

Review Comment Table

Board:	WLWB
Review Item:	GNWT-INF - Tlicho All-Season Road (TASR) - Wildlife Management and Monitoring Plan - V4.0 (W2016L8-0001)
File(s):	W2016L8-0001
Proponent:	GNWT - INF (Infrastructure)
Document(s):	WMMP Version 4.0 (18666 KB)
Item For Review Distributed On:	Sep 15 at 16:23 Distribution List
Reviewer Comments Due By:	Oct 15, 2020
Proponent Responses Due By:	Nov 6, 2020
Item Description:	<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 GNWT-ENR letter 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>

	<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><i>*UPDATE: On October 29, 2020, the proponent response deadline was extended from October 31, 2020 to November 6, 2020.</i></p>
Contact Information:	<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
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>Comment (doc) Section 2.8.2 notes the completion of a Migratory Bird Survey in 2019, and its associated report in Appendix G. As a result of the 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 survey and our technical comments (see attached). ECCC remains willing to work with the proponent to ensure that Measure 10-1, Part 2: Wildlife Habitat Management update during permitting, is adequately addressed.</p> <p>Recommendation For the WLWB's information</p>
2	WMMP, Section 6.1.2 Annual Reports WMMP, Section 5.2.3 Boreal Caribou	<p>Comment Section 6.1.2 states that annual WMMP reports will be submitted as a component of the Water Licence Annual Report to the public registry. ECCC requires annual reports to include a summary of all data collected. ECCC was unable to locate annual WMMP reports on the WLWB public registry. ECCC also requires seasonal movements of boreal caribou each year in relation to the project which can be obtained from the collaring data collected by the proponent in section 5.2.3 of the WMMP. Some of 2017 data was shared during the environmental assessment, but ECCC is unaware of any of the other data.</p> <p>Recommendation ECCC recommends that the Proponent provide a copy of available annual WMMP reports.</p>

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Tlcho Government: Brett Wheler

ID	Topic	Reviewer Comment/Recommendation
1	General comment	<p>Comment (Submitted after Due Date) The TASR WMMP continues to improve with each version. TG acknowledges collaborative work between GNWT departments and with TG.</p> <p>Recommendation These comments are being submitted late due to an internal mixup and we recognize that GNWT may not have time</p>

2	General comment	<p>Comment (Submitted after Due Date) The TASR WMMP continues to improve with each version. TG acknowledges collaborative work between GNWT departments and with TG.</p> <p>Recommendation These comments are being submitted late due to an internal mixup and we recognize that GNWT may not have time to address them.</p>
3	Section 2.5.2 Bison Interactions:	<p>Comment (Submitted after Due Date) As highlighted in Table 1 (TG-11 in conformance table), Section 2.5.2 of the Mackenzie Bison Management Plan with addition of the following sentence: "The WMMP is consistent with the Mackenzie Bison Working Group 2018)."</p> <p>Recommendation Section 2.5.2 should be updated to discuss and include selected "Key Actions" identified in the management plan to address conflicts in communities and on highways (Mackenzie Bison Working Group 2018, pp. 28-29). Key actions that may apply to TASR should be prioritized, and implemented.</p>
4	Section 4.0 Mitigation	<p>Comment (Submitted after Due Date) Invasive and noxious plants are established as an important issue in Section 4.0 (p.4-22), with mitigative actions focused on herbaceous plant surveys, reseeding with approved native plants, and cleaning of project vehicles. That "if rare plants and/or invasive species are found, GNWT-ENR will be consulted to determine next steps" (p.4-21).</p> <p>Recommendation It may be less a question of "if" invasive plants species are found along TASR but more likely "when" from this perspective, GNWT should begin preparing a management and control plan for invasive plant species now for TASR, building on the Carrière (2009) (A risk assessment of invasive alien species in the NWT. Environment and Natural Resources, Government of Northwest Territories. Online [URL]: https://www.enr.gov.nt.ca/sites/enr/files/reports/overview_on_ias_project.pdf)</p>
5	Section 5.1 Mitigation Monitoring:	<p>Comment (Submitted after Due Date) This section of the WMMP describes monitoring with respect to 1) Wildlife Surveillance, 4) Bird Nesting and Bat Roosting, 5) Pre-blast surveys, 6) Pre-clearing surveys, and 7) Wildlife Incidents; and the Appendix F (Appendix F) that highlight the protocols and type of information that will be collected (i.e., data sheets) as part of these monitoring activities. Surveys Procedure (F-16 – F-19) highlight that binoculars and thermal imaging device will be used to survey for wildlife and that a night vision device may improve the detectability of wildlife.</p> <p>Recommendation The WMMP and appendix lack details on methodology, types of devices to be compared, and study design that will be used. For example, environmental conditions, ambient temperature, and distance from observer are key co-variables that likely influence the success of detecting wildlife. If the comparison has already been carried out or if a standard approach has been established, the WMMP should be updated. In F-19, reference is made to a night vision device and not a thermal imaging device. This difference should be clarified or corrected.</p>

6	Traffic Monitoring	<p>Comment (Submitted after Due Date) Traffic monitoring (Section 5.2.1) on the TSAR is a key dataset that v analyses of wildlife responses. The proposed approach provides a high-level description of how the monitoring will be undertaken w station with visual surveys to assess accuracy, and annual reporting to GNWT-ENR. However, frequent and continuing collaboration c and implementing monitoring actions will be needed to ensure that the traffic count database is suitable for the various wildlife effe 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-vari key performance indicator to assess effectiveness of mitigation actions.</p> <p>Recommendation Traffic-count data should be an integral part of the initial design of wildlife effects monitoring for TASR; the propo describe how the wildlife effects monitoring will explicitly incorporate traffic data, and whether the proposed traffic monitoring will designs and data analyses. This consideration should also apply to Section 5.3 (Refinement of the Study Design).</p>

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ID	Topic	Reviewer Comment/Recommendation
1	Wildlife Management and Monitoring Plan - V4.0	<p>Comment (doc) Letter attached.</p> <p>Recommendation N/A</p>
2	Plan Maintenance and Control	<p>Comment Under Plan Maintenance and Control (page 14 of the WMMP), it states that "The North Star Infrastructure (NSI) En the overall distribution, maintenance and updating of the Wildlife Management and Monitoring Plan (WMMP)". As com year, knowing who is responsible for the maintenance of the WMMP during operations is key.</p> <p>Recommendation The Board recommends this section be clarified to define who is responsible for the WMMP during construction, a operation of the TASR.</p>
3	Introduction and Background	<p>Comment Sections 1.0 and 2.0 are written as if the TASR has not begun construction and is out of date.</p> <p>Recommendation The WRRB suggests that the introduction and background sections be updated, including removal of words such a follow", and "expected to";</p>
4	Introduction and Background	<p>Comment Background Section 2.0 states that "Construction of the Tli?cho ASR is expected to begin in winter 2019 and the roa 2022";</p> <p>Recommendation The Board requests that this be updated to include when construction began, and when the road is now scheduled description of the accelerated construction and opening of the road be included.</p>

5	Roles and Responsibilities	Comment Section 2.6 establishes the roles and responsibilities of NSI, as well as the GNWT's Department of Environment & INF. It states that "Ultimately, the NSI Environmental Manager in conjunction with the GNWT representative responsible for ensuring that commitments in the WMMP are met and for monitoring the implementation of wildlife and wildlife habitat mitigation understands that NSI is the contractor responsible for the construction and operation of the TASR. However, the Board does not agree

		<p>many of which are from measures in the Mackenzie Valley Environmental Impact Review Board's Environmental Assessment of NSI. While NSI may execute many of the programs of the WMMP, full responsibility for fulfilling commitments in the WMMP, as well as approvals, licences and permits is with the GNWT.</p> <p>Recommendation The Board recommends that this section be updated to clearly define that GNWT is fully responsible for the commitments contracted by the GNWT to construct and operate the TASR, including carrying out the WMMP.</p>
6	Temporal Boundaries	<p>Comment Section 2.7.2 estimates the construction phase of the TASR to be between two and four years.</p> <p>Recommendation The Board recommends this be refined based on current construction timelines.</p>
7	Potential Impacts	<p>Comment Section 3.0 states that Traditional Knowledge (TK) will be provided through the Corridor Working Group (CWG); however, there has been no direct suggestion to incorporate any Traditional Knowledge and that "if TK is suggested at the subsequent stages, it will be incorporated into future versions of the WMMPs where appropriate." The WRRB notes that the current methods of collecting TK through t</p>

been incorporated since inception.

Recommendation The Board requests that the way TK is collected in the WMMP be improved upon to ensure TK can be incorporate

8	Construction Mitigation for Indirect Habitat Loss or Alteration	<p>Comment Section 4.2.1 states that &ldquo;Weekly checks during dry summer conditions will be conducted using portable particulate meters and dust suppression measures will be implemented&rdquo; and that &ldquo;Dust suppression measures (as per the GNWT Guideline for Dust Suppression and the GNWT-INF Erosion and Sediment Control Manual) will be utilized as required to prevent dust from being carried onto vegetation outside of the right of way.&rdquo; The Board understands that the GNWT Guideline for Dust Suppression outlines that dust suppression techniques should be implemented if measurable dust levels are approaching those maximum levels.</p> <p>Recommendation The WRRB requests the data and learnings from the weekly portable particulate meter checks and resulting dust suppression measures be reported in 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 that dust levels remain at or below the maximum desirable levels.</p>

9	Mitigation Monitoring	<p>Comment 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 Ba the construction phase of the TASR.</p> <p>Recommendation The Board recommends these sections be updated to include how the mitigation monitoring will occur during TAS operation mitigation monitoring be added to describe the mitigation monitoring that will occur during TASR operations.</p>

10	Wildlife Sightings and Collisions	<p>Comment Section 5.2.6 states that “GNWT will establish an inter-departmental working group co-chaired by GNWT-INF and C launch a wildlife collision and sighting reporting system for GNWT employees based on the Alberta Wildlife Watch Program” designing and launching the program during the construction phase of the Tli?cho ASR, with the intention of having the program operational during the Tli?cho ASR.”</p> <p>Recommendation The Board recommends this section be updated to include work done to date on this monitoring approach and an will be operational.</p>

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11	Tli?cho? Government Proposal for TASR Caribou Monitoring Program	<p>Comment The monitoring program framework in Appendix I states that the K&rsquo;&agrave;g&ograve;&ograve; Til? ii `De&egrave; Committee) will be struck at the outset of the TASR Caribou Monitoring Program and that baseline conditions of &ldquo;hoz&igrave; hoz&igrave;i ?ekwo ?, todzi and moose harvesting levels in the vicinity of the TASR&rdquo; will be analyzed and reported on. The tim the first K&rsquo;&agrave;g&ograve;&ograve; Til? ii `De&egrave; Committee will be held in August of 2020. The Board understands s approximately one year, and that baseline work will need to be completed before then.</p> <p>Recommendation The Board asks for clarification if the timeline as described in Appendix I is being met or if there is an up-to-date ti</p>
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WLWB: Jessica Pacunayen

ID	Topic	Reviewer Comment/Recommendation
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1	Implementation of Independent Review Recommendations	<p>Comment In the WMMP, GNWT-ENR commissioned an independent review (Rettie 2019) of the wildlife effects monitoring programs. wildlife effects monitoring programs were appropriately designed to meet the monitoring objectives and answer specific monitoring programs would have enough statistical power to detect changes within the different parameters measured for each program. At the end of the review, a list of recommendations was provided.</p> <p>Recommendation Please elaborate on how GNWT-INF has chosen to implement each of the recommendations included in the independent review. If a recommendation was not implemented, please provide rationale.</p>
2	Implications of accelerated schedule	<p>Comment Board staff have noted that WRRB's comments reference accelerated Construction of the TASR (WRRB comment 4 and 11).</p> <p>Recommendation Please describe if and how this change in schedule will affect or has affected GNWT-INF's ability to implement monitoring programs. WMMP objectives outlined in section 2.2 (e.g., document and mitigate effects to wildlife from Tlicho ASR construction and operation). Describe any changes to monitoring programs, in what ways have monitoring programs changed and how has GNWT adapted to these changes?</p>

3	<p>Contact information in Appendix C and D</p>	<p>Comment Board staff note that there is no contact information available for the GNWT-ENR Renewable Resource officer in Table C-2 information for a north slave regional wildlife biologist /wildlife officer in Appendix D.</p> <p>Recommendation Can GNWT-INF please provide rationale the missing contact information? If positions are still vacant, please provide who was contacted in lieu and describe the plan to update these sections.</p>
4	<p>CWG advice included in the WMMP</p>	<p>Comment The Board previously directed GNWT-INF to revise the WMMP to "reflect monitoring and adaptive management discussions. The Conformance Table for Version 4.0 states that: "An objective of the draft Corridor Working Group Terms of Reference is to provide monitoring and mitigation results that may contribute to adaptive management. The mechanism for doing so has yet to be determined. Future versions of the WMMP will specify how Corridor Working Group advice is considered and incorporated into the WMMP." Board has been included in previous working group agendas or if it is planned for the CGW meeting agenda in December 2020.</p> <p>Recommendation When does GNWT-INF plan to specify how Corridor Working Group advice is considered and incorporated into the WMMP? Can GNWT-INF to have this process be included in the next TASR Working group agenda? Please provide rationale.</p>

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RE: ECCC REVIEW OF THE TLICHO ALL-SEASON ROAD MIGRATORY BIRD BASELINE STUDY

ECCC has completed a technical review of the *Tlicho All-Season Road Migratory Bird Baseline Study* report and provides the following comments.

General concerns:

1- Geographic scale selected for spatial comparisons

In the analysis, the selection of Project ROW at 60 m, and the RSA from 60-200 m, as the distance thresholds for spatial comparisons presents many challenges. For example, the 60m Project ROW from the Old Airport Road centerline does not include the entire footprint of the proposed TASR project and does not encompass all potential project effects on migratory birds and species at risk birds.

Only two spatial scales were defined in the Adequacy Statement Response (ASR) - the footprint and the RSA (a 2.5 km buffer). However, the ASR also acknowledges the Benitez-Lopez *et al.* (2010) meta-analysis, which indicated infrastructure effects on bird populations extending to distances up to 1 km. In ECCC's opinion, a 1 km buffer of the proposed TASR footprint is a scale more appropriate for determining project effects to migratory birds and species at risk birds. The 1 km buffer model predictions should be compared to model predictions at a larger regional scale. The selected RSA in the report is also too small for meaningful comparisons.

ECCC recommends that spatial comparisons of model predictions be redone using 1 km from the proposed TASR footprint (representing all potential project effects to birds), and 15 km to represent a more suitable regional scale.

2- Location as a Model Parameter

The location of the sampling station was used as a model parameter ("location") and defined as within and outside the project ROW (i.e. 60 m from the Old Airport Road centerline). The use of this parameter is not meaningful and reduces the precision and accuracy of model predictions as it splits an already relatively small sample size of 60 sampling stations.

Model predictions of species-specific density or occupancy estimates should have been generated irrespective of the sampling station location. ECCC is of the opinion that models including "location" interactions (and their corresponding interpretation) should therefore be excluded from the analysis and reporting.

3- Use of recognizers to detect SAR species

Automated species recognition algorithms were not used to confirm the presence or absence of species at risk in the project area (Section 2.3). This is an important component of ECCC's recommendations on data interpretation (ECCC 2018) as it adds more confidence to the presence or absence determination and provides a more comprehensive understanding of species at risk habitat use in the project area.

ECCC recommends that available recognizers be used on all the recordings to confirm the presence or absence of species at risk in the project area.

4- *Occupancy models sampling unit*

Section 2.5.2.2 indicates that “survey date was used as the level of visit to aggregate data between recordings”. The sampling unit for all analyses should be the survey or visit, and not the sampling location. Mixed-effect models are needed to account for the non-independence in the sampling units (i.e. visits nested within the sampling location). Alternatively, a rationale should be provided to explain the different approach.

5- *Power Analysis*

ECCC recommends that a power analysis be conducted to determine: 1) the level of risk that type II statistical errors might have occurred; and 2) what would have been an adequate sample size to detect statistically significant effects i.e. disproportionate higher or lower densities for a given species predicted within 1 km (recommended LSA) and 15 km (recommended RSA)(ECCC 2018).

Clarifications:

ECCC also identified the following sections which require further clarification.

- What criteria was used in the determination of referenced small sample sizes? ECCC notes that sample size (number of sampling units) does not change across species, what changes is the number of detections per species.
- Section 2.5.2.2: It’s unclear in the methods why it was decided to only analyze the dawn recordings to maintain equal sample sizes across the 3 visits. ECCC requests an explanation of the rationale for this approach.
- Section 2.5.2.2: Please clarify what is meant by “because data were aggregated across recordings where covariates influencing p varied”.
- Which vocalizations were used in the analysis for Common Nighthawk? Peent, boom or both vocalizations? This information is important to determine if inferences should be made for overlapping home ranges or breeding territories for this species.

Reference:

Golder 2018. Tlicho All-Season Road Migratory Bird Baseline Study, Version 3. June 14, 2018.

Benitez-Lopez, A., Alkemade, R. and P. A. Verweij. 2010. The impacts of roads and other infrastructure on mammal and bird populations: A meta-analysis. *Biological Conservation* 143: 1307-1316.

ECCC 2018. Recommendations on the use of autonomous recording units (ARUs) technology to meet baseline data requirements in environmental assessments in the Northwest Territories. Version: October 2018.



October 7, 2020

Jessica Pacunayen
Regulatory Specialist
Wek'èezhì Land and Water Board
#1-4905 48th Street
Yellowknife, NT, X1A 3S3

Re: GNWT-INF - Tłıchq All-Season Road - Wildlife Management and Monitoring Plan - V4.0

Dear Ms. Pacunayen;

The following comments are submitted to the Wek'èezhì Land and Water Board (WLWB) on behalf of the Wek'èezhì Renewable Resources Board (WRRB) to be considered during the review of the Government of the Northwest Territories (GNWT) Department of Infrastructure's (INF) Wildlife Management and Monitoring Plan (WMMP) Version 4.0, WLWB file number W2016L8-0001.

The WRRB lists below the recommendations that GNWT-INF should further consider during the adaptive management process required for Tłıchq All-Season Road (TASR):

Plan Maintenance and Control

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)*”. 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. As construction on the TASR will end in one year, knowing who is responsible for the maintenance of the WMMP during operations is key.

Introduction and Background

Sections 1.0 and 2.0 are written as if the TASR has not begun construction and is out of date. The WRRB suggests that the introduction and background sections be updated, including removal of words such as “*proposed*”, “*will follow*”, and “*expected to*”.

Background Section 2.0 states that “*Construction of the Th̄ch̄q ASR is expected to begin in winter 2019 and the road is scheduled to open by late 2022*”. 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.

Roles and Responsibilities

Section 2.6 establishes the roles and responsibilities of NSI, as well as the GNWT’s Department of Environment & Natural Resources (ENR) and GNWT-INF. It states that “*Ultimately, the NSI Environmental Manager in conjunction with the GNWT representative responsible for the Th̄ch̄q 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. 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.

Temporal Boundaries

Section 2.7.2 estimates the construction phase of the TASR to be between two and four years. The Board recommends this be refined based on current construction timelines.

Potential Impacts

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. 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.

Construction Mitigation for Indirect Habitat Loss or Alteration

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 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. 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.

Mitigation Monitoring

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. 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.

Wildlife Sightings and Collisions

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 Tłıchq ASR, with the intention of having the program operational in time for operation of the Tłıchq ASR.*” 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.

Tłıchq Government Proposal for TASR Caribou Monitoring Program

The monitoring program framework in Appendix I states that the K’ągòò Tıı ıı`Deè Committee (Harvest Advisors Committee) will be struck at the outset of the TASR Caribou Monitoring Program and that baseline conditions of “*hozıı ʔekwq winter habitat, and the state hozıı ʔekwq, tpdzi and moose harvesting levels in the vicinity of the TASR*” will be analyzed and reported on. The timeline for program development indicates the first K’ągòò Tıı ıı`Deè 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. 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.

If you have any questions regarding these comments, please feel free to contact our office.

Sincerely,

A handwritten signature in black ink that reads "Jody Pellissey". The signature is written in a cursive style with a long, sweeping tail on the final letter.

Jody Pellissey
Executive Director

cc. Joseph Judas, Chair
Wek'èezhìi Renewable Resources Board

Violet Camsell-Blondin, Manager
Lands Regulation, Tłıchǫ Government

Michael Birlea, Manager,
Lands Protection and Renewable Resources, Tłıchǫ Government

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

Contact Information

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