

## Review Comment Table

<b>Board:</b>	WLWB
<b>Review Item:</b>	GNWT-INF - Tlicho All-Season Road (TASR) - Wildlife Management and Monitoring Plan - V4.0 (W2016L8-0001)
<b>File(s):</b>	<a href="#">W2016L8-0001</a>
<b>Proponent:</b>	GNWT - INF (Infrastructure)
<b>Document(s):</b>	<a href="#">WMMP Version 4.0</a> (18666 KB)
<b>Item For Review Distributed On:</b>	Sep 15 at 16:23 <a href="#">Distribution List</a>
<b>Reviewer Comments Due By:</b>	Oct 15, 2020
<b>Proponent Responses Due By:</b>	Nov 6, 2020
<b>Item Description:</b>	<p>On September 15, 2020, the Government of the Northwest Territories Department of Infrastructure submitted Version 4.0 of the Wildlife Management and Monitoring Plan (WMMP) for the Tlicho All-Season Road (TASR). This Plan is required by Part B, Condition 18 of the Licence and submitted as per the <a href="#">GNWT-ENR letter</a> regarding the annual review of the WMMP. As per the letter, Version 4.0 of the WMMP is available for public review for a period of 30 days.</p> <p>Version 4.0 of the WMMP is expected to address the outstanding requirements required by the Wek'èezhìi Land and Water Board (WLWB) and identify further changes the GNWT-INF would like to propose. The revision history table should clearly identify which sections of the WMMP have been changed from Version 3.4 of the WMMP and any new sections that have been added.</p> <p>Once the public comment period has concluded, GNWT-INF is required to respond to comments and indicate how recommendations were incorporated, and provide reasons for recommendations which were not incorporated. After these responses are received, GNWT-INF is expected to make further updates and submit Version 4.1 of the WMMP to the WRRB by November 6, 2020.</p> <p>Using the Online Review System (ORS), reviewers are invited to submit comments and recommendations on the documents linked below by the review comment deadline specified. Reviewers may also wish to consider providing an overarching recommendation regarding whether the Board should approve the submission, to provide context for the comments and recommendations and assist the Board with its decision. If reviewers seek clarification on the</p>

<b>Contact Information:</b>	<p>submission, they are encouraged to correspond directly with the Proponent prior to submitting comments and recommendations. All documents that have been uploaded to this review are also available on our public Registry.</p> <p>If you have any questions or comments about the ORS or this review, please contact Board staff identified below.</p> <p><b>*UPDATE: On October 29, 2020, the proponent response deadline was extended from October 31, 2020 to November 6, 2020.</b></p>
<b>Contact Information:</b>	<p>Anneli Jokela 867-765-4588</p> <p>Jessica Pacunayen 867-765-4591</p>

## Comment Summary

Environment and Climate Change Canada: Victoria Shore				
ID	Topic	Reviewer Comment/Recommendation	Proponent Response	
1	WMMP, Section 2.8.2 Species at Risk; WMMP, Appendix G: Migratory Bird Survey Report; WLWB Information Request to ECCC regarding TASR WMMP version 3.3	<p><b>Comment</b> <a href="#">(doc)</a> Section 2.8.2 notes the completion of a Migratory Bird Survey in 2019, and its associated report in Appendix G. As an update to the WLWB's Information Request to ECCC during the review of the of TASR WMMP version 3.3, ECCC confirms that it has recently reviewed the results of the study and provided the GNWT-INF with our technical comments (see attached). ECCC remains willing to work with the proponent to ensure that Measure 10-1, Part 2: Wildlife Management and Monitoring Plan update during permitting, is adequately addressed.</p> <p><b>Recommendation</b> For the WLWB's information</p>	<p><b>Nov 6:</b> GNWT-INF is currently working with the Consultant responsible for the survey and the report to respond to ECCC's comments.</p>	
2	WMMP, Section 6.1.2 Annual Reports WMMP, Section 5.2.3 Boreal Caribou	<p><b>Comment</b> Section 6.1.2 states that annual WMMP reports will be submitted as a component of the Water Licence Annual Report to ensure efficiency among reviewers and are to include a summary of all data collected. ECCC was unable to locate annual WMMP reports on the WLWB public registry. ECCC is particularly interested in reviewing the seasonal movements of boreal caribou each year in relation to the project which can be obtained from the collaring data collected between 2017-2019 and described in section 5.2.3 of the WMMP. Some of 2017 data was shared during the environmental assessment, but ECCC is</p>	<p><b>Nov 6:</b> GNWT submitted the first Water Licence Annual Report to the WLWB on April 28, 2020, but notes that the report has not yet been posted on the WLWB public registry for the project (WL2016L8-001). The Water Licence Annual Report was, however, included as an attachment to version 4.0 of the WMMP. The first annual report covered the</p>	

		<p>unaware of any of the collaring data being presented since.</p> <p><b>Recommendation</b> ECCC recommends that the Proponent provide a copy of available annual WMMP reports.</p>	<p>period from May 30, 2019 to December 31, 2019. The first annual report does not contain yearly maps of seasonal movements of boreal caribou obtained from the collar data, but does contain a synopsis of collar deployment since 2017. GNWT-ENR can commit to providing information in the next annual report on the number of TASR crossings by collared caribou each year (or by season/year; starting in March 2017), the number of times collared boreal caribou occurred within the 4-6 km buffers around the road alignment in weekly or 2-day reporting intervals outlined in Appendix D, and the number of times such instances triggered additional mitigation measures, and information on any collared caribou mortality. ENR is mindful about publicly sharing maps of collar data, as this information is highly sensitive and could result in increased harvest pressure on boreal caribou in the region. ENR would typically share collar location information, under these circumstances, through a data sharing agreement outlining the conditions of its use.</p>	
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**Tlicho Government: Brett Wheler**

ID	Topic	Reviewer Comment/Recommendation	Proponent Response	
1	General comment	<p><b>Comment</b> <span style="color: red;">(Submitted after Due Date)</span></p> <p>The TASR WMMP continues to improve with each version. TG</p>	<p><b>Nov 6:</b> N/A</p>	

		<p>acknowledges and appreciates the ongoing collaborative work between GNWT departments and with TG.</p> <p><b>Recommendation</b> These comments are being submitted late due to an internal mixup and we recognize that GNWT may not have time to respond fully to them.</p>		
2	General comment	<p><b>Comment</b> <span style="color: red;">(Submitted after Due Date)</span></p> <p>The TASR WMMP continues to improve with each version. TG acknowledges and appreciates the ongoing collaborative work between GNWT departments and with TG.</p> <p><b>Recommendation</b> These comments are being submitted late due to an internal mixup and we recognize that GNWT may not have time to respond fully to them.</p>	<b>Nov 6:</b> N/A	
3	Section 2.5.2 Bison Interactions:	<p><b>Comment</b> <span style="color: red;">(Submitted after Due Date)</span></p> <p>As highlighted in Table 1 (TG-11 in conformance table), Section 2.5.2 was updated to reference the final Mackenzie Bison Management Plan with addition of the following sentence: &amp;lsquo;The WMMP is consistent with the Mackenzie Bison Management Plan (Mackenzie Bison Working Group 2018).&amp;rsquo;</p> <p><b>Recommendation</b> Section 2.5.2 should be updated to discuss and include selected &amp;ldquo;Key Actions&amp;rdquo; identified in the management plan to reduce bison-human conflicts in communities and on highways (Mackenzie Bison Working Group 2018, pp. 28-29). Key actions that may apply to TASR should be considered, customized, prioritized, and implemented.</p>	<b>Nov 6:</b> Section 2.5.2 of the WMMP v.4.1 has been updated to address this concern.	
4	Section 4.0 Mitigation	<p><b>Comment</b> <span style="color: red;">(Submitted after Due Date)</span></p> <p>Invasive and noxious plants are established as an important issues in subsections 4.1.1 (p. 4-21) and 4.2.1 (p. 4-22), with mitigative actions focused on herbaceous plant surveys, reseeding with approve native plants, and cleaning of project vehicles and equipment. The WMMP states that &amp;ldquo;if rare plants and/or invasive species are found, GNWT-ENR will be consulted to determine next steps&amp;rdquo; (p.4-21).</p> <p><b>Recommendation</b> It may be less a question of <strong>if</strong> <strong>invasive plants species are found along TASR but more</strong></p>	<b>Nov 6:</b> The following text has been added to section 4.1.1: Management and control plan for rare and exotic plant species will be prepared in consultation ENR prior to the next scheduled surveys; one year after construction and five years thereafter.	

		likely <strong>when </strong>they are found. From this perspective, GNWT should begin preparing a management and control plan for invasive plant species now for TSAR, building on previous risk assessment work by Carri&egrave;re (2009) (A risk assessment of invasive alien species in the NWT. Environment and Natural Resources, Government of the Northwest Territories, Yellowknife, NT. Online [URL]: <a href="https://www.enr.gov.nt.ca/sites/enr/files/reports/overview_on_ias_project.pdf">https://www.enr.gov.nt.ca/sites/enr/files/reports/overview_on_ias_project.pdf</a>		
5	Section 5.1 Mitigation Monitoring:	<p><b>Comment</b> &lt;font color="red"&gt;(Submitted after Due Date)&lt;/font&gt; This section of the WMMP describes monitoring with respect to 1) Wildlife Sightings, 2) Road Surveys, 3) Wildlife Surveillance, 4) Bird Nesting and Bat Roosting, 5) Pre-blast surveys, 6) Pre-clearing surveys, and 7) Wildlife Incidents; and there are corresponding appendices (Appendix F) that highlight the protocols and type of information that will be collected (i.e., data sheets) as part of these monitoring initiatives. The Appendix on Pre-Blast Surveys Procedure (F-16 &amp;ndash; F-19) highlight that binoculars and thermal imaging device will be used to survey for wildlife and to determine whether the thermal imaging device may improve the detectability of wildlife.</p> <p><b>Recommendation</b> The WMMP and appendix lack details on methodology, types of devices to be compared, and study design that will be used to conduct the comparison. For example, environmental conditions, ambient temperature, and distance from observer are key co-variates that likely influences effectiveness of thermal imaging devices for detecting wildlife. If the comparison has already been carried out or if a standard approach has been established, the WMMP should be updated accordingly. On page F-19, reference is made to a night vision device and not a thermal imaging device. This difference should be clarified or corrected.</p>	<p><b>Nov 6:</b> NSI will continue to opportunistically conduct the Thermal Imaging Device Pilot Study during construction. Additional details related to weather conditions, ambient temperature, and an estimate of distance from the animal will be recorded. Additionally, specific details on devices used will be provided in the Water License Annual Report. Thermal imaging devices are currently being used and not night vision and the field form will be corrected manually each time it is filled out.</p>	
6	Traffic Monitoring	<p><b>Comment</b> &lt;font color="red"&gt;(Submitted after Due Date)&lt;/font&gt; Traffic monitoring (Section 5.2.1) on the TSAR is a key dataset</p>	<p><b>Nov 6:</b> It is ENR's understanding that a traffic counter will be installed at</p>	

that will provide an important co-variate in analyses of wildlife responses. The proposed approach provides a high-level description of how the monitoring will be undertaken with one permanent traffic counting station with visual surveys to assess accuracy, and annual reporting to GNWT-ENR. However, frequent and continuing collaboration especially at the initial stage of designing and implementing monitoring actions will be needed to ensure that the traffic count database is suitable for the various wildlife effects monitoring programs. For example, there are several primary objectives listed in Section 5.2 (Objectives a, b, e, f, g, h, and i) that may use traffic count data as a co-variate to attribute magnitude of effect or as a key performance indicator to assess effectiveness of mitigation actions.

**Recommendation** Traffic-count data should be an integral part of the initial design of wildlife effects monitoring for TASR; the proposed approach in the WMMP should describe how the wildlife effects monitoring will explicitly incorporate traffic data, and whether the proposed traffic monitoring will meet requirements of the respective designs and data analyses. This consideration should also apply to Section 5.3 (Refinement of the Study Design).

approximately km 50 along the TASR alignment prior to opening of the road, and that this traffic counter will capture the date and time of passing vehicles on a continuous basis throughout the year. The traffic counter data will be provided to INF in Excel format once per month. The temporal resolution of the data from that traffic counter will be sufficient to determine if traffic volume thresholds identified in section 5.2.1 of the WMMP are exceeded. As specified in Section 5.2.1 and 6.2.2 of the WMMP, exceedance of these daily traffic volume thresholds would trigger a prolongation of monitoring programs beyond the first 5 years of operations. Objective a) in Section 5.2 related to monitoring improved access for harvesting, and changes in wildlife harvest patterns are addressed by monitoring methods that do not rely on traffic volume data. A single traffic counter does allow for assessing how changes in distribution, habitat use and movements of boreal caribou [S. 5.2, Objective b)] relate to variation in hourly or daily traffic volumes throughout the year, and the counter will provide traffic volume data at a higher temporal resolution than the collar data (which is hourly locations when within 10 km of the road). A single traffic counter does

			<p>not allow for an assessment of how spatial variation in traffic volume along the road might affect spatial variation in boreal caribou movement behaviour or crossing behaviour along different sections of the road. If there are vehicles that travel only a portion of the road from the south or north end, and do not pass km 50, they will not be captured in the traffic volume data. Related to S.5.2 Objective e), aerial surveys for moose and bison are only scheduled to occur once every few years (once before construction, 1-2 times during construction, and once during the first 5 years of operations), and thus will only be able to detect broad-scale changes in abundance and distribution. Traffic volume would likely not be included as a covariate in analysis of that data, but project phase (pre-construction, construction, operations) could be. The temporal resolution (hourly) of the traffic counter data will be sufficient to look at temporal trends in wildlife-vehicle collisions and sightings (S.5.2, Objectives f) and g) with respect to time of day or time of year. Spatial locations of wildlife-vehicle collisions may be related to factors unrelated to traffic volume (e.g. habitat type, topography, etc.), and additional counters would be required if GNWT</p>	
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			wants to assess spatial trends in wildlife-vehicle collisions along the road as a function of spatial variation in traffic volume. Objectives h) and i) in Section 5.2 of the WMMP are broad in scope and may or may not rely on traffic volume data, but ENR believes the temporal resolution of the traffic data will be sufficient to support these objectives. ENR and INF have agreed in principle to install additional traffic counters at the north and south ends of the TASR alignment.	
7	Section 5.2 Wildlife Effects Monitoring:	<p><b>Comment</b> (Submitted after Due Date) As described in Table 1 (TG-5 in conformance table), the following text was added to Section 5.2.2 Access and Harvest Monitoring, point vii) The GNWT and Tlic?ho Government commit to continuing to explore alternative study designs. However, the original comment (TG-5) was made to suggest alternative study designs that did not just rely on radio-collars to monitor wildlife and test for road effects over time.</p> <p><b>Recommendation</b> Study designs based on camera traps may apply to medium and large sized mammals, and acoustic recorders may be appropriate to monitor road effects to wildlife especially for non-ungulate species that are not collared. Acoustic recorders may provide a more robust means of monitoring sensory disturbance and indirect habitat loss to avian Species at Risk (Table 5, p. 3-19). Thus, the commitment to explore alternative study designs is not particularly relevant to Section 5.2.2 and should be considered more extensively under Section 5.0 Monitoring.</p>	<p><b>Nov 6:</b> The commitment to explore alternative study designs has been moved to section 5.1 of the WMMP (v.4.1). GNWT commits to meeting with the Tli?cho? Government prior to the next annual update of the WMMP (~Aug. 2021) to further discuss these alternative study designs.</p>	
Wek' eezhii Renewable Resources Board: Laura Meinert				
ID	Topic	Reviewer Comment/Recommendation	Proponent Response	

1	Wildlife Management and Monitoring Plan - V4.0	<p><b>Comment</b> <a href="#">(doc)</a> Letter attached.</p> <p><b>Recommendation</b> N/A</p>	<p><b>Nov 6:</b> N/A</p>	
2	Plan Maintenance and Control	<p><b>Comment</b> Under Plan Maintenance and Control (page 14 of the WMMP), it states that "The North Star Infrastructure (NSI) Environmental Manager is responsible for the overall distribution, maintenance and updating of the Wildlife Management and Monitoring Plan (WMMP)". As construction on the TASR will end in one year, knowing who is responsible for the maintenance of the WMMP during operations is key.</p> <p><b>Recommendation</b> The Board recommends this section be clarified to define who is responsible for the WMMP during construction, and who is responsible during the operation of the TASR.</p>	<p><b>Nov 6:</b> For 25 years following construction, NSI will continue to be responsible for the overall distribution, maintenance and updating of the WMMP in collaboration with GNWT-INF/ENR. The relevant section of the WMMP has been updated for clarification.</p>	
3	Introduction and Background	<p><b>Comment</b> Sections 1.0 and 2.0 are written as if the TASR has not begun construction and is out of date.</p> <p><b>Recommendation</b> The WRRB suggests that the introduction and background sections be updated, including removal of words such as "proposed", "will follow", and "expected to".</p>	<p><b>Nov 6:</b> Updates to Section 1 and Section 2 have been made to reflect the actual project start date and progress.</p>	
4	Introduction and Background	<p><b>Comment</b> Background Section 2.0 states that "Construction of the Tli?cho ASR is expected to begin in winter 2019 and the road is scheduled to open by late 2022".</p> <p><b>Recommendation</b> The Board requests that this be updated to include when construction began, and when the road is now scheduled to open. The Board recommends that a description of the accelerated construction and opening of the road be included.</p>	<p><b>Nov 6:</b> Updates to Section 2 have been made to reflect the current schedule and estimated completion date and are as follows. "Upon receiving approval from the WLWB and GNWT, construction commenced on the TASR on September 3, 2019. Favorable weather conditions in the fall and early winter of 2019 supported road construction/access pioneering which ultimately led to accessing and installing temporary bridges at</p>	

			<p>all watercrossings along the alignment. Once access to the La Martre River was gained, an ice crossing was prepared facilitating winter pile installation on both north and south sides of the river. Subsequently the milestone for girder placement for the La Martre River bridge structure was achieved on March 18, 2020. The contractual, substantial completion dates is November 30, 2021".</p>	
5	Roles and Responsibilities	<p><b>Comment</b> Section 2.6 establishes the roles and responsibilities of NSI, as well as the GNWT’s Department of Environment &amp; Natural Resources (ENR) and GNWT-INF. It states that “Ultimately, the NSI Environmental Manager in conjunction with the GNWT representative responsible for the Tli’cho ASR will be responsible for ensuring that commitments in the WMMP are met and for monitoring the implementation of wildlife and wildlife habitat mitigation measures”. The Board understands that NSI is the contractor responsible for the construction and operation of the TASR. However, the Board does not agree that the commitments in the WMMP, many of which are from measures in the Mackenzie Valley Environmental Impact Review Board’s Environmental Assessment of the TASR, are at all the responsibility of NSI. While NSI may execute many of the programs of the WMMP, full responsibility for fulfilling commitments in the WMMP, as well as conditions set out in regulatory approvals, licences and permits is with the GNWT.</p> <p><b>Recommendation</b> The Board recommends that this section be updated to clearly define that GNWT is fully responsible for the commitments in the WMMP, and that NSI is contracted by the GNWT to construct and operate the TASR, including carrying out the WMMP.</p>	<p><b>Nov 6:</b> Section 2.6 has been updated as follows; Ultimately, GNWT-INF, in collaboration with NSI will be responsible for Tli’cho ASR, and to ensure that commitments in the WMMP are met and for monitoring the implementation of wildlife and wildlife habitat mitigation measures. The respective individuals reporting hierarchy and contact information is provided in Appendix C subject to change due to staffing changes and transitioning from construction to operations phase.</p>	

6	Temporal Boundaries	<p><b>Comment</b> Section 2.7.2 estimates the construction phase of the TASR to be between two and four years.</p> <p><b>Recommendation</b> The Board recommends this be refined based on current construction timelines.</p>	<p><b>Nov 6:</b> Section 2.7.2 Temporal Boundaries - bullet 1 text changed to read "Construction phase: the period from the start of construction (September 2019) to the start of operation (after substantial completion November 30, 2021)."</p>	
7	Potential Impacts	<p><b>Comment</b> Section 3.0 states that Traditional Knowledge (TK) will be provided through the Corridor Working Group (CWG); however, it is stated that since the CWG began, there has been no direct suggestion to incorporate any Traditional Knowledge and that "if TK is suggested at the subsequent CWG meetings, it will be incorporated into future versions of the WMMPs where appropriate." The WRRB notes that the current methods of collecting TK through the CWG are not sufficient as none has been incorporated since inception.</p> <p><b>Recommendation</b> The Board requests that the way TK is collected in the WMMP be improved upon to ensure TK can be incorporated into future versions of the WMMP.</p>	<p><b>Nov 6:</b> For clarity, the CWG meetings are not meant to be forums for collecting Traditional Knowledge (TK). Extensive and comprehensive TK studies had already been completed during project inception through the Tli'cho Government, North Save Metis Alliance and Yellowknives Dene First Nation. TK from those studies was incorporated into the WMMP prior to construction commencement. The reference to TK at the CWG meetings is to allow Indigenous interested parties to provide additional or new TK that may become available, which could be adaptively incorporated into future WMMPs. Section 3.0 has been reworded to read " As and when new or additional TK is provided by Indigenous interested parties through the CWG, it will be incorporated into future WMMPs for adaptive management".</p>	
8	Construction Mitigation for Indirect Habitat Loss or Alteration	<p><b>Comment</b> Section 4.2.1 states that "Weekly checks during dry summer conditions will be conducted using portable particulate meters. If levels are approaching the GNWT Ambient Air Quality Standards for Total Suspended Particulate dust</p>	<p><b>Nov 6:</b> Section 4.2.1 bullets #2 and #4 changed - Bullet #2 - During summer conditions, visual observations were conducted in</p>	

		<p>suppression measures will be implemented” and that “Dust suppression techniques (as per the GNWT Guideline for Dust Suppression and the GNWT-INF Erosion and Sediment Control Manual) will be utilized as required and feasible to reduce dust emissions onto vegetation outside of the right of way.” The Board understands that the GNWT Guideline for Dust Suppression outlines maximum desirable levels of dust, and that dust suppression techniques should be implemented if measurable dust levels are approaching those maximum levels.</p> <p><b>Recommendation</b> The WRRB requests the data and learnings from the weekly portable particulate meter checks and resulting dust suppression be incorporated into the WMMP. If that data is unavailable, the Board requests updated methods for how dust was and will be measured be written into the WMMP to ensure it does not reach the maximum desirable levels.</p>	<p>areas of heavy traffic (heavy hauls and material placement). When localized dust levels were deemed to be high or obviously migrating beyond the RoW, dust suppression methods were implemented and maintained until dust levels were visibly reduced and repeated as necessary. This approach to dust suppression will be continued during the summer of 2021 and supported by weekly field measurements using a portable meter in active hauling areas. Bullet #4 - Trucks will apply water and/or products as needed to active work areas. Only water will be used within 100m of a waterbody. During operation phase of the project, calcium chloride will be applied once per year. During the period for the WMMP review, the construction site experienced a frequent and significant precipitation resulting in minimal dust generations. Therefore, there was no need to undertake particulate measurement.</p>	
9	Mitigation Monitoring	<p><b>Comment</b> Monitoring sections 5.1.1 Wildlife Sightings Log, 5.1.2 Road Surveys, 5.1.3 Wildlife Surveillance, and 5.1.4 Bird Nest and Bat Roosting all describe monitoring in only the construction phase of the TASR.</p> <p><b>Recommendation</b> The Board recommends these sections be updated to include how the mitigation monitoring will occur during TASR operations, or that another section for operation mitigation monitoring be added to describe the mitigation monitoring that will occur during TASR operations.</p>	<p><b>Nov 6:</b> Text has been added to address operation phase - Section 5.1.1 "During the operations phase of the project, incidental observations of wildlife observed by maintenance staff on the TASR will be recorded." , 5.1.2 "Road surveys will not be continued during the operations phase of the project." ,</p>	

			<p>5.1.3 "If a camp is maintained as part of the operations phase of the project, wildlife surveillance will be conducted (weekly) when camps are operational." and 5.1.4 "Though not anticipated, in the event that vegetation clearing is required within the breeding bird season during the operational phase of the project, Bird Nesting and Bat Roosting surveys will be conducted following the protocol provided in Appendix F.</p>	
10	Wildlife Sightings and Collisions	<p><b>Comment</b> Section 5.2.6 states that "GNWT will establish an inter-departmental working group co-chaired by GNWT-INF and GNWT-ENR to investigate, design and launch a wildlife collision and sighting reporting system for GNWT employees based on the Alberta Wildlife Watch Program" and that "GNWT will work on designing and launching the program during the construction phase of the Tli?cho ASR, with the intention of having the program operational in time for operation of the Tli?cho ASR."</p> <p><b>Recommendation</b> The Board recommends this section be updated to include work done to date on this monitoring approach and an updated timeline on when the program will be operational.</p>	<p><b>Nov 6:</b> ENR and INF have been working closely on these efforts. Initial attempts at working with and through Red Deer College to acquire and adapt the APP were not successful due to supplemental funding issues encountered by the Principal Researcher on the App development. Currently, ENR and INF are moving forward with an alternative plan of working directly with Alberta Transportation to acquire and modify the App to suit NWT. This process would require Senior Management involvement. A letter has been drafted for the respective DMs' review and approval before sending to Alberta Transportation. Depending on the response from Alberta Transportation, a timeline for acquiring and adapting the App will be determined.</p>	

11	Tli?cho? Government Proposal for TASR Caribou Monitoring Program	<p><b>Comment</b> The monitoring program framework in Appendix I states that the K&amp;rsquo;&amp;agrave;g&amp;ograve;&amp;ograve; Til? ii `De&amp;egrave; Committee (Harvest Advisors Committee) will be struck at the outset of the TASR Caribou Monitoring Program and that baseline conditions of &amp;ldquo;hoz&amp;igrave;i ?ekwo ? winter habitat, and the state hoz&amp;igrave;i ?ekwo ?, todzi and moose harvesting levels in the vicinity of the TASR&amp;rdquo; will be analyzed and reported on. The timeline for program development indicates the first K&amp;rsquo;&amp;agrave;g&amp;ograve;&amp;ograve; Til? ii `De&amp;egrave; Committee will be held in August of 2020. The Board understands that the TASR will be open to the public in approximately one year, and that baseline work will need to be completed before then.</p> <p><b>Recommendation</b> The Board asks for clarification if the timeline as described in Appendix I is being met or if there is an up-to-date timeline.</p>	<p><b>Nov 6:</b> The Tli?cho? Government (TG) is currently in the process of hiring a coordinator to spearhead this project. TG expects that by the beginning of December 2020 they will have a meeting with the committee &amp; the coordinator and start the process to complete the baseline habitat report.</p>	
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**WLWB: Jessica Pacunayen**

ID	Topic	Reviewer Comment/Recommendation	Proponent Response	Board Staff Response
1	Implementation of Independent Review Recommendations	<p><b>Comment</b> In the WMMP, GNWT-ENR commissioned an independent review (Rettie 2019) of the wildlife effects monitoring programs to (1) determine whether various wildlife effects monitoring programs were appropriately designed to meet the monitoring objectives and answer specific monitoring questions and (2) assess whether the programs would have enough statistical power to detect changes within the different parameters measured for each program. At the end of the report, there is a summary and list of recommendations.</p> <p><b>Recommendation</b> Please elaborate on how GNWT-INF has chosen to implement each of the recommendations included in the independent review. If the recommendation was not implemented, please provide rationale.</p>	<p><b>Nov 6:</b> Response provided in a separate attachment ("ENR-response-to-Rettie-recommendations.pdf". This response has been added as a new appendix to the WMMP v.4.1 (Appendix K)</p>	
2	Implications of accelerated schedule	<p><b>Comment</b> Board staff have noted that WRRB's comments reference accelerated Construction of the TASR (WRRB</p>	<p><b>Nov 6:</b> Given that GNWT has not yet acquired access to the Alberta</p>	

		<p>comment 4 and 11).</p> <p><b>Recommendation</b> Please describe if and how this change in schedule will affect or has affected GNWT-INF's ability to implement monitoring programs and achieve the WMMP objectives outlined in section 2.2 (e.g., document and mitigate effects to wildlife from Tlicho ASR construction and operation). If changes in schedule resulted in changes to monitoring programs, in what ways have monitoring programs changed and how has GNWT adapted to these changes?</p>	<p>Wildlife Watch app to adapt to its needs, it may not be feasible to have the app reconfigured for use by GNWT and implemented before the road is opened for public use, as per section 5.2.6 of the WMMP. In the event that this occurs, GNWT will continue using its current process for documenting wildlife-vehicle collisions once the road opens for public use, until such time as the app is ready for implementation. It is not anticipated that any other monitoring programs will be affected</p>	
3	Contact information in Appendix C and D	<p><b>Comment</b> Board staff note that there is no contact information available for the GNWT-ENR Renewable Resource officer in Table C-2 of Appendix C nor is there contact information for a north slave regional wildlife biologist /wildlife officer in Appendix D.</p> <p><b>Recommendation</b> Can GNWT-INF please provide rationale the missing contact information? If positions are still vacant, please provide contact information for who is to be contacted in lieu and describe the plan to update these sections.</p>	<p><b>Nov 6:</b> GNWT-ENR is in the process of hiring a new Renewable Resource Officer to be stationed in Whatì. This position will begin in fiscal year 2021-22. The North Slave Environmental Assessment Biologist position for the TASR project is currently vacant. In the meantime, contact information for the North Slave Region - Manager, Wildlife and Environment has been provided in Appendix C (Table C-2) and Appendix D.</p>	
4	CWG advice included in the WMMP	<p><b>Comment</b> The Board previously directed GNWT-INF to revise the WMMP to "reflect monitoring and adaptive management discussions of the Road Corridor Working Group". The Conformance Table for Version 4.0 states that: "An objective of the draft Corridor Working Group Terms of Reference is to provide advice to the GNWT-INF on Tlicho ASR monitoring and mitigation results that may contribute to adaptive management. The mechanism for doing so has yet to be determined by the Corridor Working Group. Future versions of the WMMP will</p>	<p><b>Nov 6:</b> Although not specifically stated in the CWG meeting agenda, discussions under "Management and Monitoring Plans: Updates, Implementation, Outcomes, Constraints, Concerns, and Recommendations" as well as "Engagement Plan" are meant to identify pieces of advice from the</p>	

		<p>specify how Corridor Working Group advice is considered and incorporated into the WMMP." Board staff are unaware if this mechanism has been included in previous working group agendas or if it is planned for the CGW meeting agenda in December 2020.</p> <p><b>Recommendation</b> When does GNWT-INF plan to specify how Corridor Working Group advice is considered and incorporated into the WMMP? Would it make sense to GNWT-INF to have this process be included in the next TASR Working group agenda? Please provide rationale.</p>	<p>CWG on the Tli?cho? ASR monitoring and mitigation that could be adaptively applied and included in future versions of the WMMPs. GNWT-INF is of the opinion that the current structure of the meeting agenda appears to have addressed the concerns expressed by Board staff The following text has been added to the relevant part of Conformance Table 1 and Section 3.0 for additional clarity: As and when new or additional traditional knowledge is provided by Indigenous interested parties through the Corridor Working Group, it will be incorporated into future WMMPs for adaptive management. An objective of the draft Corridor Working Group Terms of Reference is to provide advice to the GNWT-INF on Tli?cho ASR monitoring and mitigation results that may contribute to adaptive management.</p>	
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## Distribution List

### GNWT-INF - Tlicho All-Season Road (TASR) - Wildlife Management and Monitoring Plan - V4.0 (W2016L8-0001)

**File(s):** W2016L8-0001

**Proponent:** GNWT - INF (Infrastructure)

**Reviewer Comments Due By:** Oct 15, 2020

**Proponent Comments Due By:** Oct 31, 2020

#### Document(s)

WMMP Version 4.0

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