered by sediment that is less than 3 cm deep, and 0.8% (37.4 ha) would be covered by sediment between 3 cm and 10 cm. Details of the sediment modeling is provided in the EIA. The quality of vegetation and wetlands post- flood would differ from baseline conditions, however, changes to overall wildlife habitat abundance and suitability would be minor under these conditions. Sediment less than 3 cm thick would have little to no effect on vegetation and wetlands, whereas sediment 3-10 cm deep could result in small shifts in plant species composition within upland ecosites, but complete changes to upland communities would not be expected. For wetlands, sediment 3-10 cm deep would likely alter plant composition and abundance resulting in wetlands changing to upland sites, however as noted above this level of sediment deposition would occur in less than 1% of the local assessment area.</p> <p>Given the nature of the project, the hydrogeological conditions in the area and the sediment composition within the reservoir area, the potential for contamination of groundwater sources as a result of seepage from flood waters is not predicted. Accordingly, there is no plan to line the reservoir.</p> <p>At the meetings held on May 14-15, 2018, Alberta Transportation showed videos and images of the 1:16 model of the SR1 Project design to demonstrate the engineering of the Project and how water and debris would flow. A USB flash drive with these videos and images was sent to Tsuut'ina Nation under cover dated August 28, 2018.</p> <p>On November 23, 2018, Alberta Transportation provided its report, <i>Response to Tsuut'ina Nation Traditional Land and Resource Use Information including Mitigation Table</i>. In the mitigation table, Alberta Transportation provided the mitigation measures proposed in the EIA</p>	<p>At the meetings held on May 14-15, 2018, Tsuut'ina Nation requested the opportunity to see the conceptual Project model.</p> <p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	N/A	No further action required.

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				<p>for water quality, for both surface and groundwater, and how potential contaminant-related effects will be mitigated. The service spillway is designed to pass debris during flood operations and will be monitored. Alberta Transportation also met with Tsuut'ina Nation December 6, 2018 to discuss the response and mitigation table.</p> <p>At the meeting held on December 6, 2018, Alberta Transportation indicated that the future land use in SR1 will include debris and sedimentation management. Alberta Transportation indicated it wants to work with Indigenous groups to determine how the area is reclaimed.</p> <p>In a letter dated June 18, 2019, Alberta Transportation provided an update on the debris deflector. Alberta Transportation received concerns regarding debris management during the Indigenous consultation and stakeholder engagement programs for the Project including concerns related to debris build up in the off-stream reservoir. The proposed debris deflector mitigates these concerns by reducing the potential for large debris entering the off-stream reservoir.</p>			
108	<p>May 30, 2016 Letter from Chief Roy Whitney to Canadian Environmental Assessment Agency</p>	<p>Contamination Upstream and downstream effects</p>	<p>Potential for methylmercury contamination both upstream and downstream.</p>	<p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation</i> from the March 2018 EIA: Filling the off-stream reservoir with water would initiate the process of mercury methylation; however, accumulation of methylmercury in aquatic environments to levels that are hazardous can take many years and depends on several factors (e.g., net methylation rates, sources of mercury, and sources of organic matter for microbial activity). Large, permanent reservoirs and dams are known for having elevated concentrations of methylmercury because of increased conversion rates. Elevated levels of methylmercury combined with bioaccumulation can lead to higher health hazards for wildlife, especially piscivorous (fish-eating) species. However, as the Project is a dry dam with limited water residency times when in use, methylmercury accumulation is not considered to be a risk. Modeling of low and high uptake rates of methylmercury in all Project flood scenarios are below the CCME Canadian Water Quality Guideline for the Protection of Aquatic Life. The reservoir area is not expected to continue to contribute methylmercury after it is drained.</p> <p>On November 23, 2018, Alberta Transportation provided its report, <i>Response to Tsuut'ina Nation Traditional Land and Resource Use Information including Mitigation Table</i>. In the mitigation table, Alberta Transportation provided the mitigation measures proposed in the EIA for water quality, for both surface and groundwater, and how potential contaminant-related effects will be mitigated. Alberta Transportation also met with Tsuut'ina Nation December 6, 2018 to discuss the response and mitigation table.</p>	<p>At the meetings held on May 14-15, 2018, Tsuut'ina Nation indicated that the response in Table 7-3 responds to the concern.</p> <p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	<p>Proponent response satisfactory to First Nation.</p>	<p>No further action required.</p>
109	<p>May 30, 2016 Letter from Chief Roy Whitney to Canadian Environmental Assessment Agency</p>	<p>Sediment</p>	<p>Downstream sedimentation in the Elbow River and tributaries during construction and operation.</p>	<p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation</i> from the March 2018 EIA: A site-specific Erosion and Sediment Control Plan will be developed by the selected construction contractor as part of the project-specific construction plan, and implemented during the various</p>	<p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and</p>	<p>N/A</p>	<p>No further action required.</p>

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				<p>phases of the Project's construction and should include site-specific mitigation measures to suit the site and finalized design and construction plans.</p> <p>During operation suspended sediment in the Elbow River would be expected to decrease slightly as water is diverted into the reservoir. Suspended sediment concentration in the diverted water decreases rapidly, and most suspended sediment would remain in the reservoir after discharge back to Elbow River. Suspended sediment concentration is predicted to increase during the last few days of discharge because of sediment re-mobilization in the reservoir and sediment mobilization in the low-level outlet. However, it is anticipated that this increase in suspended sediment concentration can be mitigated with the operation of the low-level outlet and with physical sediment barriers.</p>	will not be participating any further in regulatory review processes in relation to the Project.		
110	<p>May 30, 2016 Letter from Chief Roy Whitney to Canadian Environmental Assessment Agency October 11, 2018 Meeting between Alberta Transportation, Stantec, and Tsuut'ina Nation</p>	<p>Noise Dust Air Pollution</p>	<p>Noise, dust and air pollution during construction. Sediment and dust after a flood.</p>	<p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation</i> from the March 2018 EIA: Noise, dust and air pollution levels will be monitored in compliance with regulatory requirements and the Project specific ECO Plan. The effects of noise, dust and air pollution during construction are also addressed in the EIA, Volumes 3A and 3B sections 3 and 4.</p> <p>At the meetings held on May 14-15, 2018, Alberta Transportation indicated they can share a copy of the ECO Plan framework, but noted that a project-specific ECO plan is developed by the successful construction contractor.</p> <p>At the meeting held on October 11, 2018, Alberta Transportation responded that there will be sediment deposition in the reservoir after a flood.</p>	<p>At the meetings held on May 14-15, 2018, Tsuut'ina Nation reported that members living near the Project area will not be used to these types of changes and inquired whether there will be compensation for residents affected by this.</p> <p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	N/A	No further action required.
111	<p>May 30, 2016 Letter from Chief Roy Whitney to Canadian Environmental Assessment Agency June 6, 2019 Letter from Chief Lee Crowchild to Jason Kenney, Premier</p>	Air Quality	<p>Concern of potential impacts to air quality from the Project, including the potential for contaminated dry dust (for example with raw sewage) to be carried by the wind from the Project area.</p> <p>Many risks have not been sufficiently addressed, including risks to air quality.</p>	<p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation</i> from the March 2018 EIA: Air quality data was collected for the Project and an air quality assessment was carried out as part of the EIA. The results, presented in Volumes 3A and 3B, Section 3, found the Project would have no significant effects on air quality.</p> <p>The main sources of air emissions due to the Project construction are vehicle exhaust and fugitive. As these emissions result from ground based sources, the greatest air quality changes due to these emissions occur inside and near the project development area, decreasing to background levels with increasing distance from the project development area. The main finding is the potential for dust concentrations to be greater than the regulatory criteria outside the project development area. Since estimated dust emissions are rated "indeterminate", the assessment does indicate the need for ambient monitoring during construction to confirm if the adopted dust control mitigation is adequate. On this basis, Alberta Transportation plans to</p>	<p>At the meetings held on May 14-15, 2018, Tsuut'ina Nation noted that Indigenous Inclusion planning and monitoring should be included as part of the Project and recommended that Tsuut'ina Nation formulate a "compliance verification model" to mitigate and monitor the region over the life-cycle of the Project. This would include, but not be limited to, monitoring for air quality, emissions, medicinal plants, wildlife corridors, and habitat, and would work towards a sustainable future for Tsuut'ina Nation.</p> <p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	N/A	No further action required.

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				<p>implement an air quality monitoring and record keeping program to provide appropriate mitigation.</p> <p>The only potential source of fugitive dust during post-flood operations is wind erosion of deposited sediments in the reservoir after they dry out, and when strong wind conditions occur. Because these emissions are ground based, the greatest air quality changes due to these emissions occur inside and near the project development area, decreasing to background levels with increasing distance from the project development. The main finding of the modeling is the potential for dust concentrations to be greater than the regulatory criteria outside the project development area. However, given the low recurrence of the floods that result in sediment deposition (i.e. 100 years and design flood [200 years]) and the proposed mitigation measures, it is expected that fugitive dust emissions would not have significant adverse effects on ambient air quality.</p> <p>To some extent, natural mitigation with respect to future potential fugitive dust emissions has already occurred. The 2013 flood removed an appreciable portion of fine sediment (e.g., clay and fine silt) from the upstream Elbow River drainage basin. The remaining surficial materials in the stream bed and on the banks of the Elbow River and its tributaries that may be prone to mobilization during a future flood would comprise mostly larger material (e.g., sand). Hence, most of the sediment deposited in the reservoir during future floods would be dominated by sand, not fine silt. The sand is less prone to result in fugitive dust during dry windy meteorological conditions.</p> <p>A primary mitigation for wind erosion in the reservoir would be the re-establishment of vegetation cover (e.g., native grasses) after reservoir draining. Natural revegetation success, however, is not assured, given initial high moisture contents and reduced energy input in the autumn. Should wind erosion occur and natural revegetation prove to be ineffective, a tackifier may be applied where required. Tackifiers are a sprayable erosion control product that bonds with the soil surface and creates a porous and absorbent erosion resistant blanket that can last for up to 12 months.</p>			
112	August 8, 2018 Meeting between Tsuut'ina Nation, Alberta Transportation, and Stantec	Air quality	Requested on reserve air quality assessment.	None at this time.	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.

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113	<p>May 14-15, 2018</p> <p>Meeting between Tsuut'ina Nation, Alberta Transportation, and Stantec to discuss Tsuut'ina Nation's specific concerns and Alberta Transportation's responses and proposed mitigation.</p> <p>September 21, 2018</p> <p>Meeting between Alberta Transportation, Stantec, and Tsuut'ina Nation</p>	<p>Precipitation</p> <p>Climate change</p>	<p>Tsuut'ina Nation inquired whether precipitation, specifically fog, has been considered in Project planning, noting that climate change has resulted in a lot of fog, ice, wind, heat, and other weather patterns.</p> <p>Concerned with the impact climate change may have.</p>	<p>None at this time.</p>	<p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	<p>N/A</p>	<p>No further action required.</p>
114	<p>October 28, 2016</p> <p>Meeting with the Tsuut'ina Nation Consultation Office, Alberta Transportation, Stantec, and DEMA Land Services</p> <p>August 8, 2018</p> <p>Meeting between Tsuut'ina Nation, Alberta Transportation, and Stantec</p> <p>September 21, 2018</p> <p>Meeting between Alberta Transportation, Stantec, and Tsuut'ina Nation</p>	<p>Monitoring</p>	<p>The Tsuut'ina Nation have requested that they be allowed to have their Field Monitors on the SR1 site throughout the construction to ensure that any heritage sites that may be impacted would be respected.</p> <p>Capacity for monitoring for the life cycle of the Project.</p> <p>Tsuut'ina Nation would like to see monitoring before, during, and after construction.</p>	<p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation</i> from the March 2018 EIA: Alberta Transportation is willing to discuss possible monitoring opportunities with the Tsuut'ina Nation.</p> <p>At the meetings held on September 21, 2018 and October 11, 2018, Alberta Transportation discussed that they would like to build a long term monitoring plan with Tsuut'ina Nation, and asked for them to think about how they would like to be involved.</p> <p>At the meeting held on October 11, 2018, historical resources and possible mitigation measures, including following ACT's requirements, monitoring opportunities, using TUS report information, and the potential for more excavation per ACT's direction, were discussed. Monitoring during construction and post-flood was presented as a possible mitigation measure.</p> <p>On November 23, 2018, Alberta Transportation provided its report, <i>Response to Tsuut'ina Nation Traditional Land and Resource Use Information including Mitigation Table</i>. Alberta Transportation will participate in discussions regarding possible monitoring opportunities. Alberta Transportation also met with Tsuut'ina Nation December 6, 2018 to discuss the response and mitigation table.</p>	<p>At the meetings held on May 14-15, 2018, Tsuut'ina Nation requested information on the process that will occur in the event that a rock cairn, burial, or other significant find is found. Alberta Transportation noted that a protocol regarding site encounters should be established. Tsuut'ina Nation noted that this could potentially form part of a monitoring plan. Tsuut'ina Nation recommended that a monitoring plan be established with ACT.</p> <p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	<p>N/A</p>	<p>No further action required.</p>
115	<p>April 3, 2018</p> <p><i>Draft Tsuut'ina Traditional Land Use Report for the Proposed Springbank Off-Stream Reservoir Project</i> prepared by Trailmark Systems Inc.</p>	<p>Monitors</p> <p>Vegetation</p> <p>Community-based water monitoring</p>	<p>RECOMMENDATION: Tsuut'ina is strongly against project proceeding. If it does, Tsuut'ina requires, at minimum: Tsuut'ina monitors on-site during pre-construction and construction phases; for every tree removed, same type of tree should be replanted by First Nations close to where it was removed; and support for Tsuut'ina to develop their own</p>	<p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation</i> from the March 2018 EIA: Alberta Transportation is willing to discuss possible monitoring opportunities with the Tsuut'ina Nation.</p> <p>At the meetings held on September 21, 2018 and October 11, 2018, Alberta Transportation discussed that they would like to build a long term monitoring plan with Tsuut'ina Nation, and asked for them to think about how they would like to be involved.</p>	<p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	<p>N/A</p>	<p>No further action required.</p>

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			community-based water monitoring program.	<p>At the meeting held on October 11, 2018, monitoring during construction and post-flood was presented as a possible mitigation measure for historical resources.</p> <p>On November 23, 2018, Alberta Transportation provided its report, <i>Response to Tsuut'ina Nation Traditional Land and Resource Use Information including Mitigation Table</i>. In the mitigation table, Alberta Transportation provided the mitigation measures proposed in the EIA. To maintain the integrity of permanent structures, trees will not be permitted to grow on the diversion system, the diversion channel, or the dam structure. Temporary work spaces will be reclaimed incorporating input on native species to be used for reclamation from Tsuut'ina Nation and other Indigenous groups. Alberta Transportation will discuss possible monitoring opportunities with Tsuut'ina Nation and other Indigenous groups. Alberta Transportation also met with Tsuut'ina Nation December 6, 2018 to discuss the response and mitigation table.</p>			
116	May 14-15, 2018 Meeting between Tsuut'ina Nation, Alberta Transportation, and Stantec to discuss Tsuut'ina Nation's specific concerns and Alberta Transportation's responses and proposed mitigation.	Climate change Monitoring Cumulative effects	Tsuut'ina Nation recommended that a work plan be established to consider resource revenue sharing, cumulative effects, climate change, construction monitoring, and long-term monitoring (for the life of the Project).	<p>At the meetings held on May 14-15, 2018, Alberta Transportation expressed their willingness to discuss monitoring, and to work together on a plan to move forward.</p> <p>At the meetings held on September 21, 2018 and October 11, 2018, Alberta Transportation discussed that they would like to build a long term monitoring plan with Tsuut'ina Nation, and asked for them to think about how they would like to be involved.</p> <p>On November 23, 2018, Alberta Transportation provided its report, <i>Response to Tsuut'ina Nation Traditional Land and Resource Use Information including Mitigation Table</i>. Alberta Transportation will participate in discussions regarding possible monitoring opportunities. Alberta Transportation also met with Tsuut'ina Nation December 6, 2018 to discuss the response and mitigation table.</p>	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.
117	September 21, 2018 Meeting between Alberta Transportation, Stantec, and Tsuut'ina Nation	Post-flood clean-up	Tsuut'ina Nation would like to be involved in managing and co-managing the post-flood clean-up.	<p>In a letter dated October 21, 2019, Alberta Transportation provided an update on the 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 Plan, 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 15, 2019, the draft IPP was sent to Tsuut'ina Nation. The draft IPP contained an overview of economic opportunities available for the Project.</p>	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.
118	May 30, 2016 Letter from Chief Roy Whitney to Canadian Environmental Assessment Agency	Economic Impacts Impacts to Reserve	Concern about project impacts to Tsuut'ina economic interests at Redwood Meadows such as the Golf and Country Club in the NW section of the Reserve.	In a letter dated June 6, 2017 from Minister Brian Mason, Minister Mason proposed creating a small working committee of technical representatives from the Government of Alberta and Tsuut'ina Nation for the purpose of reviewing and identifying any additional flood protection requirements for Redwood Meadows.	At the meetings held on May 14-15, 2018, Tsuut'ina Nation indicated they did not agree with this response in full, stating that engagement with Tsuut'ina Nation to discuss planning and understanding the potential	N/A	No further action required.

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	<p>May 18, 2017 Letter by Violet Meguinis, Acting Consultation Director Tsuut'ina to the Honorable Brian Mason, Minister of Infrastructure and Transportation</p> <p>July 19, 2017 Letter from Chief Lee Crowchild to Alberta Environment and Parks</p> <p>August 23, 2017 Meeting between Alberta Transportation, Stantec, and Tsuut'ina Nation leadership.</p>		<p>Concerns about the economic losses if flood waters back up onto the Reserve.</p> <p>Concerns the SR1 may impact land development on the Reserve.</p> <p>Concerns about flood issues Tsuut'ina has experienced in the past at Redwood Meadows.</p>	<p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation</i> from the March 2018 EIA: The Project will have no effects on the Redwood Meadows Golf and Country Club (the "Club").</p> <p>The Club is outside of the Project development area and upstream of the Project components. During a flood event, it is expected that some water will "back-up" upstream of the diversion structure. Modeling studies have shown that the "back-up" of water would not reach the Tsuut'ina Reserve upstream or the Redwood Meadows Golf and Country Club located on the reserve. At its closest point the back-up water would be approximately 1,100m from the Reserve. In the event the diversion structure does not operate properly, and water continually backs up behind the structure, the auxiliary spillway and floodplain berm have been designed with a low point that will allow flood water to pass over the berm and continue downstream, therefore preventing back up flooding.</p> <p>A flood mitigation project for Bragg Creek is being funded by Alberta Government through Rocky View County. Alberta Transportation is also engaged with Tsuut'ina regarding flood mitigation for Redwood Meadows. Alberta Transportation has contacted Tsuut'ina and a technical committee has been formed to assess flood mitigation options. Alberta Transportation is awaiting a response from Tsuut'ina in order to get the Redwood Meadows flood protection project planning underway.</p> <p>At the meeting held on May 15, 2018, Alberta Transportation provided Tsuut'ina Nation with copies of the June 6, 2017 letter from Minister Brian Mason to Chief Lee Crowchild.</p> <p>On July 21, 2018, Alberta Transportation funded Tsuut'ina Nation to conduct an assessment of flood mitigation options for Redwood Meadows. Tsuut'ina Nation and Alberta Transportation met on September 21, 2018 to discuss Aquatic Resource Management Ltd.'s report on flood mitigation for Redwood Meadows.</p> <p>At the meeting held on February 21, 2019, Alberta Transportation brought Wim Veldman to present his review of Aquatic Resource Management Ltd.'s proposal for flood protection at Redwood Meadows. Alberta Transportation committed to meeting again once Tsuut'ina Nation and their consultants had a chance to review the information.</p>	<p>environmental effects to Redwood Meadows is still ongoing.</p> <p>Tsuut'ina Nation also reiterated the importance of looking at SR1 cumulatively with the other flood mitigation projects in the area.</p> <p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>		
119	<p>April 3, 2018 <i>Draft Tsuut'ina Traditional Land Use Report for the Proposed Springbank Off-Stream Reservoir Project</i> prepared by Trailmark Systems Inc.</p>	Tsuut'ina Nation economic opportunities	RECOMMENDATION: Members of Tsuut'ina should be field crew for all archaeological and other field work.	<p>On November 23, 2018, Alberta Transportation provided its report, <i>Response to Tsuut'ina Nation Traditional Land and Resource Use Information including Mitigation Table</i>. In the mitigation table, Alberta Transportation provided the mitigation measures proposed in the EIA for monitoring and employment opportunities. Alberta Transportation will commit to a requirement for contractors to employ qualified Indigenous field assistants on archaeological fieldwork. Alberta Transportation will discuss opportunities for qualified Indigenous field assistants to participate on other project-related fieldwork as practical.</p>	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.

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				<p>Alberta Transportation also met with Tsuut'ina Nation December 6, 2018 to discuss the response and mitigation table.</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>In a letter dated October 21, 2019, Alberta Transportation provided an update on the 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 Plan, 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 Tsuut'ina Nation. The draft IPP contained an overview of economic opportunities available for the Project.</p>			
120	April 21, 2016 Meeting with Tsuut'ina Nation, Alberta Transportation, and DEMA Land Services	Access to lands	Confirmation of SR1 Access.	<p>At the meeting held on April 21, 2016, it was explained that access agreements were signed with most SR1 landowners.</p> <p>Alberta Transportation committed to continue sharing information and providing access to the public and private lands where mutual access agreements had been negotiated.</p> <p>Tsuut'ina Nation spent 21 field days on SR1 lands in 2016/2017.</p>	At the meetings held on May 14-15, 2018, Tsuut'ina Nation confirmed they had spent 21 days on the site.	Proponent response satisfactory to First Nation.	No further action required.
121	May 30, 2016 Letter from Chief Roy Whitney to Canadian Environmental Assessment Agency	Land access Traditional uses	The Environmental Assessment must consider how the Project may impact Tsuut'ina's ability to access the lands and waters used for traditional activities.	<p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation</i> from the March 2018 EIA: For the purposes of the EIA, effects on potential or established Aboriginal or Treaty rights are addressed through the assessment of the current use of lands and resources for traditional purposes. By acknowledging a link between practice-based rights and current use, the assessment accepts that adverse residual effects on the 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 will have a consequent effect on the ability of Indigenous groups to exercise potential or established Aboriginal and Treaty rights. In addition, a conservative assumption was made that Indigenous groups had access to the PDA to practice traditional use activities notwithstanding access to these private lands is limited.</p> <p>At the meetings held on September 21, 2018 and October 11, 2018, Alberta Transportation discussed future land use planning and asked Tsuut'ina Nation to think about how they would like to see the lands used.</p> <p>On November 23, 2018, Alberta Transportation provided its report, <i>Response to Tsuut'ina Nation Traditional Land and Resource Use Information including Mitigation Table</i>. In the mitigation table, Alberta</p>	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.

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				<p>Transportation provided the mitigation measures proposed in the EIA for hunting, fishing, and traditional use, including: development of a land use plan; and mitigation measures for wildlife and fish. Alberta Transportation also met with Tsuut'ina Nation December 6, 2018 to discuss the response and mitigation table.</p> <p>At the meeting held on December 6, 2018, Alberta Transportation presented on their proposed plan for a land use plan that would include: access for traditional use, hunting, and harvesting; management during/after a flood; and ongoing monitoring programs.</p> <p>In a letter dated October 21, 2019, 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>			
122	September 21, 2018 Meeting between Alberta Transportation, Stantec, and Tsuut'ina Nation	Land use planning	Tsuut'ina Nation would like to see a land use plan and heritage resource plan.	<p>At the meetings held on September 21, 2018 and October 11, 2018, Alberta Transportation discussed future land use planning and asked Tsuut'ina Nation to think about how they would like to see the lands used once the project is built.</p> <p>On November 23, 2018, Alberta Transportation provided its report, <i>Response to Tsuut'ina Nation Traditional Land and Resource Use Information including Mitigation Table</i>. Alberta Transportation committed to the development of a land use plan. Alberta Transportation also met with Tsuut'ina Nation December 6, 2018 to discuss the response and mitigation table.</p> <p>At the meeting held on December 6, 2018, Alberta Transportation presented on their proposed plan for a land use plan that would include: access for traditional use, hunting, and harvesting; management during/after a flood; and ongoing monitoring programs.</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>In a letter dated October 21, 2019, Alberta Transportation provided an update on future land use for the SR1 project area. Alberta</p>	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.

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				<p>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>			
123	<p>May 14-15, 2018 Meeting between Tsuut'ina Nation, Alberta Transportation, and Stantec to discuss Tsuut'ina Nation's specific concerns and Alberta Transportation's responses and proposed mitigation.</p>	<p>Riparian areas Access</p>	<p>Tsuut'ina Nation asked whether the riparian area adjacent to the proposed Project will be accessible and if the concrete infrastructure will block it.</p>	<p>In a letter dated October 21, 2019, 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 future land use documents under cover dated November 15, 2019. This included a map showing the areas that would be accessible.</p>	<p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	<p>N/A</p>	<p>No further action required.</p>
124	<p>August 31, 2017 Meeting between Alberta Transportation and Tsuut'ina</p>	<p>Engagement</p>	<p>Tsuut'ina presented the option of having an SR1 Community Information Session to be organized and held on the Tsuut'ina Reserve.</p>	<p>At the meeting held on August 31, 2017, Alberta Transportation committed to working with Tsuut'ina Nation to facilitate a community engagement session on the SR1 Project.</p> <p>Community workshops to discuss the TLRU sections of the EIA (Volumes 3A and 3B) were held March 1, 5, 6, and 7, 2018 on the Tsuut'ina reserve.</p>	<p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	<p>N/A</p>	<p>No further action required.</p>
125	<p>August 23, 2017 Meeting between Alberta Transportation, Stantec, and Tsuut'ina Nation leadership.</p>	<p>Engagement</p>	<p>Tsuut'ina should have been part of the project selection process and should have been part of the technical EIA work completed by Stantec on behalf of Alberta Transportation.</p> <p>Tsuut'ina should be a decision maker and want the SR1 project to require Tsuut'ina's "Consent" as part of the current process.</p>	<p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation</i> from the March 2018 EIA: Immediately following the 2013 flood, the Government of Alberta through Alberta Transportation hired the engineering company, AMEC, to prepare a report on options to mitigate damage due to flooding on the Elbow River including the SR1 and the Maclean Creek option. The report was completed in early 2014 and recommended the SR1 flood mitigation option. In 2015, Alberta Transportation hired Deltares to review Amec's report. The Deltares review agreed with Amec's report recommendation. Based on these report recommendations, Alberta Transportation chose to proceed with the SR1. Alberta Transportation has provided the Amec and Deltares reports with the Tsuut'ina Nation as part of the current ongoing engagement process. A detailed assessment as to why SR1 was chosen is also provided in the EIA.</p> <p>Alberta Transportation has provided funding to Tsuut'ina for a traditional use study. To facilitate the traditional use studies, Alberta Transportation arranged and facilitated 21 site visits by Tsuut'ina within</p>	<p>At the meetings held on May 14-15, 2018, Tsuut'ina Nation reiterated the importance of getting consent from First Nations.</p> <p>Tsuut'ina Nation stated that the current EIA does not capture upstream mitigation planning (including Bragg Creek and Redwood Meadows mitigation) and therefore the EIA does not take a comprehensive view of the Project in order to understand potential cumulative effects.</p> <p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	<p>N/A</p>	<p>No further action required.</p>

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				<p>the PDA over the period between the fall of 2016 to the late summer of 2017. A TUS study was not received in time to be incorporated in the EIA submitted in October 2017. A draft TUS has now been received however Tsuut'ina's permission to include the information from it in the revised EIA re-submission has not been received.</p> <p>Alberta Transportation sent the link to the October 2017 EIS to Tsuut'ina on November 3, 2017. On December 5, 2017. Alberta Transportation requested feedback on the TLRU sections (Volumes 3A and 3B).</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>At the meetings held on May 14-15, 2018, Alberta Transportation indicated that in 2013 when the province was exploring flood mitigation, they had tried two times to contact Tsuut'ina Nation to get feedback on the effects of the 2013 flood to Tsuut'ina. Alberta Transportation noted that funding has been provided to complete the Bragg Creek mitigation and Government of Alberta is prepared to engage with Tsuut'ina Nation regarding mitigation options for flood protection at Redwood Meadows.</p> <p>On July 21, 2018, Alberta Transportation funded Tsuut'ina Nation to conduct an assessment of mitigation options for flood protection at Redwood Meadows. Tsuut'ina Nation and Alberta Transportation met on September 21, 2018 to discuss Aquatic Resource Management Ltd.'s report on flood mitigation for Redwood Meadows.</p>			
126	<p>May 18, 2017 Letter by Violet Meguinis, Acting Consultation Director Tsuut'ina to the Honorable Brian Mason, Minister of Infrastructure and Transportation July 19, 2017 Letter from Chief Lee Crowchild to Alberta Environment and Parks</p>	Engagement	<p>Concerned that Alberta Transportation have not engaged Tsuut'ina on the additional work set forth in the Appendix A of the May 30, 2016, letter and is now moving forward with the EIS submission.</p> <p>Requests engagement with Tsuut'ina on the collection of the information identified in Appendix A (of the May 30, 2016 letter) and other information needed to understand the SR1 impacts.</p> <p>Recommend engagement with Tsuut'ina to prepare a consultation work plan to guide the remainder of the review process for the Project.</p> <p>Concerned by the lack of engagement on the project.</p>	<p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation</i> from the March 2018 EIA: Alberta Transportation has been engaged with Tsuut'ina Nation since 2014 to understand how the Project potentially impacts rights, interests and traditional uses.</p> <p>Alberta Transportation has provided funding to Tsuut'ina for a traditional use study. To facilitate the traditional use studies, Alberta Transportation arranged and facilitated 21 site visits by Tsuut'ina within the PDA over the period between the fall of 2016 to the late summer of 2017. A TUS study was not received in time to be incorporated in the EIA submitted in October 2017. A draft TUS has now been received however Tsuut'ina's permission to include the information from it in the revised EIA re-submission has not been received.</p> <p>Alberta Transportation sent the link to the October 2017 EIS to Tsuut'ina on November 3, 2017. On December 5, 2017, Alberta Transportation requested feedback on the TLRU sections (Volumes 3A and 3B).</p> <p>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 Tsuut'ina Nation with the revised draft TLRU sections for review and comment under correspondence dated February 6, 2018. Alberta Transportation also offered a workshop with</p>	<p>At the meetings held on May 14-15, 2018, Tsuut'ina Nation stated that the process is moving quickly, and the Nation does not want to rush a decision. Tsuut'ina Nation added that safety and socioeconomic certainty are important factors in making a decision.</p> <p>At the meetings held on May 14-15, 2018, Tsuut'ina Nation requested information regarding specific mitigation planning and recommended that Alberta Transportation participate in developing a Project-specific work plan.</p> <p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	N/A	No further action required.

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				<p>the goal of better understanding potential impacts of the Project to Tsuut'ina Nations and to provide responses to the concerns raised to date.</p> <p>Alberta Transportation arranged 4-day workshop with Tsuut'ina on March 1, 5, 6 and 7, 2018. The workshop was facilitated by CEAA with the goal of better understanding potential impacts to Tsuut'ina from the Project and to provide responses to the concerns raised to date. Verification of the meeting minutes from the workshops was not received prior to March 16, 2018 and therefore the TLRU section has not been updated to include information discussed.</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>At the meetings held on May 14-15, 2018, Alberta Transportation stated they are willing to continue to meet and discuss mitigation for project impacts with Indigenous groups.</p>			
127	<p>May 14-15, 2018 Meeting between Tsuut'ina Nation, Alberta Transportation, and Stantec to discuss Tsuut'ina Nation's specific concerns and Alberta Transportation's responses and proposed mitigation.</p> <p>October 11, 2018 Meeting between Alberta Transportation, Stantec, and Tsuut'ina Nation</p>	Regulatory process	<p>Tsuut'ina Nation expressed concerns that late June is the beginning of the ceremony season, but the Project review and Information Request (IR) process will be occurring at the same time. Tsuut'ina Nation wants the opportunity to continue to participate meaningfully in the Project.</p> <p>Involvement of Tsuut'ina Nation in the regulatory/IR process.</p>	<p>At the meetings held on May 14-15, 2018, Alberta Transportation stated they wanted to continue to work with Tsuut'ina Nation.</p> <p>At the meeting held on October 11, 2018, Alberta Transportation indicated they were willing to discuss CEAA IRs of concern with Tsuut'ina Nation.</p> <p>Under cover dated January 28, 2019, Alberta Transportation requested that Tsuut'ina Nation provide its views and perspectives on its Aboriginal and Treaty rights, cultural and experiential values, and country foods. The letter listed four specific topics that Alberta Transportation was requesting input on to help answer Canadian Environmental Assessment Agency (CEAA) IR2-01, IR2-02, and IR2-08. The specific information requests 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.</p>	<p>In a letter dated February 28, 2019, Tsuut'ina Nation responded to Alberta Transportation's January 28, 2019. Alberta Transportation received the CEAA IRs over five months prior to the date of the January 28, 2019 letter, but only provided Tsuut'ina Nation with four weeks to respond. Please explain the timing behind Alberta Transportation's request.</p> <p>The timing of Alberta Transportation's request is problematic given that the environmental assessment for the Project is not yet complete. Tsuut'ina has identified a number of information gaps in the environmental assessment, including with respect to issues relating to groundwater, surface water, vegetation and wetlands, wildlife, archaeological sites, and cumulative effects. This information is needed to understand how the Project will impact Tsuut'ina's Aboriginal and treaty rights and what mitigation or accommodation measures will be required to mitigate potential impacts.</p> <p>In Tsuut'ina Nation's view, it is not a robust or respectful approach to the assessment of potential impacts to Tsuut'ina's Aboriginal and Treaty rights from the Project to expect that impacts can be identified and mitigated in the absence of the information that Tsuut'ina has identified as necessary and is still being collected.</p> <p>Should Alberta Transportation intend to submit its responses to the IRs without waiting for the outstanding information to be collected and</p>	N/A	No further action required.

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					<p>assessed, Tsuut'ina requests the opportunity to review the draft IR responses before they are submitted to CEAA so that they can provide their input.</p> <p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>		
128	<p>May 18, 2017 Letter by Violet Meguinis, Acting Consultation Director Tsuut'ina to the Honorable Brian Mason, Minister of Infrastructure and Transportation July 19, 2017 Letter from Chief Lee Crowchild to Alberta Environment and Parks</p>	Environmental Impact Statement	<p>An opportunity for Tsuut'ina to review the draft EIS before it is submitted to the Agency.</p> <p>Concerns when Tsuut'ina will be able to review the Environmental assessments being completed for SR1.</p>	<p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation</i> from the March 2018 EIA: Alberta Transportation sent the link to the October 2017 EIS to Tsuut'ina on November 3, 2017. On December 5, 2017 Alberta Transportation requested feedback on the TLRU sections (Volumes 3A and 3B).</p> <p>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 Tsuut'ina 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 Tsuut'ina Nations and to provide responses to the concerns raised to date.</p> <p>Alberta Transportation arranged 4-day workshop with Tsuut'ina on March 1, 5, 6 and 7, 2018. The workshop was facilitated by CEAA with the goal of better understanding potential impacts to Tsuut'ina from the Project and to provide responses to the concerns raised to date. Verification of the meeting minutes from the workshops was not received prior to March 16, 2018 and therefore the TLRU section has not been updated to include information discussed.</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>At the meetings held on May 14-15, 2018, Alberta Transportation explained they did not share the full EIA with anyone prior to submission as per the regulation process. Alberta Transportation also indicated they had offered workshops in 2016 but the offer was not acted on by Tsuut'ina Nation.</p>	<p>At the meetings held on May 14-15, 2018, Tsuut'ina Nation stated Alberta Transportation should have engaged with them earlier. Now they are under CEAA's tight timelines.</p> <p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	N/A	No further action required.
129	<p>May 14, 2018 <i>Springbank Off-Stream Reservoir Project EIS – Selected Section: Second Sufficiency Review</i> by PGL Environmental Group, dated April 16,</p>	Engagement	While the proponent did offer a workshop to validate the information contained in the draft TLRU sections, drafts of these sections were only provided at the workshop. This gave Tsuut'ina no time to	<p>Alberta Transportation provided Tsuut'ina Nation with the revised draft TLRU sections for review and comment under correspondence dated February 6, 2018.</p> <p>Alberta Transportation responded to Tsuut'ina Nation's technical reviews under cover dated December 16, 2019. Alberta Transportation acknowledges Tsuut'ina Nation's concern regarding the amount of time provided to review materials prior to the March 1, 2018 workshop. In</p>	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.

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	2018. Provided via email on May 14, 2018.		review the material in advance of the workshop. In Tsuut'ina's view this did not constitute a sufficient opportunity to engage with the proponent about the information. [Second Sufficiency Review Question 3-5]	the future, Alberta Transportation will work with Tsuut'ina Nation to try to provide an appropriate amount of review time with any materials meant to be discussed in a workshop setting. [Response 3-5]			
130	<p>May 18, 2017 Letter by Violet Meguinis, Acting Consultation Director Tsuut'ina to the Honorable Brian Mason, Minister of Infrastructure and Transportation July 19, 2017 Letter from Chief Lee Crowchild to Alberta Environment and Parks August 31, 2017 Meeting between Alberta Transportation and Tsuut'ina</p>	Hydrology	<p>An opportunity for Tsuut'ina to review the draft hydrology report before it is submitted to the agency.</p> <p>Concerned that while Alberta Environment are preparing a hydrology study on SR1, there has not been sufficient engagement with Tsuut'ina to know if this study covers the areas or issues of most concern.</p> <p>Tsuut'ina requested a copy of the Breach Analysis Report and Hydrology 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 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation</i> from the March 2018 EIA: The following reports were sent by registered mail to Chief Crowchild and Tsuut'ina's Consultation Office on February 9, 2018.</p> <p>Hydrology - Springbank Off-Stream Storage Project Hydrology Flood Frequency Analysis – Report on Methods and Results (March 22, 2017)</p> <p>Dam Breach Analysis – Breach Analysis and Inundation Mapping – Springbank Off-Stream Reservoir (SR1) (March 6, 2017)</p> <p>EIA - Volume 3B, Section 5.0 Assessment of Potential Effects on Hydrogeology (November 2017)</p> <p>EIA - Appendix I Hydrogeology – Hydrogeology Baseline Technical Data Report (November 2017)</p> <p>An email with a link to the draft Hydrology Report was also provided on February 9, 2018.</p> <p>At the meetings held on May 14-15, 2018, Alberta Transportation explained they did not share the full EIA with anyone prior to submission as per the regulation process.</p>	<p>At the meetings held on May 14-15, 2018, Tsuut'ina Nation questioned the boundary of the RAA.</p> <p>Tsuut'ina Nation requested that wetlands be considered within the hydrology assessment.</p> <p>Tsuut'ina Nation requested certainty that when the water backs up during a flood event it will not flood Redwood Meadows and turn it into a wetland, and that if springs are covered by back water this will not affect drinking water.</p> <p>Tsuut'ina Nation stated that because a request for funding to conduct a hydrology study was not funded early in the Project, Tsuut'ina Nation is now having to catch up (with the support of PGL Environmental Consultants) to understand the potential effects on hydrology from the Project.</p> <p>Tsuut'ina Nation stated that currently it is not understood what will happen between Bragg Creek and the proposed SR1 project in the event of a flood, including effects on Tsuut'ina Nation reserve lands and Redwood Meadows.</p> <p>Tsuut'ina Nation questioned why the 2013 flood was chosen as the design flood.</p> <p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	N/A	No further action required.
131	<p>August 31, 2017 Meeting between Alberta Transportation and Tsuut'ina April 2, 2019 Letter from Roy Crowther, attached to a letter from Chief Lee Crowchild to Catherine McKenna,</p>	Funding	It is a concern that the Tsuut'ina budget for a hydrology study had not been approved.	<p>At the meeting held on August 31, 2017, Alberta Transportation responded that the hydrology information gathered during the SR1 technical studies could be shared with Tsuut'ina Nation and if needed a meeting to discuss the hydrology could be arranged.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation</i> from the March 2018 EIA: A Hydrology report has been prepared for the EIA</p>	<p>At the meetings held on May 14-15, 2018, Tsuut'ina Nation stated that because a request for funding to conduct a hydrology study was not funded early in the Project, Tsuut'ina Nation is now having to catch up (with the support of PGL Environmental Consultants) to understand the potential effects on hydrology from the Project.</p> <p>In a letter attached to the letter dated April 2, 2019, Aquatic Resource Management stated the funding grant offered by Alberta Transportation</p>	N/A	No further action required.

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	<p>Minister of Environment and Climate Change.</p> <p>April 2, 2019</p> <p>Letter from Chief Lee Crowchild to Minister Brian Mason</p>			<p>submission that has gathered all baseline information and assesses the potential impacts and effects of the Project.</p> <p>On July 21, 2018, Alberta Transportation funded Tsuut'ina Nation to conduct an assessment of flood mitigation options for Redwood Meadows. Tsuut'ina Nation and Alberta Transportation met on September 21, 2018 to discuss Aquatic Resource Management Ltd.'s report on flood mitigation for Redwood Meadows.</p> <p>Under cover dated March 14, 2019, Alberta Transportation offered a grant to fund Tsuut'ina Nation to complete further studies on flood protection for Redwood Meadows.</p>	<p>for studies on flood protection for Redwood Meadows is not sufficient to complete the required work.</p> <p>In the April 2, 2019 letter to Minister Brian Mason, Tsuut'ina Nation stated the grant offered in the package provided March 14, 2019 is insufficient and it is unclear whether Alberta Transportation disagrees that the rest of the Phase 2 work is required.</p> <p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>		
132	<p>July 19, 2017</p> <p>Letter from Chief Lee Crowchild to Alberta Environment and Parks</p>	Funding	<p>Concerns that Tsuut'ina's ability to review the environment assessment is extremely limited without capacity funding.</p>	<p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation</i> from the March 2018 EIA: Funding is available to Indigenous groups through CEAA to review the EIA and participate in the regulatory review process.</p> <p>At the meetings held on May 14-15, 2018, Alberta Transportation responded that if Tsuut'ina Nation felt the review of the EIA was not adequate, to let Alberta Transportation know what further activities they would like to undertake so they can take it to management.</p>	<p>At the meetings held on May 14-15, 2018, Tsuut'ina Nation questioned the adequacy of CEAA funding, noting that there is ongoing logistics, planning, coordinating, technical meetings, and reporting that is not always funded. Tsuut'ina Nation added that nobody funds the EIA completeness review.</p> <p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	N/A	No further action required.

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133	<p>May 14-15, 2018 Meeting between Tsuut'ina Nation, Alberta Transportation, and Stantec to discuss Tsuut'ina Nation's specific concerns and Alberta Transportation's responses and proposed mitigation.</p> <p>August 8, 2018 Meeting between Tsuut'ina Nation, Alberta Transportation, and Stantec</p> <p>September 21, 2018 Meeting between Alberta Transportation, Stantec, and Tsuut'ina Nation</p> <p>October 11, 2018 Meeting between Alberta Transportation, Stantec, and Tsuut'ina Nation</p>	<p>Safety</p> <p>Emergency response</p> <p>Disaster planning</p>	<p>Tsuut'ina Nation expressed concerns about safety and requested a communication plan to ensure that Nations and reserves receive warning about potential floods.</p> <p>Concerns that the emergency response plan would be developed after Project approvals, and Tsuut'ina Nation would not be able to assess the plan.</p> <p>Tsuut'ina Nation would like to see disaster planning.</p> <p>Emergency response process. Tsuut'ina Nation would like there to be an emergency response planning exercise. When a flood hits, both Alberta Transportation and Tsuut'ina Nation need to understand the process so people are prepared.</p>	<p>At the meetings held on May 14-15, 2018, Alberta Transportation explained that Rocky View County would have an emergency notification plan that would notify everyone; they would have a list of people to contact.</p> <p>At the meeting held on August 8, 2018, Alberta Transportation committed to trying to expedite the process of developing emergency response plans and bringing the information back to Tsuut'ina Nation.</p> <p>On November 23, 2018, Alberta Transportation provided its report, <i>Response to Tsuut'ina Nation Traditional Land and Resource Use Information including Mitigation Table</i>. In the mitigation table, Alberta Transportation provided the mitigation measures proposed in the EIA for accidents and malfunctions, including dam failure, such as, in the event of failure or breach of dam, Alberta Emergency Management Agency and Calgary Emergency Management Agency will enact emergency response procedures and disaster recovery programs. Should a failure or breach of the auxiliary spillway occur, emergency response procedures will be implemented to address public safety. Alberta Transportation also committed to including dam safety and emergency response planning to the agenda for a future meeting with Tsuut'ina Nation. Alberta Transportation also met with Tsuut'ina Nation December 6, 2018 to discuss the response and mitigation table.</p>	<p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	<p>N/A</p>	<p>No further action required.</p>
134	<p>April 3, 2018 <i>Draft Tsuut'ina Traditional Land Use Report for the Proposed Springbank Off-Stream Reservoir Project</i> prepared by Trailmark Systems Inc.</p> <p>May 14-15, 2018 Meeting between Tsuut'ina Nation, Alberta Transportation, and Stantec to discuss Tsuut'ina Nation's specific concerns and Alberta Transportation's responses and proposed mitigation.</p> <p>May 14, 2018 <i>Springbank Off-Stream Reservoir Project EIS – Selected Section: Second Sufficiency Review</i> by</p>	<p>Cumulative effects</p> <p>Impact to reserve</p> <p>Flooding</p> <p>Hydrology</p>	<p>Concerned that the Project will compound cumulative effects from ongoing development, including impacts to water flow through the reserve, plant and animal loss, barriers to access, etc.</p> <p>Tsuut'ina Nation expressed concern that the current EIA dismisses any interaction with the upstream mitigation planning, i.e., Redwood Meadows and Bragg Creek. The project is not being looked at holistically or considering cumulative effects.</p> <p>Integrated effects assessment that included Bragg Creek and Redwood Meadows mitigation was not included. [Second Sufficiency Review Question 2-1]</p>	<p>At the meetings held on May 14-15, 2018, Alberta Transportation provided Tsuut'ina Nation with copies of the June 6, 2017 letter from Minister Brian Mason to Chief Lee Crowchild that suggested a working group be formed to discuss mitigation at Redwood Meadows. Alberta Transportation explained the province is looking at flood mitigation at Bragg Creek, and projects will not be designed to wipe each other out.</p> <p>On July 21, 2018, Alberta Transportation provided funding for Tsuut'ina Nation to conduct an assessment of flood mitigation options for Redwood Meadows.</p> <p>In an email on August 22, 2018, Alberta Transportation proposed a meeting to discuss SR1 as well as Tsuut'ina Nation's additional work that was funded July 21, 2018. This was followed up again in email on August 27, 2018 and phone conversations on August 29, 2018. The meetings proposed would include SR1, as well as discussing the results of Tsuut'ina Nation's assessment of flood mitigation options for Redwood Meadows.</p> <p>Tsuut'ina Nation and Alberta Transportation met on September 21, 2018 to discuss Aquatic Resource Management Ltd.'s report on flood protection for Redwood Meadows.</p> <p>Alberta Transportation has committed to continue discussions on flood protection for Tsuut'ina Nation.</p>	<p>In a letter dated February 6, 2020, Mandell Pinder LLP, on behalf of Tsuut'ina Nation, stated the cumulative effects to hydrology from the interaction between the Project and proposed upstream works have not been adequately studied.</p> <p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	<p>N/A</p>	<p>No further action required.</p>

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<p>PGL Environmental Group, dated April 16, 2018. Provided via email on May 14, 2018</p> <p>July 12, 2018</p> <p>Letter dated July 12, 2018 from Chief Lee Crowchild and Councillor Vincent Crowchild to Minister Brian Mason</p> <p>July 12, 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>December 6, 2018</p> <p>Meeting between Tsuut'ina Nation, Alberta Transportation, and Stantec.</p> <p>February 21, 2019</p> <p>Meeting between Tsuut'ina Nation and Alberta Transportation</p> <p>February 28, 2019</p> <p>Letter from Tanis Onespot to Alberta Transportation</p> <p>August 15, 2019</p> <p>Meeting between Minister of Transportation and Tsuut'ina Nation</p> <p>October 10, 2019</p> <p>Site Visit and Meeting</p> <p>October 17, 2019</p> <p>Letter from Councillors Dodginghorse and Crowchild to Deputy Minister Andre Tremblay</p>		<p>Concerns expressed regarding flood mitigation in and around the Tsuut'ina Reserve, including the Springbank Off-Stream Reservoir program, and how none will protect their reserve from flooding and could increase their vulnerability.</p> <p>Tsuut'ina Nation expressed concerns with how SR1 will interact with other flood mitigation projects in the area.</p> <p>Scope of EIA must be expanded to include potential effects from all works recommended in the Deltares report. [Annex E Question 2]</p> <p>Safety and security of Tsuut'ina Nation in terms of flood protection.</p> <p>Tsuut'ina Nation voiced concerns regarding the cumulative effects of multiple flood mitigation projects around their lands.</p> <p>The project, when combined with the project proposed for the Bragg Creek area, may increase the risk of flooding on their reserve.</p> <p>Concerns about cumulative impacts and the impacts to Tsuut'ina Nation's Reserve.</p> <p>Tsuut'ina Nation is concerned about flooding on reserve.</p>	<p>On November 23, 2018, Alberta Transportation provided its report, <i>Response to Tsuut'ina Nation Traditional Land and Resource Use Information including Mitigation Table</i>. In the mitigation table, Alberta Transportation provided the mitigation measures proposed in the EIA for cumulative effects. Alberta Transportation also met with Tsuut'ina Nation December 6, 2018 to discuss the response and mitigation table.</p> <p>At the morning meeting held on February 21, 2019, Alberta Transportation detailed the additional work that has been done with the hydrogeological model. Results of the updated modelling will be provided to Tsuut'ina Nation.</p> <p>At the afternoon meeting held on February 21, 2019, Wim Veldman presented on to present his review of Aquatic Resource Management Ltd.'s proposal for flood protection at Redwood Meadows.</p> <p>Alberta Transportation responded to Tsuut'ina Nation's technical reviews under cover dated December 16, 2019. The scope of the EIA, as stated in the CEAA EIS Guidelines for the Project (CEAA 2016) includes the main works, associated works and activities listed in Section 3.1 of the Guidelines. Flood mitigation for Bragg Creek or Redwood Meadows are not part of the Project (SR1) and were not included in the works and activities listed. As such, the effects of the Project are assessed, as defined in the Guidelines.</p> <p>The AMEC report (AMEC 2014) discussed flood mitigation options on Elbow River by flood risk area: Bragg Creek, Tsuut'ina Nation Reserve (which includes Redwood Meadows) and Calgary. Conceptual designs and mitigation at Bragg Creek and Calgary were presented and flood mitigation was considered as individual projects for each of the three local areas. AMEC recommended (Recommendation 4.12) that "once the preferred scheme for the City of Calgary has been identified flood defenses, if necessary, be constructed as soon as possible at Bragg Creek."</p> <p>Engineering and environmental studies for flood mitigation at Bragg Creek were carried out by AMEC Foster Wheeler (2017) for Rocky View County. Flood mitigation studies for Redwood Meadows were carried out by Aquatic Resource Management Ltd. (2018). These individual flood protection projects follow the AMEC (2014) recommendation 4.12. The exclusion of Bragg Creek and Redwood Meadows flood protection (two separate projects) from the Project effects assessment in the EIA does not constitute project splitting. However, Both Bragg Creek and Redwood Meadows flood protection are included in the cumulative effects assessment. [Response 2-1]</p> <p>The physical works (projects) identified in the 2015 Deltares report, other than the Springbank Off-stream 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 responses to Round 1 NRCB IR61, Round 1</p>			

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	February 6, 2020 Letter from Mandell Pinder LLP on behalf of Tsuut'ina Nation			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]			
135	May 14, 2018 <i>Springbank Off-Stream Reservoir Project EIS – Selected Section: Second Sufficiency Review</i> by PGL Environmental Group, dated April 16, 2018. Provided via email on May 14, 2018.	Hydrogeology Cumulative effects	The revised EIS notes that "[t]he Bragg Creek Flood Mitigation ... [is] located outside the RAA defined for hydrogeology. As such no pathway for cumulative effects are anticipated." Since the conceptual model does not support the selection of the RAA, excluding the Bragg Creek project is premature. [Second Sufficiency Review Question 2-27]	Alberta Transportation responded to Tsuut'ina Nation's technical reviews under cover dated December 16, 2019. The hydrogeology conceptual model and RAA have been updated and are described in the Hydrogeology TDR Update; see Alberta Transportation's response to Round 1 CEAA Package 3, IR3-14, Appendix 14-1. The expanded RAA includes Tsuut'ina Nation Reserve and encompasses a portion of the Bragg Creek Flood Mitigation project. The potential downstream effects of the Bragg Creek Flood Mitigation project on groundwater are described in a memo from Wood Environment and Infrastructure Solutions (Wood) to Rocky View County, dated June 12, 2018. Wood states that the Bragg Creek Flood Mitigation project will have negligible impacts on groundwater because the flood barriers have no impacts on the river during typical (1:2 year) or moderately large floods (1:20 year). For larger floods (1:100 year), impacts occur rarely and only for a short duration and, therefore, they are not considered to significantly affect groundwater recharge. The TDR Update, Section 5 concludes that the Project effects on groundwater will be limited to the hydrogeology LAA. Therefore, the potential effects on groundwater resulting from the Project will not overlap with those of the Bragg Creek Flood Mitigation project and no cumulative impacts are anticipated. [Response 2-27]	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.
136	July 12, 2018 <i>Springbank Offstream Reservoir Project EIS Technical Review and Information Requests</i> by PGL Environmental Consultants, dated June 15, 2018.	Hydrology	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]	Alberta Transportation responded to Tsuut'ina Nation's technical reviews under cover dated December 16, 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. 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 reduce the risk of urban debris entering the watercourse, contamination and other issues associated with the 2013 flood. 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]	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.
137	November 13, 2014 Initial SR1 Meeting with Tsuut'ina Nation, Alberta	Impacts to Reserve Dam operation	Tsuut'ina Nation were concerned that the failure of any dam, particularly MC1, and	Possible impacts and mitigation measures related to concerns raised by the Tsuut'ina Nation will be addressed as part of the EIA.	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding	N/A	No further action required.

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	<p>Transportation, and DEMA Land Services</p> <p>May 18, 2017</p> <p>Letter by Violet Meguinis, Acting Consultation Director Tsuut'ina to the Honorable Brian Mason, Minister of Infrastructure and Transportation</p> <p>July 19, 2017</p> <p>Letter from Chief Lee Crowchild to Alberta Environment and Parks</p> <p>April 3, 2018</p> <p><i>Draft Tsuut'ina Traditional Land Use Report for the Proposed Springbank Off-Stream Reservoir Project</i> prepared by Trailmark Systems Inc.</p> <p>June 6, 2019</p> <p>Letter from Chief Lee Crowchild to Jason Kenney, Premier</p>		<p>also SR1, would impact Tsuut'ina first.</p> <p>Concerned any failure of the SR1 dam or spillway during a flood could have catastrophic consequences for Tsuut'ina.</p> <p>Concerns that dam and diversion will not act as intended - what if intake is blocked and floods? What if the dam fails? What assurances are there the Project will function as intended?</p> <p>RECOMMENDATION: Require a special consultation session related to possibility of dam failure.</p> <p>Many risks have not been sufficiently addressed, including risk of structural failures to gates and berms.</p>	<p>At meetings held on April 21, 2016 and August 23, 2017, Alberta Transportation indicated that the SR1 project was the main focus of the Government of Alberta and that the MC1 option would not be moving forward.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation</i> from the March 2018 EIA: SR1 dam and structures will comply fully with the Canadian Dam Association guidelines and statistically a dam breach is unlikely. However, an emergency preparedness plan will be prepared, and advanced warning would be given in the event of a failure. Instrumentation will be installed and will provide advanced warning if failure issues are detected. The emergency spillway will prevent flood waters from overtopping the dam.</p> <p>At the meeting held on October 11, 2018, Alberta Transportation discussed potential accidents and malfunctions, including dam breaches.</p> <p>On November 23, 2018, Alberta Transportation provided its report, <i>Response to Tsuut'ina Nation Traditional Land and Resource Use Information including Mitigation Table</i>. In the mitigation table, Alberta Transportation provided the mitigation measures proposed in the EIA for accidents and malfunctions, including dam failure, such as, in the event of failure or breach of dam, Alberta Emergency Management Agency and Calgary Emergency Management Agency will enact emergency response procedures and disaster recovery programs. Alberta Transportation also committed to including dam safety and emergency response planning to the agenda for a future meeting with Tsuut'ina Nation. Alberta Transportation also met with Tsuut'ina Nation December 6, 2018 to discuss the response and mitigation table.</p>	<p>forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>		
138	<p>May 18, 2017</p> <p>Letter by Violet Meguinis, Acting Consultation Director Tsuut'ina to the Honorable Brian Mason, Minister of Infrastructure and Transportation</p> <p>July 19, 2017</p> <p>Letter from Chief Lee Crowchild to Alberta Environment and Parks</p> <p>November 1, 2017</p> <p>Technical overview for the EIA with Tsuut'ina Nation, Alberta Transportation, and Stantec.</p>	Impact to Reserve	<p>Concerned that SR1 could increase the risk of Tsuut'ina lands being flooded.</p> <p>Concerned that the SR1 Project would not prevent flooding on Tsuut'ina Reserve lands or traditional territory.</p> <p>Concerned about potential flooding of Tsuut'ina land caused by the floodplain berm.</p>	<p>At the meeting held on November 1, 2017, Stantec explained that the groundwater sampling and modeling show that the Elbow River is a hydrologic divide and the effects of operating the Springbank Off-stream Reservoir are contained to the PDA and do not extend south of the Elbow River.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation</i> from the March 2018 EIA: The Tsuut'ina reserve lands have been included in the EIA.</p> <p>The potential effects of the Project have been assessed using three geographic areas. The PDA, the LAA and the RAA.</p> <p>The PDA represents the project footprint i.e., immediate area of physical disturbance and construction activities (approximately 1440 ha). The PDA located on private land, north of the Elbow River, and this area is the same for all the valued components (VCs). The LAA is an area larger than the PDA and is considered to be the area where Project effects would be reasonably expected to occur and where effects can be predicted or measured with a reasonable degree of</p>	<p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	N/A	No further action required.

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				<p>accuracy. The RAA is an area larger than the LAA and is an area within which Project effects may interact or accumulate with the effects of other projects or activities. The size of the LAA and RAA varies depending on the VC being assessed. In many cases the assessment areas include the Tsuut'ina Reserve.</p> <p>In addition to the assessment of VCs the EIA document also contains an assessment of the potential Project effects on Federal Lands, including the Tsuut'ina Reserve (Volume 3A and 3B, Chapter 18).</p> <p>No back up of water onto Tsuut'ina Reserve is expected, including debris and contamination.</p> <p>The Project will provide flood protection for communities and lands downstream of the diversion structure, including the northeastern part of the Tsuut'ina Reserve that is located downstream of the diversion structure. During a flood event, it is expected that some water will "back-up" upstream of the diversion structure. However, modeling studies have shown that the "back-up" of water would not reach the Tsuut'ina Reserve upstream even in a 2013 design flood event. At its closest point the back-up water would be approximately 1,130 m from the Reserve Volume 3A, Section 18, Figure 18-3.</p> <p>In the event the diversion structure does not operate properly, and water continually backs up behind the structure, the auxiliary spillway and floodplain berm have been designed with a low point that will allow flood water to pass over the berm and continue downstream, thereby preventing back up flooding.</p> <p>On November 23, 2018, Alberta Transportation provided its report, <i>Response to Tsuut'ina Nation Traditional Land and Resource Use Information including Mitigation Table</i>. In the mitigation table, Alberta Transportation provided the mitigation measures proposed in the EIA for accidents and malfunctions, including dam failure. Alberta Transportation also committed to including dam safety and emergency response planning to the agenda for a future meeting with Tsuut'ina Nation. Alberta Transportation also met with Tsuut'ina Nation December 6, 2018 to discuss the response and mitigation table.</p>			
139	August 23, 2017 Meeting between Alberta Transportation, Stantec, and Tsuut'ina Nation leadership.	Flooding	Asked what would happen if the gates were left up during a flood and water was allowed to continue to enter the reservoir.	At the meeting on August 23, 2017, Stantec explained the purpose of the emergency spillway on the design, that if such an event occurred, which was unlikely, the spillway would return water to the Elbow River and Stantec stated the SR1 was designed so that the water level behind the dam, in a flood event, would pass out the same spillway and would never exceed 3 metres from the top of the SR1 dam.	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.
140	July 12, 2018 <i>Springbank Off-Stream Reservoir Project Environmental Impact Assessment Dam Safety Information Deficiency Analysis</i> by Robert J.	Dam safety	Adequate information is not available for a regulatory authority or an independent engineer to evaluate the feasibility of the concepts and the safety of the dam and other project components.	On November 23, 2018, Alberta Transportation provided its report, <i>Response to Tsuut'ina Nation Traditional Land and Resource Use Information including Mitigation Table</i> . In the mitigation table, Alberta Transportation provided the mitigation measures proposed in the EIA for accidents and malfunctions, including dam failure. Alberta Transportation also committed to including dam safety and emergency response planning to the agenda for a future meeting with Tsuut'ina Nation. Alberta Transportation provided the mitigation measures proposed in the EIA. Alberta Transportation committed to providing its	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.

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	Huzjak, dated June 14, 2018		<p>Adequate information was not provided to evaluate the technical, safety, and performance differences and risks between the MC1 and SR1 alternatives.</p> <p>Potential failure modes for the dam and other facilities do not appear to have been identified and therefore, have not been addressed in development of the design concept.</p> <p>The design includes a gated outlet that enables, or could result in, the dam storing waste water for prolonged periods of time. It does not appear that the design has adequately considered this condition, which could impact the safety of the dam.</p>	<p>response to CEAA IR3-45 (regarding additional information for alternative projects) to Tsuut'ina Nation once completed and, if requested, discussing the response. Alberta Transportation also met with Tsuut'ina Nation December 6, 2018 to discuss the response and mitigation table.</p> <p>Alberta Transportation responded to Tsuut'ina Nation's technical reviews under cover dated December 16, 2019. Detailed responses to the concerns and questions expressed in <i>Springbank Off-Stream Reservoir Project Environmental Impact Assessment Dam Safety Information Deficiency Analysis</i> are provided in Alberta Transportation's response. In particular Responses 1-13 discuss SR1 versus MC1; Responses 18 and 24 discuss failure modes; and Response 30 discusses the low level outlet.</p> <p>The emergency spillway is located in a bedrock excavation, not an embankment fill. The emergency spillway design is progressing and will include evaluation and mitigation of potential headcut through the rock excavation surface. The design will meet the requirements of CDA and AEP Dam Safety Directive for "Extreme" hazard structures. [Response 24]</p> <p>The dam design criteria for seepage and slope stability meet industry standards for temporary flood control reservoirs. The proposed Project operations would not store water in the reservoir between floods. The gate will remain open during dry operations to allow for drainage of the unnamed creek. The proposed gate would allow for temporary closure to support downstream flood recovery efforts and control release rates. [Response 18/30]</p>			
141	May 14-15, 2018 Meeting between Tsuut'ina Nation, Alberta Transportation, and Stantec to discuss Tsuut'ina Nation's specific concerns and Alberta Transportation's responses and proposed mitigation.	Security	Tsuut'ina Nation noted that with a proposed Bragg Creek emergency exit access road, even though it's being managed through Rocky View Country, road changes need to be considered cumulatively and cohesively. It will open a corridor and have a regional impact and causes security concerns.	None at this time.	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.
142	November 13, 2014 Initial SR1 Meeting with Tsuut'ina Nation, Alberta Transportation, and DEMA Land Services April 21, 2016 Meeting with Tsuut'ina Nation, Alberta Transportation, and DEMA Land Services	Road closures	<p>Tsuut'ina Nation concerned that the SR1 Project (in a flood situation) could cause road closures that would impact tourists.</p> <p>Concerns expressed on the impact that SR1 would have on access routes in the SR1 Project.</p>	<p>At the meeting held on November 13, 2014, Alberta Transportation responded that roads were being looked at to keep open, with no permanent road closures planned.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation</i> from the March 2018 EIA: During construction, there will be no road closures with the exception of Range Road 41 which currently dead-ends south of Springbank Road, it will be permanently closed. To accommodate construction of bridges over the diversion channel on TWP Road 242 and Hwy 22, traffic will be detoured to bypass construction activities.</p>	At the meetings held on May 14-15, 2018, Tsuut'ina Nation indicated that the response in Table 7-3 responds to the concern.	Proponent response satisfactory to First Nation.	No further action required.

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				Springbank road will be closed temporarily during a flood event that inundates the road. Local traffic will be detoured to access Hwy 1 to the north to bypass the temporary closure.			
143	<p>May 30, 2016</p> <p>Letter from Chief Roy Whitney to Canadian Environmental Assessment Agency</p>	Impacts to Reserve	Potential impacts to the Reserve from the realignment of Highway 22 which abuts the Reserve.	<p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation</i> from the March 2018 EIA: The Tsuut'ina Reserve will not be impacted by the proposed realignment of Highway 22.</p> <p>The location of the outlet works, and realignment of Highway 22 are described in the Project Description (Volume 1 of the EIA).</p>	<p>At the meetings held on May 14-15, 2018, Tsuut'ina Nation noted that with a proposed Bragg Creek emergency exit access road, even though it will be managed through Rocky View County, road changes need to be considered cumulatively and cohesively.</p> <p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	N/A	No further action required.
144	<p>November 13, 2014</p> <p>Initial SR1 Meeting with Tsuut'ina Nation, Alberta Transportation, and DEMA Land Services</p> <p>May 30, 2016</p> <p>Letter from Chief Roy Whitney to Canadian Environmental Assessment Agency</p> <p>August 23, 2017</p> <p>Meeting between Alberta Transportation, Stantec, and Tsuut'ina Nation leadership.</p> <p>June 6, 2019</p> <p>Letter from Chief Lee Crowchild to Jason Kenney, Premier</p>	Pipelines	<p>Tsuut'ina Nation are concerned what would happen to the oil pipelines that traverse the SR1 project.</p> <p>Accidents or malfunctions resulting from construction activities. The Project would intersect with several operating or inactive buried pipelines in the Project area, some of which also cross our reserve. These pipelines carry a variety of substances including high pressure and low-pressure product, natural gas and sour gas.</p> <p>Inquired about pipelines that cross the SR1 and what would happen to them.</p> <p>Many risks have not been sufficiently addressed, including risk of structural failures from pipelines.</p>	<p>At the meeting held on November 13, 2014, Alberta Transportation responded that any pipelines impacted by the SR1 project would probably be relocated, but specific information was not available at this time.</p> <p>At the August 23, 2017 meeting, Stantec responded that impacted pipelines would be relocated.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation</i> from the March 2018 EIA: The procedures for dealing with overhead and buried utilities located within constructions zones is highly regulated. All regulatory requirements will be strictly adhered to.</p> <p>Oil and gas pipelines operated by four companies (TransCanada Pipelines Ltd., Pengrowth Energy Corp., Veresen Inc., and Plains Midstream Canada) are located within the diversion channel, dam, and reservoir areas.</p> <p>Alberta Transportation are currently in contact with these utility owners and crossing agreements will be developed. Buried pipeline and overhead utilities will be relocated, moved or lowered as required. Prior to any soil disturbance, utility locate sweeps will be done and buried lines and pipelines will be flagged and marked. Pipeline crossings will be designed and maintained as required by the utility owners and in strict compliance with regulations. Daily hazard assessments will be conducted before work is undertaken in the vicinity of utilities. In the event of damage to existing pipelines, project personnel would contact the pipeline company's emergency contacts to address pipeline emergency response. The implementation preventative measures and of daily hazard assessments will greatly reduce the risk of accidental contact with utilities.</p> <p>In the unlikely event of damage to existing pipelines, project personnel would contact the pipeline company's emergency contacts to address and coordinate the emergency response. The implementation of</p>	<p>At the meeting held on October 11, 2018 Tsuut'ina Nation voiced concerns about pipelines that run through their lands and if work had to be done on those.</p> <p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	N/A	No further action required.

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				<p>preventative measures and of daily hazard assessments will greatly reduce the risk of accidental contact with utilities.</p> <p>At the meeting held on October 11, 2018, Alberta Transportation described that the pipelines within the Project area would be retrofitted or relocated as required. It will be the responsibility of the pipeline operators to clean up any spills. Alberta Transportation confirmed only pipelines within the Project area would be moved, not pipelines on Tsuut'ina lands. Alberta Transportation also discussed accidents and malfunctions, and described that the pipelines within the Project area would be retrofitted or relocated as required. It will be the responsibility of the pipeline operators to clean up any spills. Alberta Transportation confirmed only pipelines within the Project area would be moved, not pipelines on Tsuut'ina lands.</p>			
145	September 21, 2018 Letter from Chief Lee Crowchild, Councillor Vincent Crowchild, and Councillor Lyle Dodginghorse	Project interactions Cumulative effects	Tsuut'ina Nation expressed concerns that the Bragg Creek Project was not designated for environmental assessment under CEAA 2012, and expressed concerns that the potential interaction between the Bragg Creek Project and SR1 would not be studied. Tsuut'ina Nation proposed multiple studies that they would like to be done.	None at this time.	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.
146	May 30, 2016 Letter from Chief Roy Whitney to Canadian Environmental Assessment Agency	Visual impacts	Visual impacts to reserve lands as the Diversion Structure and the Storage Dam are likely to be visible from the reserve.	<p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation</i> from the March 2018 EIA: The diversion structure is located about 2000 metres from the northwestern boundary of the Tsuut'ina Reserve and it is not likely to be visible from the Tsuut'ina reserve lands.</p> <p>The easterly portion of the off-stream reservoir dam is located north of the Elbow River. The earth fill dam is approximately 27 metres tall at its highest point and it will be seeded to grass. It will blend into the existing contours and landscape. The dam at its highest point will be lower than the level of the surrounding high ridge immediately south of the Springbank road that currently dominates the local landscape. The dam may possibly be visible from Highway 8 south of the Elbow River, but it will most likely be hidden from view by the tall heavy tree growth along the river valley and its grass seeded side slopes.</p>	At the meetings held on May-15, 2018, Tsuut'ina Nation noted that linear access changes, sensory disturbance, and increased predators are all potential effects of the Project. Tsuut'ina Nation stated that there should be a plan to prepare wildlife for these landscape changes.	N/A	No further action required.
147	September 21, 2018 Meeting between Alberta Transportation, Stantec, and Tsuut'ina Nation	Construction	Concerned about the use of concrete for the diversion structure.	None at this time.	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.
148	August 8, 2018	Meeting attendance	Alberta Environment and Parks (AEP) needs to be at the table.	At the meeting held on September 21, 2018, AEP was present for the morning discussion on flood mitigation for Redwood Meadows.	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no	N/A	No further action required.

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	Meeting between Tsuut'ina Nation, Alberta Transportation, and Stantec				objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.		
149	April 3, 2018 <i>Draft Tsuut'ina Traditional Land Use Report for the Proposed Springbank Off-Stream Reservoir Project</i> prepared by Trailmark Systems Inc.	Future development	Concern that once infrastructure is in place it will be easier to expand into new uses, and concerns that it will not remain a "dry" dam.	On November 23, 2018, Alberta Transportation provided its report, <i>Response to Tsuut'ina Nation Traditional Land and Resource Use Information including Mitigation Table</i> . In the mitigation table, Alberta Transportation provided the mitigation measures proposed in the EIA for project design, including that the main objective of the project is to divert and retain a portion of Elbow River during a flood and release the water in a controlled manner after the threat of flood has subsided. The reservoir will not hold a permanent pool of water. Alberta Transportation also met with Tsuut'ina Nation December 6, 2018 to discuss the response and mitigation table.	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.
150	August 8, 2018 Meeting between Tsuut'ina Nation, Alberta Transportation, and Stantec	Project purpose	If it becomes a manmade lake, what will happen.	None at this time.	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.
151	May 14, 2018 <i>Springbank Off-Stream Reservoir Project EIS – Selected Section: Second Sufficiency Review</i> by PGL Environmental Group, dated April 16, 2018. Provided via email on May 14, 2018.	Methodology Traditional Use	Scoping and valued component (VC) selection made without reference to traditional use information. [Section 4.1 Table A]	Alberta Transportation responded to Tsuut'ina Nation's technical reviews under cover dated December 16, 2019. The EIA considered best available traditional land and resource use information. Only one final and one interim TUS report were received prior to filing the EIA in March 2018, which limited the ability to use Indigenous and community knowledge to scope the EIA and select VCs. In order to assess potential effects on TLRU, a conservative approach was used, which recognizes that the lack of TLRU information for a specific area or activity does not necessarily represent a lack of current use for that location or activity, especially where no Project-specific TLRU information is available.	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.
152	May 14, 2018 <i>Springbank Off-Stream Reservoir Project EIS – Selected Section: Second Sufficiency Review</i> by PGL Environmental Group, dated April 16, 2018. Provided via email on May 14, 2018.	Methodology	It is disingenuous to suggest that residual effects of a flood exceeding the design effects (leading to emergency water release) would be "not significant" on the grounds that these effects "would be attenuated because the Project would divert 77,800 dam ³ [77,800,000 m ³] of floodwaters". It is true that flooding would be attenuated, but without mapping and modelling to determine depth and extent of actual flooding, it is not possible to conclude that effects would be "not significant". Without data to	Alberta Transportation responded to Tsuut'ina Nation's technical reviews under cover dated December 16, 2019. The Project design operations will reduce the peak flow rates for each flood considered and presented in the EIA. Figures 2-29.1 to 2-29.4 demonstrate the Project effects of the flood hydrographs in comparison to existing conditions for the 1:10 year, 1:100 year, design flood (1:200 year), and PMF with planned operation. These hydrographs show the extent to which downstream flood risk is reduced during each flood. In the event a flood exceeds the design flood, no emergency water release would occur and the Project would continue to provide some flood risk reduction, as shown in the effects on the PMF hydrograph. An activation of either the diversion structure's auxiliary spillway or the storage dam's emergency spillway would not result in an emergency water release. They would simply permit the upstream flows to be transmitted downstream without storage or attenuation; meaning that the flows entering the diversion structure, or the reservoir would be equal to the flows leaving the reservoir. In all floods, including with	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.

	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. First Nation/Metis Settlement 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>support this statement (in the form of modelling and mapping for the PMF the application is deficient. [Second Sufficiency Review Question 2-29]</p>	<p>activation of the spillways, as described above, the extent and severity of flooding with the Project is less than without the Project.</p> <p>The "High" consequence rating of the diversion structure and the "Extreme" consequence classification of the off-stream dam were determined in accordance with Canadian Dam Safety Guidelines (2007) and the Alberta Dam and Canal Safety Guidelines (GoA 2018). In accordance with those guidelines, the auxiliary spillway of the diversion structure has been sized to accommodate a flood with a magnitude up to 1/3 between the 1,000 year flood and the PMF without active operation. The off-stream dam's emergency spillway has been sized to pass the PMF without active operation.</p> <p>Based on this understanding, the Project will have a net benefit to downstream properties over existing conditions and warrants the conclusion that the residual effects are not significant. [Response 2-29]</p>			
153	<p>May 14, 2018</p> <p><i>Springbank Off-Stream Reservoir Project EIS – Selected Section: Second Sufficiency Review</i> by PGL Environmental Group, dated April 16, 2018. Provided via email on May 14, 2018.</p> <p>July 12, 2018</p> <p><i>Springbank Offstream Reservoir Project EIS Technical Review and Information Requests</i> by PGL Environmental Consultants, dated June 15, 2018.</p>	Methodology	<p>Proponent has not provided clear statement as to why the design flood was selected, and how frequently this design flood is likely to be exceeded. [Second Sufficiency Review Section 4.2.6]</p> <p>Proponent should develop revised flood frequency and volume predictions based on literature regarding climate change and assess the efficacy and value proposition of the project in this context [Second Sufficiency Review Question 2-11]</p> <p>The revised EIS provides one paragraph to indicate that the climate variability has been accounted for. The EIS does not, however, adequately demonstrate this accounting. This is particularly relevant given that academic literature on future flood frequency suggests that past return periods are not predictors of future return periods and, in particular, larger and more frequent floods are likely. Without flood return periods calculated based on future expectations for flood frequency and volume, the EIS must be considered deficient. [Second</p>	<p>Alberta Transportation responded to Tsuut'ina Nation's technical reviews under cover dated December 16, 2019. The flood standard in Alberta is a 1:100-year flood as stipulated by Alberta Environment and Park's Flood Hazard Identification Program (GoA 2014). The Federal Flood Mapping Framework also stipulates a 100-year flood standard (GoC 2018). To coincide with the requirements of these programs it is common practice for flood mitigations in the Province of Alberta to be designed to the 1:100-year flood or the flood of record, whichever is greater. The Project is designed to reduce the flows downstream of Glenmore to no more than 160 m3/s during the design storm of the 2013 flood (the flood of record), or equivalent.</p> <p>With a 12% increase in peak flow rate by 2050, as estimated from the climate change projections described [in the technical response], the Project's design flood flow rate of 1,240 m3/s will change to 1,389 m3/s. Assuming today's statistical estimates remain static between now and 2050, this flow rate will have a change in associated return period from a 1:240 year flood at the Project's diversion structure, to a 1:200 year flood. This is still in excess of the provincial flood hazard standard of a 1:100 year flood.</p> <p>The diversion structure's maximum diversion rate of 600 m3/s includes a 25% increase in the diversion capacity that is required to achieve the design basis (480 m3/s), as an engineering factor of safety. An increase of 12% in peak flow magnitude for the design flood falls within the allocated 25% factor of safety that was applied to the maximum diversion rate. Alberta Transportation considers the design of the Project to be effective in the face of changing flood frequencies due to climate change. [Response 2-11]</p> <p>The issue of climate variability and its effect on the Project is discussed in Alberta Transportation's response to Round 1, CEAA Package 3, IR3-01 and IR3-03, and to Tsuut'ina Nation Question 2-11. [Response 2-28]</p> <p>The Project is being built to mitigate the risks posed from severe flood events. Climate change was acknowledged to have the potential to</p>	<p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	N/A	No further action required.

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			<p>Sufficiency Review Question 2-28]</p> <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>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 m³/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>			
154	<p>May 14, 2018</p> <p><i>Springbank Off-Stream Reservoir Project EIS – Selected Section: Second Sufficiency Review</i> by PGL Environmental Group, dated April 16, 2018. Provided via email on May 14, 2018.</p>	Methodology	<p>There are a number of places within the EIS where the assessors compare post-flood effects with the Project to post-flood effects without the project. This is not an appropriate metric for determination of significance: it is possible for the post-flood effects with the infrastructure to be lower than those without the infrastructure and still be significant. The proponent must clarify methodology to state explicitly that the determination of significance is with respect to a full range of flood conditions and the effects comparisons is a like-to-like comparison for different flow conditions for each VC. [Second Sufficiency Review Question 1-1]</p>	<p>Alberta Transportation responded to Tsuut'ina Nation's technical reviews under cover dated December 16, 2019. Volume 2 of the EIA (Assessment Approach) describes the technical method by which the assessment was prepared in response to provincial and federal regulatory requirements. The method is based on multiple considerations, including the Canadian Environmental Assessment Agency's (CEAA) Guidelines for the Preparation of an Environmental Impact Statement (EIS) (CEAA 2016), various federal technical guidance on aspects of an EIS (available at https://www.canada.ca/en/environmental-assessment-agency/services/policy-guidance.html), regulatory precedence of previous environmental assessments subject to federal review, and the experience of those conducting this EIA by having completing other project assessments under the same or similar regulatory regimes.</p> <p>As such, the assessment standard to which the Springbank Off-Stream Reservoir Project (the Project) EIA was prepared, and to which it is being held by government, reflects established practice, guidance, administrative process and law as would be applicable to any project subject to the same regulatory provisions. The statement in the EIA regarding "protection project" does not change the adherence to the EIA method. The statement is intended to reflect the Project as a public infrastructure initiative intended, by design, to result in a beneficial (or positive) effect to the downstream City of Calgary during periods of</p>	<p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	N/A	No further action required.

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				<p>flood. There has been no application of different metrics or thresholds for assessment in the EIA.</p> <p>Regarding significance determination, as stated in Volume 2, Section 5.4.2, each valued component (VC; Volumes 3A and 3B) has defined significance criteria relevant to the VCs that are used to assess the potential Project effects. In some cases, given the nature of the VC being assessed and the nature of the receiving environment, such as the reduction of downstream flows (hydrology) in the Elbow River by the Project during emergency flood operation, the comparison of Project effects relative to a no-Project scenario recognizes the positive outcomes of the proposed Project, along with any adverse effects of the Project. [Response 1-1]</p>			
155	<p>May 14, 2018</p> <p><i>Springbank Off-Stream Reservoir Project EIS – Selected Section: Second Sufficiency Review</i> by PGL Environmental Group, dated April 16, 2018. Provided via email on May 14, 2018.</p>	Methodology	<p>It is incorrect to conflate a "neutral" effect with "no effect." No effect means that, during the entire project, no effect will be of measurable magnitude at any time. A 'neutral' effect means during the project, many effects may be of measurable magnitude, but average out over time to look similar to the original "no effect" environment. Understanding what these individual effects is critical to understanding effects on Tsuut'ina and private lands and use and must be properly characterized or the assessment becomes oversimplified and insufficient for impact assessment. [Second Sufficiency Review Question 2-3]</p>	<p>Alberta Transportation responded to Tsuut'ina Nation's technical reviews under cover dated December 16, 2019. Volumes 3A and 3B assessed potential Project residual effects on the environment for all VCs; Volume 3A for construction and dry operations, and Volume 3B for flood and post-flood operations. Volume 3C, Section 1 assessed potential cumulative effects for all VCs with residual effects from Volumes 3A and 3B. A residual effect is an effect remaining after mitigation.</p> <p>A neutral direction is an effect that, although recognized as occurring during a given time, is also ameliorated by the implementation of mitigation measure such that the outcome is neither adverse nor positive. Such effects are typically those that are relatively well understood. Generally, these mitigation measures are also relatively well understood with proven success in addressing the effects and, in many cases, represent mitigation accepted (or mandatory) by the relevant regulatory authority as adequate to address those effects.</p> <p>Based on the knowledge of effects and success of mitigation measures, effects on the hydrology VC due to in-stream and shoreline Project activities during construction and dry operation are predicted to be neutral direction. As a result, there is no measurable residual effect to carry forward as a potential incremental effect on a cumulative effects basis. However, potential Project effects on hydrology were assessed on a cumulative effects basis during the flood and post-flood operations phase, given the different predicted effects.</p> <p>As stated in Volume 3C, Section 1.1.3, all VCs were assessed during the construction and dry operations Project phases, except for hydrology, acoustic environment, employment and economy and historical resources, based on the reasoning provided. Further, Volumes 3A and 3B, Section 18 assessed all potential Project effects for all VCs specifically on federal lands, which includes the Tsuut'ina Nation Reserve. [Response 2-3]</p>	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.
156	<p>May 14, 2018</p> <p><i>Springbank Off-Stream Reservoir Project EIS – Selected Section: Second Sufficiency Review</i> by</p>	Methodology	No data have been collected to establish baseline conditions on IR 145. As such, the proponent's assessment is	Alberta Transportation responded to Tsuut'ina Nation's technical reviews under cover dated December 16, 2019. Data has been collected to establish baseline conditions in IR 145 to the degree necessary in support of the assessment of potential effects on VCs.	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and	N/A	No further action required.

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	PGL Environmental Group, dated April 16, 2018. Provided via email on May 14, 2018.		incomplete. [Second Sufficiency Review Question 3-17]	<p>Section 14.8.5, as referenced above, is not a baseline description, but an assessment of potential effects on TLRU.</p> <p>Relevant baseline information in support of the assessment of potential effects on TLRU is provided in the "Existing Conditions" sub-sections within the specific VC assessment sections in Volume 3A, which are considered in the assessment of effects on TLRU: hydrology (Volume 3A, Section 6.2); surface water quality (Volume 3A, Section 7.2); aquatic ecology (Volume 3A, Section 8.2); vegetation (Volume 3A, Section 10.2); and wildlife and biodiversity (Volume 3A, Section 10.2). Updated hydrological existing conditions is provided in Alberta Transportation's response to Round 1 CEEA Package 3, IR3-14, Appendix 14-1 (Hydrogeology TDR Update). The associated assessment areas (VC-specific LAAs and RAAs) include portions of IR 145.</p> <p>Further baseline information relevant to TLRU is provided in Section 14.2.3: Overview of Current Use. [Response 3-17]</p>	will not be participating any further in regulatory review processes in relation to the Project.		
157	July 12, 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 Tsuut'ina Nation's technical reviews under cover dated December 16, 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>	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.
158	May 14, 2018 <i>Springbank Off-Stream Reservoir Project EIS – Selected Section: Second Sufficiency Review</i> by PGL Environmental Group, dated April 16, 2018. Provided via email on May 14, 2018. July 12, 2018 <i>Springbank Offstream Reservoir Project EIS – Technical Review and Information Requests</i> by PGL Environmental	Hydrology	<p>The Bragg Creek Flood Mitigation project must be considered as reasonably foreseeable and must be included in the cumulative effects assessment. [Second Sufficiency Review Question 1-7]</p> <p>Cumulative effects for hydrology under construction and dry conditions should be assessed, including the proposed mitigation at Bragg Creek. [Annex B Question 2]</p>	<p>Alberta Transportation responded to Tsuut'ina Nation's technical reviews under cover dated December 16, 2019. Volume 3C, Section 1.1.4, Table 1-1 includes the Bragg Creek Flood Mitigation project. The effects of the Bragg Creek Flood Mitigation project are included with the assessment of cumulative effects on all VCs where there is an interaction with Project effects.</p> <p>The hydrogeology RAA was expanded to encompass areas within the Elbow River watershed on the Tsuut'ina Nation Reserve as reported in the Hydrogeology TDR Update; see Alberta Transportation's response to Round 1 CEEA Package 3, IR3-14, Appendix IR14-1. Numerical groundwater modelling was also expanded into this new RAA area, as shown in Figure 1-7.1. The results of the groundwater modelling show that the extent of Project effects is confined to the LAA (TDR Update, p.6.2) and there is no pathway for cumulative effects with the Bragg Creek Flood Mitigation project. [Response 1-7]</p> <p>In looking at potential cumulative effects, consideration was given to:</p>	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.

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	Consultants, dated June 15, 2018.			<ul style="list-style-type: none"> potential effects from the proposed Bragg Creek and Redwood Meadows flood mitigation measures downstream to the Project and beyond potential effects from the Project upstream to Redwood Meadows and beyond, referred to as backwater effects <p>The proposed flood mitigation for Bragg Creek (AFW 2017) and Redwood Meadows (ARM 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 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.</p> <p>The physical works (projects) identified in the 2015 Deltares report, other than the Springbank Off-stream 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 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.</p>			
159	May 14, 2018 <i>Springbank Off-Stream Reservoir Project EIS – Selected Section: Second Sufficiency Review</i> by	Flood frequency	Application does not provide 1:1000 year flood value. [Second Sufficiency Review Question 2-5]	Alberta Transportation responded to Tsuut'ina Nation's technical reviews under cover dated December 16, 2019. The 1:1,000 year flood flow estimate uses the methods outlined in the Alberta Transportation (2004) Guidelines on Extreme Flood Analysis. The 1:1,000 year flood uses log-linear interpolation between the 1:500 year and probably	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and	N/A	No further action required.

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	PGL Environmental Group, dated April 16, 2018. Provided via email on May 14, 2018.			<p>maximum flood (PMF) flow, with the PMF being assigned an assumed return frequency of a 1:100,000 year flood. The calculation for this interpolation is presented [in the technical review response].</p> <p>Given a 1:500 year flow of 1,800 m³/s and PMF flow of 2,770 m³/s, the 1:1,000 year flow is estimated to be 1,930 m³/s.</p> <p>The design flood peak flow at the diversion site is estimated at 1,150 m³/s with estimated recurrence interval of approximately 1:200 years. [Response 2-5]</p>	will not be participating any further in regulatory review processes in relation to the Project.		
160	July 12, 2018 <i>Springbank Offstream Reservoir Project EIS Technical Review and Information Requests</i> by PGL Environmental Consultants, dated June 15, 2018.	TLRU Vegetation Wetlands	Clarify how TLRU information was incorporated into the analysis of effects. [Annex C Question 1]	<p>Alberta Transportation responded to Tsuut'ina Nation's technical reviews under cover dated December 16, 2019. TLRU information was incorporated into the vegetation and wetlands assessment by its identification of traditional use plant species potentially occurring in the 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.</p> <p>The abundance of traditional use species was not specifically used to define significance definitions because published thresholds and management plans for these species are not available. However, the significance definition includes evaluation of threats to the long-term persistence or viability of plant species and this was applied to effects on traditional use species. Effects were determined to not be significant because the Project and cumulative effects would not result in the loss of native upland and wetland cover types and all identified traditional use species potentially occurring in the LAA are common wide-spread species. [Annex C Response 1]</p>	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.
161	June 6, 2019 Letter from Chief Lee Crowchild to Jason Kenney, Premier	Consultation	Request a meaningful dialogue between government and the communities and stakeholders.	Minister Ric Mclver responded to the June 6, 2019 letter in an email on October 16, 2019. Alberta Transportation recognizes that community and stakeholder engagement is an integral part of the regulatory process. The department values all perspectives on SR1, and is committed to continuing to engage with stakeholders and Indigenous communities.	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.
162	November 13, 2014 Initial SR1 Meeting with Tsuut'ina Nation, Alberta Transportation, and DEMA Land Services	Environmental impacts	Tsuut'ina Nation are concerned about the environmental impacts to both McLean Creek and the Elbow River.	<p>Possible impacts and mitigation measures related to concerns raised by the Tsuut'ina Nation will be addressed as part of the EIA.</p> <p>Alberta Transportation provided links to the EIA November 3, 2017, and to the March 2018 EIA on March 29, 2018.</p> <p>At meetings held on April 21, 2016 and August 23, 2017, Alberta Transportation indicated that the SR1 project was the main focus of the Government of Alberta and that the MC1 option would not be moving forward.</p> <p>On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation</i> from the March 2018 EIA: The Diversion Structure will have minimal effect on the flow of the Elbow River or its course downstream when constructed. The three additional streams refer to small ephemeral streams that flow only part of the time. During construction of the</p>	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.

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				<p>diversion channel, the unnamed tributary (ID 1350) would be diverted into the diversion channel. Approximately 1,200 m of the tributary would be destroyed, with the lowest 300 m being fish habitat that would be lost. The loss of the 300 m of habitat in the tributary could be offset by the enhancement or construction of side channel habitat on the Elbow River that could provide rearing habitat for salmonids and cover for small-bodied fish.</p> <p>The Project is designed to reduce the changes to the course of the river during extreme floods. The channel of the Elbow River experiences seasonal changes in flows. Such changes are greater during flood events. As discussed in Volume 3B, Section 6.4.4, the presence of the Project would decrease the amount of deposition and erosion of the channel bed during extreme flood events, compared to changes without the Project. Channel form and bedload (river bed particles) movement during extreme floods would remain the same with or without the Project. The Project is assessed as not resulting in significant changes to the Elbow River or local ecosystem. The diversion structure is designed to allow fish passage under all conditions.</p> <p>On November 23, 2018, Alberta Transportation provided its report, <i>Response to Tsuut'ina Nation Traditional Land and Resource Use Information including Mitigation Table</i>. In the mitigation table, Alberta Transportation provided the mitigation measures proposed in the EIA. Alberta Transportation committed to providing its response to CEAA IR3-45 (regarding additional information for alternative projects) to Tsuut'ina Nation once completed and, if requested, discussing the response. Alberta Transportation also met with Tsuut'ina Nation December 6, 2018 to discuss the response and mitigation table.</p>			
163	June 6, 2019 Letter from Chief Lee Crowchild to Jason Kenney, Premier	Review of project	Request an impartial review of the project by water management experts.	None at this time.	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.
164	June 6, 2019 Letter from Chief Lee Crowchild to Jason Kenney, Premier	Health	Request an acknowledgement that SR1 causes permanent negative outcomes in Rocky View County and for Tsuut'ina Nation, including health concerns.	None at this time.	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.
165	August 29, 2019 Meeting between Tsuut'ina Nation and Albertan Transportation	Project selection	Tsuut'ina Nation voiced their continued opposition to the project as it is currently planned.	None at this time.	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.
166	April 3, 2018	Project selection	Believe that the selection of the Springbank Project shows a	None at this time.	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no	N/A	No further action required.

	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. First Nation/Metis Settlement 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
	<i>Draft Tsuut'ina Traditional Land Use Report for the Proposed Springbank Off-Stream Reservoir Project</i> prepared by Trailmark Systems Inc.		patterned, inherent bias against Tsuut'ina's community's interests in favour of more prosperous, non-Indigenous Calgarians and their subdivisions.		objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.		
167	November 13, 2014 Initial SR1 Meeting with Tsuut'ina Nation, Alberta Transportation, and DEMA Land Services	McLean Creek option (MC1)	Tsuut'ina Nation inquired about the McLean Creek option (MC1) and why no one from Alberta had contacted Tsuut'ina on that option.	At the meeting held on November 13, 2014, Alberta Transportation responded that the SR1 technical work would also include a review of MC1, but the SR1 project was the preferred flood mitigation project. At meetings held on April 21, 2016 and August 23, 2017, Alberta Transportation indicated that the SR1 project was the main focus of the Government of Alberta and that the MC1 option would not be moving forward. The March 2018 EIA reviewed alternatives, including MC1. At the meetings held on March 1 and 7, 2018, and May 14-15, 2018, it was reiterated that SR1 was the project moving forward, not MC1. On November 23, 2018, Alberta Transportation provided its report, <i>Response to Tsuut'ina Nation Traditional Land and Resource Use Information including Mitigation Table</i> . In the mitigation table, Alberta Transportation provided the mitigation measures proposed in the EIA. Alberta Transportation committed to providing its response to CEAA IR3-45 (regarding additional information for alternative projects) to Tsuut'ina Nation once completed and, if requested, discussing the response. Alberta Transportation met with Tsuut'ina Nation December 6, 2018 to discuss the response and mitigation table.	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.
168	August 23, 2017 Meeting between Alberta Transportation, Stantec, and Tsuut'ina Nation leadership.	McLean Creek option	Critical that the MC1 location was not identified on the Stantec maps of the SR1 project area.	At the meeting held on August 23, 2017, the location of McLean Creek was pointed out, and it was stated that Alberta Transportation had hired other engineering firms to undertake work at McLean Creek in order to provide details on alternatives. Stantec emphasized that the Government of Alberta had made their decision that the SR-1 project was the one to move forward. On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation</i> from the March 2018 EIA: The MC1 location has been mapped and these maps are included in the EIA submission. At the meetings held on May 14-15, 2018, Alberta Transportation provided large copies of the maps requested by Tsuut'ina Nation.	At the meeting held on May 14, 2018, Tsuut'ina Nation requested copies of large-scale maps showing MC1, Bragg Creek, SR1, Bow River, Tsuut'ina Nation and other components relevant to the Project.	Alberta Transportation updated the maps and provided copies to Tsuut'ina Nation	No further action required.
169	August 23, 2017 Meeting between Alberta Transportation, Stantec, and Tsuut'ina Nation leadership. April 3, 2018	McLean Creek option	Tsuut'ina indicated that they live in an arid climate and water is very important, they saw MC1 as an opportunity to benefit from water that could be stored behind the MC1 dam. Believe that Maclean Creek is a better location for a diversion	On March 23, 2018, Alberta Transportation sent detailed responses to specific concerns raised to date by providing a copy of <i>Table 7-3 SR1 Project Specific Concerns and Responses - Tsuut'ina Nation</i> from the March 2018 EIA: The conceptual design for the MC1 option is a dry reservoir but maintains a small permanent pond of 3.5 million m ³ of water to control sediment migration to the outlet structure. The MC1 option does not provide water storage.	Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.	N/A	No further action required.

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	<p><i>Draft Tsuut'ina Traditional Land Use Report for the Proposed Springbank Off-Stream Reservoir Project</i> prepared by Trailmark Systems Inc.</p> <p>June 6, 2019</p> <p>Letter from Chief Lee Crowchild to Jason Kenney, Premier</p>		<p>project, and believe third-party expert opinion supports this.</p> <p>RECOMMENDATION: Reconsider Maclean Creek and other alternatives and consult.</p> <p>The cost and speed at which the SR1 project could be built over the McLean Creek option.</p> <p>Request a complete and updated costing of SR1 and the McLean Creek option, including benefits of water storage in the McLean Creek option.</p>	<p>At meetings held on April 21, 2016 and August 23, 2017, Alberta Transportation indicated that the SR1 project was the main focus of the Government of Alberta and that the MC1 option would not be moving forward.</p> <p>The March 2018 EIA reviewed alternatives, including MC1.</p> <p>At the meetings held on March 1 and 7, 2018, and May 14-15, 2018, it was reiterated that SR1 was the project moving forward, not MC1.</p> <p>On November 23, 2018, Alberta Transportation provided its report, <i>Response to Tsuut'ina Nation Traditional Land and Resource Use Information including Mitigation Table</i>. In the mitigation table, Alberta Transportation provided the mitigation measures proposed in the EIA for project design. Alberta Transportation provided the mitigation measures proposed in the EIA. Alberta Transportation committed to providing its response to CEAA IR3-45 (regarding additional information for alternative projects) to Tsuut'ina Nation once completed and, if requested, discussing the response. Alberta Transportation also met with Tsuut'ina Nation December 6, 2018 to discuss the response and mitigation table.</p> <p>Minister Ric Mclver responded to the June 6, 2019 letter in an email on October 16, 2019. Alberta Transportation prepared a benefit/cost analysis (BCA) comparing SR1 to the McLean Creek option, which is current as of April 2019. The BCA is available for viewing on the government's SR1 project resources website (www.alberta.ca/resources-springbank-off-stream-reservoir.aspx) in the Appendices section, titled "Appendix IR6-1 – Option Benefit/Cost Analysis". Note that the BCA's cost estimates for SR1 are more up-to-date and current than those for MC1, as SR1 is the option that is actively being pursued. Also, the BCA is limited in its ability to anticipate and quantify the amount and timing of all future benefits and costs. When it came to selecting the most appropriate site for flood mitigation on the Elbow River, the Government of Alberta reviewed many options and took several factors into account, including environmental impact, construction time and risk, cost, consideration for sedimentation, and the value of capturing water further downstream of the mountains. At the conclusion of this review, SR1 was determined to be the best option to prevent an event similar to the 2013 southern Alberta flood.</p>			
170	<p>October 28, 2016</p> <p>Meeting with the Tsuut'ina Nation Consultation Office, Alberta Transportation, Stantec, and DEMA Land Services</p>	<p>Environmental Assessment Information Sharing</p>	<p>Tsuut'ina Consultation Director requested information on what was occurring on the Environmental Assessments being undertaken for the Springbank Off-stream Reservoir.</p>	<p>At the meeting held on October 28, 2016, Stantec agreed to provide the Tsuut'ina Nation an outline of the work being undertaken for the EIA required by the CEAA when that work was completed.</p> <p>At the meeting held on October 28, 2016, Alberta Transportation made an offer that Stantec could come into the Tsuut'ina community and undertake a workshop related to the EIA underway at the Springbank SR1. No response was received from Tsuut'ina Nation.</p> <p>Workshops to discuss the TLRU sections of the EIA (Volumes 3A and 3B) were held March 1, 2, 6, and 7, 2018 on the Tsuut'ina reserve.</p>	<p>Letters of No Concern received from Tsuut'ina Nation on April 1, 2020 indicating they have no objection with the Project/activity proceeding forward in the various regulatory processes and will not be participating any further in regulatory review processes in relation to the Project.</p>	<p>N/A</p>	<p>No further action required.</p>

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171	April 21, 2016 Meeting with Tsuut'ina Nation, Alberta Transportation, and DEMA Land Services	Information sharing	Tsuut'ina requested a copy of a Letter of Objection from a Treaty 7 Nation mentioned in the CEAA submission.	At the meeting held on April 21, 2016, Alberta Transportation indicated they could not share the letter as it was private communication, and recommended that Tsuut'ina inquire directly with that Treaty 7 Nation.	N/A	Alberta Transportation advised that it could not provide the requested document because it was a private communication.	No further action required.
172	July 15, 2017 Phone calls between Chief Lee Crowchild and Dallas Maynard.	Confirmation of SR1 Site Visit protocols	Chief Crowchild did not want DEMA or Alberta Transportation accompanying his Consultation teams when they were in the field on their Site Visits	Alberta Transportation agreed that no one from DEMA/Alberta Transportation would accompany Tsuut'ina into the field. Confirmed that Alberta Transportation would arrange the access to each of the SR1 properties and would maintain as safe a work environment as was possible and would provide daily COR Hazard Assessment reviews prior to commencing the Site Visits.	The Tsuut'ina Consultation technicians proceeded to inspect the various SR1 properties with DEMA/Alberta Transportation remaining at the property perimeter.	Alberta Transportation agreed not to accompany Tsuut'ina consultants into the field.	The site visits proceeded as requested by Chief Crowchild. No further action required.