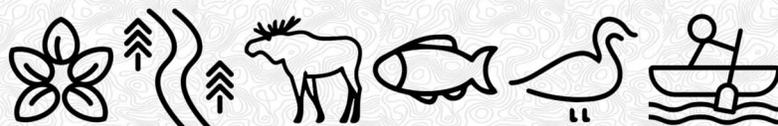


B13. Marten Falls First Nation (MFFN)

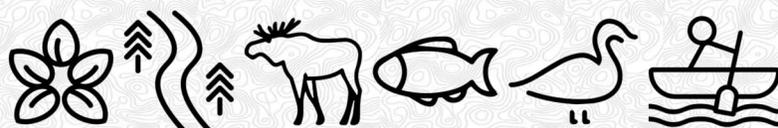
B13.1 Outgoing Community Specific Correspondence

B13.2 Incoming Community Specific Correspondence

B13.3 Community Specific Meeting Materials



B13.1 Outgoing Community Specific Correspondence



From: Angelis, Niki [REDACTED]

Sent: Monday, August 12, 2024 3:28 PM

To: Bruce Achneepineskum [REDACTED]

Cc: MFFN Community Access Road Project Team [REDACTED]

Subject: RE: Updates required

Good morning Chief Bruce,

Thank you for your email and bringing the update regarding the local store to our attention.

We will remove the article and add new community updates to the website.

Sincerely,

Niki

From: Angelis, Niki [REDACTED]
Sent: Monday, August 12, 2024 3:25 PM
To: rob moonias [REDACTED]
Cc: [REDACTED]
Subject: RE: Adawegamik

Hello Rob,

Thank you for your email and bringing the update regarding the Adawegamik store to our attention.

We will remove the article.

Sincerely,
Niki

From: Angelis, Niki [REDACTED]
Sent: Wednesday, 25 September 2024 17:59
To: [REDACTED]
Cc: [REDACTED]
Subject: MFFN Community Access Road – About the Draft EA / IS
Attachments: [REDACTED]

Dear Chief Bruce Achneepineskum,

I hope this email finds you well.

Please find attached a letter and frequently asked questions (FAQ) regarding the circulation of the **Draft Environmental Assessment / Impact Statement Report (Draft EA/ IS)** for the Marten Falls First Nation Community Access Road for your community's review and comment. The Draft EA / IS, and supporting documents, will describe how the preferred route was determined and identify how the proposed Community Access Road may affect the social, cultural, economic and natural environment.

As we prepare to submit the Draft EA / IS, we want to ensure your community has easy access to the documents and has identified a key community contact to help guide the review process.

Please fill out this questionnaire to identify a key contact and preferences related to the review process:
<https://forms.office.com/r/QLXhJdWg6y>

We will be in touch in the Fall to discuss these matters with you but if you have any questions or concerns in the meantime, please do not hesitate to contact me.

Sincerely,

Niki Angelis
Communication and Community Engagement

[REDACTED]



[REDACTED]

aecom.com | [LinkedIn](#) | [Twitter](#) | [Facebook](#) | [Instagram](#)



September 25, 2024

Marten Falls First Nation
[REDACTED]

Subject: Draft Environmental Assessment / Impact Statement Report (EA / IS)

Dear Chief Bruce Achneepineskum

This letter is to update you on the proposed Marten Falls First Nation (MFFN) Community Access Road and the circulation of the **Draft Environmental Assessment / Impact Statement Report (Draft EA / IS)** to Indigenous communities, the public and regulators for review and comment.

The Draft EA / IS, and supporting documents, will describe how the preferred route was determined and identify how the proposed Community Access Road may affect the social, cultural, economic and natural environment. Your input on the Draft EA / IS (e.g., on specific technical documents, proposed impact management and follow up measures, cumulative effects assessment, EA / IS conclusions, and on confirmation that input was captured appropriately) will help us prepare the Final EA / IS.

As we prepare to submit the Draft EA / IS, we want to ensure your community has easy access to the documents and has identified a key community contact to help guide the review process. We will be in touch in the Fall to discuss these matters with you.

Coming Soon for Your Review

Your input to these important planning documents is invaluable, and we want to ensure you have advance notice of when the Draft EA / IS will be circulated and what will be included in it. Some Indigenous communities have indicated that they would like time to review documents in advance of public release, so we're providing Indigenous communities early access to the Draft EA / IS this winter with a minimum review period of 120 days (additional time will be provided if the review period overlaps with the year-end holidays). **We will be in touch with the exact date of the release of the Draft EA / IS as soon as it is confirmed.**

The Draft EA / IS will be circulated to the public and regulators 60-days following the Indigenous communities review period. Individual members of an Indigenous community are welcome to

Phone: [REDACTED]

Email: info@martenfallsaccessroad.ca

Web: <http://www.martenfallsaccessroad.ca>





provide their own comments in addition to those provided on behalf of their community during the 60-day public review period. The exact review dates will be provided once confirmed.

We're Here to Help

The MFFN Community Access Road Project Team is available to support your community during the Draft EA / IS review process.

In addition to publishing plain language summaries to help guide you through the technical documents, we are planning activities to help prepare you for the review process. We will:

- Release a new webinars series on topics we've heard are of interest to you including: The Final Route for the Community Access Road and How the Road will be Constructed.
- Launch new videos to describe the final route for the Community Access Road and to provide an overview to the Draft EA / IS, including ways you can provide feedback.
- Host Public Information Center #6 to provide an update on the Community Access Road, share the Draft EA / IS report, answer questions and gather your feedback; and
- Three-Road Gathering & Expo #2.

We will also be available for—and encourage—meetings to review chapters and technical reports of interest to your community. If you have questions or if you would like to schedule a meeting to discuss, please contact us. We are happy to meet with you.

Be ready!

The Draft EA / IS will be a large document (approximately 500 - 1000 pages) and include thousands of pages of supporting documents (ranging from the technical documents to the Record of Consultation & Engagement).

We encourage you to book time with us before circulation of the Draft EA / IS to discuss how you would like to receive the Draft EA / IS from us and how best we can support you in your review.

Phone: [REDACTED]

Email: info@martenfallsaccessroad.ca

Web: <http://www.martenfallsaccessroad.ca>





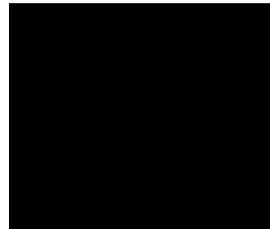
Don't hesitate to be in touch! We're happy to support you through this review.

We thank you for your continued participation and collaboration as we work towards building the Community Access Road.

Sincerely,



Qasim Saddique
Project Director



Lawrence Baxter
Senior Community Member Advisor

Cc:

- Qasim Sadique, Project Director, MFFN Community Access Road Project Team
- Lawrence Baxter, Senior Community Advisor, MFFN Community Access Road Project Team
- Bob Baxter, Senior Community Member Advisor, MFFN Community Access Road Project Team
- Jennifer Bruin, Technical Advisor, MFFN Community Access Road Project Team
- Paul MacInnis, Senior Advisor, Ministry of Mines
- Sasha McLeod, Special Project Officers, Ministry of the Environment
- Dorothy Moszynski, Special Project Officers, Ministry of the Environment
- Paul Achneepineskum, Councillor, Marten Falls First Nation
- Russell Achneepineskum, Councillor, Marten Falls First Nation
- Shane Baxter, Councillor, Marten Falls First Nation
- Maria Baxter, Councillor, Marten Falls First Nation
- Bob Baxter, Councillor, Marten Falls First Nation
- Yvonne Baxter, Councillor, Marten Falls First Nation
- Linda Moonias, Councillor, Marten Falls First Nation
- Rob Moonias, Councillor, Marten Falls First Nation

Phone: 

Email: info@martenfallsaccessroad.ca

Web: <http://www.martenfallsaccessroad.ca>





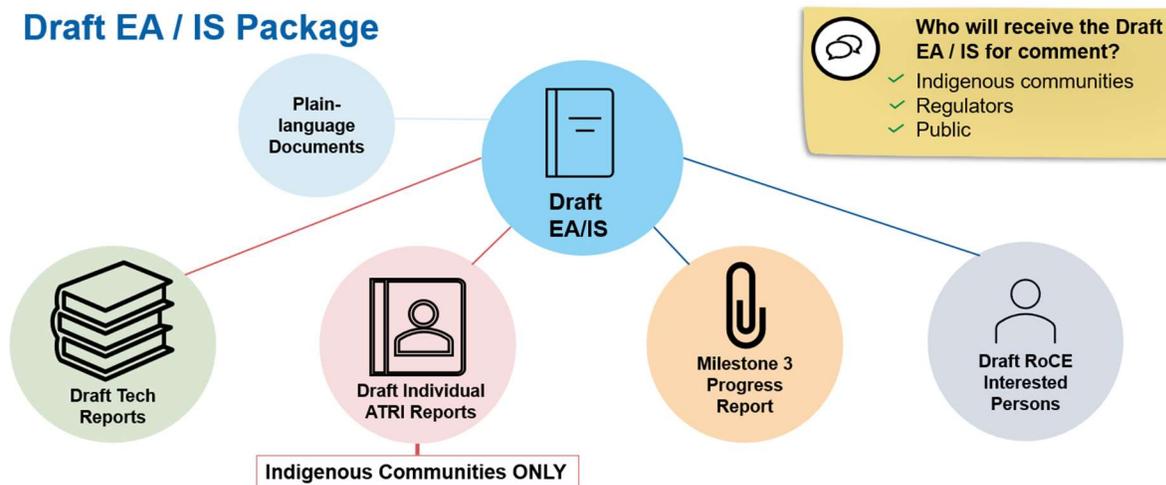
Frequently Asked Questions – Draft EA / IS

Issued September 2024

What is included in the Draft Environmental Assessment / Impact Statement Report (EA / IS)?

The Draft EA / IS will be a large document (approximately 500 - 1000 pages) which includes thousands of pages of supporting documents. These range from technical documents on valued components (like noise, air quality, peatlands—see below question for a full list), individual Aboriginal and Treaty Rights and Interests (ATRI) reports, to the Records of Consultation & Engagement. We are here to help in your review—plain-language versions of select documents will be made available, and we encourage you to book time with us to discuss before we circulate the Draft EA / IS.

Draft EA / IS Package



How have Indigenous communities influenced the Draft EA / IS?

Through consultation activities, the Marten Falls First Nation (MFFN) Community Access Road Project Team has collected feedback, information and Indigenous Knowledge to inform the final route selection and support the development of the Draft EA / IS. The ATRI / Three-Road Forums and Gatherings and Individual Community ATRI Existing Conditions Reports have facilitated the sharing of Indigenous Knowledge and provided a forum for open discussion around the proposed Community Access Road. The MFFN Community Access Road Project Team has engaged 22 Indigenous communities over the course of the environmental assessment process, working with key contacts and representatives of the communities who have provided their expertise, asked questions, and flagged concerns and issues that should be addressed and included in the Draft EA / IS.





Why is it important to provide your comments on the Draft Environmental Assessment / Impact Statement Report (Draft EA / IS)?

We are providing a Draft EA / IS to Indigenous communities, the public and regulators to allow for an early review of our information, approach and findings. Your input on the Draft EA / IS will inform the preparation of the Final EA / IS and allow us to incorporate your input and consider concerns related to the proposed Community Access Road.

How long do I have to review and provide comments on the Draft EA / IS?

Members of the Indigenous communities we are engaging will have access to the Draft EA / IS this winter via their community's key contact (identified by your Chief and Council). Indigenous communities have a minimum of 120 days to review and comment on the Draft EA / IS. If the 120 days overlap with year-end holidays; then additional time will be added to compensate. Access to the Draft EA / IS for Indigenous communities is 60-days in advance of the public and regulators' review period. The exact review dates will be provided once confirmed.

How and when will we get responses to the questions or comments that we provide on the Draft EA / IS?

Comments and questions received during the review process will be recorded and responses tracked and addressed, where possible, in the Final EA / IS. In addition, during the review period, we encourage you to contact us to schedule a meeting so that we can discuss with you directly any questions or concerns you might have. Our intent, where appropriate, is to provide you an opportunity to review or discuss your comments and our proposed response in advance of submitting the Final EA / IS.

What is the difference between the Draft EA / IS and the Final EA / IS version?

The Final EA / IS will incorporate comments, questions and feedback received on the Draft EA / IS from Indigenous communities, the public and regulators. Additional information from studies not completed before the release of the Draft EA / IS may also be included (if applicable). Because the Final EA / IS will be submitted by MFFN to the Ministry of the Environment, Conservation and Parks (MECP) and the Impact Assessment Agency of Canada (IAAC) for a decision by the Minister and Cabinet, it is important that communities participate in consultation on the Draft EA / IS, so that their input can be considered or addressed in the final version.





Where do we send our comments and feedback on the Draft EA / IS?

Once the key contact has compiled your community’s feedback, the comments / edits / questions can be sent to your MFFN Community Access Road Project Team contact or to the Community Access Road general email address: info@martenfallsaccessroad.ca.

How will my feedback be received if I am not an official representative of my community (e.g., key contact)?

Individual members of an Indigenous community are welcome to provide their own comments in addition to those provided on behalf of their community during the public review period. This input will be addressed along with other comments received from the public and regulators.

What Technical Reports are included in the Draft EA / IS?

The technical documents will include information on valued components existing conditions, effects assessment and cumulative effects.

The following technical reports are included in the Draft EA / IS.

1. Noise and Vibrations	10. Ungulates
2. Groundwater and Geochemistry	11. Air Quality and Green House Gas
3. Surface Water	12. Land Use
4. Fish and Fish Habitat	13. Human Health
5. Physiography, Terrain and Soils	14. Social
6. Peatlands	15. Economics
7. Vegetation	16. Visual
8. Wildlife	17. Aboriginal and / or Treaty Rights Interests (ATRI) / Indigenous Knowledge
9. Birds	

What are Cumulative Effects and the Inclusions List?

Cumulative Effects are the potential effects of the Community Access Road combined with the





effects of other past, present and reasonably foreseeable future projects and activities. On their own, individual project effects may be minor, but when considered together with other project effects they may become significant.

As part of the provincial EA and federal Impact Assessment (IA) process for the Community Access Road, an assessment of the potential cumulative effects is being completed. The preliminary project Inclusion List identifies potential projects that will be considered for inclusion in the Cumulative Effects Assessment, which will be part of the Draft EA / IS.

How have Indigenous communities been consulted?

Indigenous Knowledge Program

The purpose of this program was to empower Indigenous communities to share information on their land and resource use, cultural practices and values, and rights and interests in the study area. Participation in the program enabled participating communities to either share existing Indigenous Knowledge (IK) and Indigenous Land and Resource Use (ILRU) information (previously collected by communities) or to complete project-specific IK and ILRU Studies.

Community Coordinator Program

The Community Coordinator Program supports the Community Access Road activities, meetings and events, helping to make sure input is collected and shared back with the MFFN Community Access Road Project Team.

Community Coordinators strengthen our collective efforts related to the EA / IA process and allow for a more open and responsive consultation and engagement between Indigenous communities and the MFFN Community Access Road Project Team.

Reports

Through the EA / IA process, the MFFN Community Access Road Project Team has worked with Indigenous communities to produce reports including: ATRI Existing Conditions Report, Milestone #1 and #2 Reports, Cultural Heritage Report, Stage 1 and Stage 2 Archaeological Assessment Reports, and the Interim Record of Consultation and Engagement (RoCE).

In-person & virtual consultation activities

To date, our consultation efforts have included:

- Five in-person Public Information Centres (PICs), including dedicated hours for Indigenous Community members;
- 31 in-person or virtual meetings with 11 communities, including 8 in-person or virtual meetings with MFFN;
- Two in-person ATRI forums;





- An in-person Three-road Project Gathering & Expo;
- Attendance at several conferences, including the Prospectors & Developers Association of Canada (PDAC) conference and the Matawa First Nations Management gathering.
- Fourteen virtual webinars; and
- Ongoing outreach including phone calls emails, virtual meetings, and in-person meetings with communities and tribal councils.



Marten Falls First Nation Community Access Road: Draft EA / IS Submission

When you submit this form, it will not automatically collect your details like name and email address unless you provide it yourself.

* Required

Privacy Statement

All comments, questions, and responses submitted for this survey will be collected and considered in the development of an Environmental Assessment / Impact Statement that will be a part of public record and will be made available to individuals or organizations with an interest in this project. Under the Freedom of Information and Protection Privacy Act, personal information such as name and address will not be included in the Environmental Assessment / Impact Statement but may be released, if requested in accordance with the Act, to any person as part of the review of the Environmental Assessment / Impact Statement.

1. Full Name (first & last)

Enter your answer

2. Email

Enter your answer

3. Community or Organization

Enter your answer

4. Please provide the name and contact information of the key contact who will be receiving the full Draft EA / IS including, Plain-language documents, 17 Technical

Reports, Individual ATRI Reports (by Community), Milestone 3 Progress Report, Record of Consultation and Engagement - Public (Approximately 20,000 pages)? *

Enter your answer

5. Please choose the format(s) you would like to receive the Draft EA / IS. *

Printed

Digital (USB)

Both

6. Plain Language Guides will be made available to Indigenous Communities. What traditional languages would you like these documents translated into? *

Cree (Swampy)

Oji-Cree

Ojibwe

7. Which studies is your community most interested in? Please select as many as you like. *

Noise and Vibrations

Groundwater and Geochemistry

Surface Water

Fish and Fish Habitat

Physiography, Terrain and Soils

Peatlands

Vegetation

Wildlife

Birds

Ungulates

Air Quality and Green House Gas

Land Use

Human Health

Social

Economics

Visual

Aboriginal and / or Treaty Rights Interests (ATRI) / Indigenous Knowledge

8. Would you like to organize a meeting(s) with the MFFN CAR Project Team to discuss receiving and reviewing the Draft EA / IS? *

Yes

No

You can print a copy of your answer after you submit

Never give out your password. [Report abuse](#)



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From: Angelis, Niki [REDACTED]
Sent: Friday, 27 September 2024 19:50
To: [REDACTED]
Cc: [REDACTED]
Subject: MFFN CAR - Ways to get involved
Attachments: [REDACTED]

Good afternoon,

I hope this email finds you well. Earlier this week I shared information on the Draft EA / IS review process for the Community Access Road with Chief Bruce Achneepineskum with information on how Marten Falls First Nation can prepare for and take part in the process.

I would also like to highlight that the Community Coordinator Program is still available. I have attached the job posting that can be shared with your community members.

Stay up to date!

There will be a lot happening this fall and winter with respect to the Community Access Road. To stay updated on ongoing activities, sign up for our newsletter here: [Contact Us - Marten Falls First Nation \(martenfallsaccessroad.ca\)](#) and follow us on [Facebook](#), [LinkedIn](#) and [Instagram](#).

Sincerely,
Niki

Niki Angelis
Communication and Community Engagement

[REDACTED]



[REDACTED]

[aecom.com](#) | [LinkedIn](#) | [Twitter](#) | [Facebook](#) | [Instagram](#)



MARTEN FALLS FIRST NATION ALL SEASON COMMUNITY ACCESS ROAD

WE'RE HIRING!



Marten Falls First Nation (MFFN) is undertaking a federal Impact Assessment (IA) and provincial environmental assessment (EA) for an all-season access road to our community. To support these studies, we are looking to hire **Community Coordinators**.

Are you a highly motivated person? Do you have strong organizational and relationship building skills? Would you like to work with a great project team and build experience in environmental management?

If so, this could be the role for you!

The Community Coordinator will be a primary point of contact between your community and the MFFN Project Team. We will work closely with you as you help to involve your community in the environmental assessment processes.

Responsibilities

- Coordinate between the MFFN Project Team and community members living in / outside of your community as per your local practices and in collaboration with Chief and Council;
- Provide advice, guidance and support for community engagement activities related to the Project including:
 - Coordinate and organize logistics for meetings, workshops, events and / or school visits (e.g., book meeting spaces, order refreshments, help with truck / boat rentals and accommodations);
 - Help identify meeting participants and information providers (e.g., youth and / or elders); Assist with meeting facilitation, note taking and meeting minute preparation, and coordinate translation services, if needed; and
 - Organize distributing Project advertisements and notices in your community; either online (e.g., Facebook or posting in community);
- Assist in collecting data / information in your community (e.g., Indigenous Knowledge Aboriginal and / or Treaty Rights and Interests, community and socio-economic information);
- Assist in coordination of the review of the Draft Environmental Assessment / Impact Statement, and / or Aboriginal and / or Treaty Rights and Interests Reports.

This position will receive \$ [redacted] per hour and is expected to be approximately 16 hours per week for up to 1 year (up to Summer 2025). If you or someone you know would like to learn more about the program, contact: Niki Angelis at info@martenfallsaccessroad.ca or 1-800-764-9114.

Subject: MFFN CAR – Upcoming meetings for Marten Falls Community Members
Sent: 2024-10-02, 12:48:21 PM
From: MFFN Community Access Road Project Team<info@martenfallsaccessroad.ca>
To: [REDACTED]
Attachments: [REDACTED]

Good afternoon,

You're invited to attend the Marten Falls First Nation Community Access Road Community Meetings.

There are two opportunities to participate:

Thunder Bay, Ontario	Marten Falls First Nation
<p>Date: Tuesday, October 15, 2024</p> <p>Time: 5:00 p.m. – 8:00 p.m.</p> <p>Location: Best Western Plus <u>Nor'Wester</u> Hotel & Conference Centre 2080 Hwy 61 Thunder Bay, Ontario</p> <p>*Buffet dinner served at 5:30 p.m.</p>	<p>Date: Thursday, October 17, 2023</p> <p>Time: 1:00 p.m. – 4:00 p.m.</p> <p>Location: Henry Coaster Memorial School – Gymnasium Marten Falls First Nation, Ontario</p> <p>*Lunch served at 2:00 p.m.</p>

Join us for an expo-style open house where you will be able to view the latest updates and share your feedback with team members. This meeting will cover a range of topics including:

- Engineering and Construction of the Road;
- Socio-Economic Studies;
- Climate Change Adaptation;
- The upcoming Draft Environmental Assessment / Impact Statement review process; and
- A Sharing Circle.

Everyone is welcome! Food, refreshments, and PRIZES will be provided, along with family friendly activities for all ages.

Please feel welcome to share this email and attached poster with family and friends. We also encourage you to share this information with fellow community members who do not have access to email or the internet.

Please reach out if you have any questions. We look forward to meeting with you!

Meegwetch,
Marten Falls First Nation Community Access Road Project Team

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MFFN Community Access Road Project Team
Visit our website: <http://www.martenfallsaccessroad.ca/>
Follow us on Facebook: <https://www.facebook.com/MFFNCommunityAccessRoadProject/>
Call us: [REDACTED]
Email us: info@martenfallsaccessroad.ca



MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

October 2024 Meetings

Join us for a meeting on the Marten Falls First Nation (MFFN) Community Access Road!

What's Happening?

The MFFN CAR Project Team is hosting an Expo style event covering a range of topics related to the Community Access Road.

Thunder Bay Session Tuesday, October 15, 2024

Best Western Nor Wester
Hotel & Conference Centre
2080 Hwy 61
Thunder Bay, Ontario

5:00 p.m. to 8:00 p.m.

Buffet served at 5:30 p.m.

In-Community Session Thursday, October 17, 2024

Henry Coaster Memorial School -
Gymnasium
Marten Falls First Nation, ON
P0T 2L0

1:00 p.m. to 4:00 p.m.

Lunch served at 2:00 p.m.

The meeting is open to all Marten Falls First Nation community members.

Topics will include:

- Climate Change Workshop;
- Engineering and Construction;
- EA / IS Draft Review Process;
- Sharing Circle
- Kids zone; and
- Prizes including gift cards!



Have your say. Share your comments, ideas and community values with the Project Team. We look forward to seeing you!

Contact Information

Phone: [REDACTED] **Email:** info@martenfallsaccessroad.ca

Web: <http://www.martenfallsaccessroad.ca>

Follow us on Facebook: facebook.com/MFFNCommunityAccessRoadProject

Subject: REMINDER! Join us for upcoming meetings on the Community Access Road
Sent: 2024-10-09, 2:39:11 PM
From: MFFN Community Access Road Project Team<info@martenfallsaccessroad.ca>
To: undisclosed-recipients:
Bcc: [Redacted]

Attachments: [Redacted]

Good afternoon,

This is a reminder that you're invited to attend the Community Access Road Meetings for Marten Falls First Nation community members only.

There are two opportunities to participate:

Thunder Bay, Ontario	Marten Falls First Nation
<p>Date: Tuesday, October 15, 2024</p> <p>Time: 5:00 p.m. – 8:00 p.m.</p> <p>Location: Best Western Plus <u>Nor'Wester</u> Hotel & Conference Centre 2080 Hwy 61 Thunder Bay, Ontario</p> <p>*Buffet dinner served at 5:30 p.m.</p> <p>Do you need a ride? The Project Team will cover the cost of a taxi to and from the meeting.</p> <p>Please contact Gabbie at [Redacted] the day of the meeting if you would like to book a ride using Roaches Yellow Taxi.</p>	<p>Date: Thursday, October 17, 2023</p> <p>Time: 1:00 p.m. – 4:00 p.m.</p> <p>Location: Henry Coaster Memorial School – Gymnasium Marten Falls First Nation, Ontario</p> <p>*Lunch served at 2:00 p.m.</p>

Please feel welcome to share this email and attached poster with family and friends. We also encourage you to share this information with fellow community members who do not have access to email or the internet.

Please reach out if you have any questions. We look forward to meeting with you!

Meegwetch,

Marten Falls First Nation Community Access Road Project Team

--
MFFN Community Access Road Project Team
Visit our website: <http://www.martenfallsaccessroad.ca/>
Follow us on Facebook: <https://www.facebook.com/MFFNCommunityAccessRoadProject/>
Call us: [Redacted]
Email us: info@martenfallsaccessroad.ca



MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

October 2024 Meetings

Join us for a meeting on the Marten Falls First Nation (MFFN) Community Access Road!

What's Happening?

The MFFN CAR Project Team is hosting an Expo style event covering a range of topics related to the Community Access Road.

Thunder Bay Session Tuesday, October 15, 2024

Best Western Nor Wester
Hotel & Conference Centre
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Marten Falls First Nation, ON
P0T 2L0

1:00 p.m. to 4:00 p.m.

Lunch served at 2:00 p.m.

The meeting is open to all Marten Falls First Nation community members.

Topics will include:

- Climate Change Workshop;
- Engineering and Construction;
- EA / IS Draft Review Process;
- Sharing Circle
- Kids zone; and
- Prizes including gift cards!



Have your say. Share your comments, ideas and community values with the Project Team. We look forward to seeing you!

Contact Information

Phone: [REDACTED] Email: info@martenfallsaccessroad.ca

Web: <http://www.martenfallsaccessroad.ca>

Follow us on Facebook: facebook.com/MFFNCommunityAccessRoadProject

Subject: MFFN Community Access Road - Socio-Ec Survey Results
Sent: 2024/10/11, 00:25:04
From: Angelis, Niki [Redacted]
To: Robert Moonias

Good evening Councillor Moonias,

I hope this email finds you well.

We met at the Community Access Road meetings held in the July. During that meeting you requested that the results of the Socio-Economic survey be shared. I have been in touch with Project Team consultant responsible for that work and she will be bringing the results to the Community Access Road meetings planned for next week.

As a reminder, the meeting dates and times are as follows

Thunder Bay, Ontario	Marten Falls First Nation
Date: Tuesday, October 15, 2024 Time: 5:00 p.m. – 8:00 p.m.	Date: Thursday, October 17, 2023 Time: 1:00 p.m. – 4:00 p.m.
Location: Best Western Plus Nor'Wester Hotel & Conference Centre 2080 Hwy 61 Thunder Bay, Ontario	Location: Henry Coaster Memorial School – Gymnasium Marten Falls First Nation, Ontario
*Buffet dinner served at 5:30 p.m.	*Lunch served at 2:00 p.m.

Have a nice evening and I hope to see you again next week.

Best,
Niki

Niki Angelis
Communication and Community Engagement



aecom.com | [LinkedIn](#) | [Twitter](#) | [Facebook](#) | [Instagram](#)

From: Angelis, Niki [REDACTED]

Sent: Wednesday, 23 October 2024 21:26

To: [REDACTED]

Cc: [REDACTED]

Subject: MFFN CAR - July Community Meeting Summary

Good afternoon Chief Bruce Achneepineskum and Marten Falls First Nation Councillors,

I hope this email finds you all well.

In July, two meetings were held for Marten Falls First Nation community members on July 17 and 18, 2024. Please find the meeting summary for those meetings attached.

If you have any questions or comments regarding the summary, please let me know.

The meeting minutes from last weeks Community Meeting (held on October 15, 2024) are currently being drafted and will be circulated shortly.

For your reference, I have also included the minutes from past community meetings:

- Community Meetings in advance of PIC #3 (June 2022)
- Community Meetings in advance of PIC #4 (November 2022)
- Community Meetings in advance of PIC #5 (October 2023)

Sincerely,
Niki

Niki Angelis
Communication and Community Engagement

[REDACTED]



[REDACTED]

aecom.com | [LinkedIn](#) | [Twitter](#) | [Facebook](#) | [Instagram](#)



Marten Falls First Nation Community Access Road MFFN Community Members-Only Meeting July 17 and 18, 2024 Summary Report

This summary report has been prepared to provide an overview of the feedback captured at the MFFN community members meetings on July 17, 2024, in Marten Falls and July 18, 2024, in Thunder Bay.

Timing and Location

Henry Coaster Memorial School, Gymnasium
Marten Falls, Ontario
July 17, 2024
2:00 p.m. – 6:00 p.m.

Superior Inn
Thunder Bay, Ontario
July 18, 2024
4:00 p.m. – 8:00 p.m.

Introduction / Purpose

Two community meetings were hosted for MFFN community members only. They were held during the provincial Environmental Assessment / Federal Impact Assessment phase of the Marten Falls First Nation (MFFN) Community Access Road Project. The purpose of the meetings was to provide updates on:

- What has happened from the last community meeting (October 2023), including what we have heard and how feedback is being considered and/or incorporated;
- The Final Route Recommendation and thereby achieving the next major milestone;
- Information on receiving a Band Council Resolution to support the Final Route;
- Valued component field studies;
- Cumulative effects and why they are important;
- Draft Environmental Assessment / Impact Statement (EA / IS) schedule; and
- Next steps and future opportunities to get involved.

Meeting Promotion

A formal notice to the community meetings was posted on the private MFFN and the Ogoki Post Bulletin Facebook pages on July 9, 2024. Posters were also placed at the health centre, band office and choose life building in MFFN. A copy of the notice is provided in Appendix A.



Format and Attendance

The community meetings were held in an open house format and featured a presentation by the MFFN Community Access Road Project Team (hereby Project Team). Display boards and information tables were set up around the room and featured content related to the Final Route Recommendation along with Segments 1 (with a map of Dusey Lake), 2 and 3, information on field studies, cumulative effects and the inclusions list and the Draft EA / IS process and schedule.

Attendees had the opportunity to ask questions during the presentation, through one-on-one conversations with members of the Project Team or provide comments using the feedback forms.

Meeting Materials

The following printed materials were made available to attendees:

- A hard copy of the presentation slide deck;
- EA / IS review process information sheet;
- Plain language summaries of the field studies;
- Cumulative effects information sheet and inclusions list;
- Feedback form; and
- Maps of the Final Route Recommendation: Segment 1, Segment 2, Segment 3 and Dusey Lake.

All engagement materials shared at the community meetings are included in Appendix B.

Attendance

Approximately **25 individuals** attended the community meeting in Marten Falls on July 17, 2024, and **30 individuals** attended the community meeting in Thunder Bay on July 18, 2024.

Paul MacInnis from the Ministry of Mines was present at both meetings to provide a brief update and assist in answering questions from attendees.

Highlights of Participant Feedback

Attendees were encouraged to share their feedback, concerns and pose questions throughout the meeting or provide them in writing using the available feedback form. Key themes and items of interest raised by the attendees are included below. Eighteen (18) participants completed the feedback form that was available at the meeting. The feedback forms are available in Appendix B.

Final Route Recommendation and Traplines

There were general comments and questions about the Final Route Recommendation, which included:

- Why the winter road route was not being used as alignment for the all-season access road;



- How long is the Final Route Recommendation;
- What will the road be made of; and
- If the Final Route Recommendation was still under consideration.

The Project Consultant provided information on the final route related to length (approximately 190 km) and material (gravel) and advised that the recommendation is what will be presented to Chief and Council to make a final decision on. With respect to why the winter road was not considered, early in the process, two of the four route options considered did use the current winter road location however, following community consultation, it was determined that a road entering from the south and travelling directly through the community was not preferred.

During the meeting, one attendee asked how many traplines are crossing the Final Route recommendation. The Project Consultant was not aware of the exact number but will bring that information to the next community visit but noted that trapline locations were considered during the evaluation of the Final Route Recommendation with an emphasis on minimizing effects on the traplines as much as possible. For example, where traplines cross the roadway, access ramps and signage would be provided to permit safe travel.

One comment received via the feedback form noted that there needs to be further consultation done in and around Dusey Lake as there are families with traplines in this area.

Existing Conditions and Valued Components

The majority of attendees shared interest in the field studies conducted for the MFFN Community Access Road. The Project Consultant answered general questions and shared the plain language summaries to those interested. Participants demonstrated particular interest in the studies related to:

- Wildlife (fish, animals and birds);
- Medicines;
- Muskeg; and
- Species at risk.

One attendee noted that they would like to learn more about all existing conditions and valued components as they were not aware of any of the information prepared to date. The attendee was encouraged to ask questions and sign up to the MFFN Community Access Road contact list to receive regular updates and advised that detailed information will be provided in the Draft EA / IS.

Road Construction, Design and Traffic

There were comments and questions about the design, operation and maintenance of the MFFN Community Access Road.

Attendees were interested in construction and when construction is expected to begin. The Project Consultant informed community members that construction will begin once the EA / IS process is



completed, followed by significant design work and tendering in 2025 or 2026. Community members were advised that construction could take anywhere from 3 to 10 years to complete.

Project Consultants were also asked questions related to:

- Bridges and river crossings;
- Road maintenance;
- Access and who will be permitted to use the road;
- Design of the Community Access Road, including width and length; and
- Traffic coming into Marten Falls once the Community Access Road is operating.

Questions related to access, maintenance and ownership are out of scope for the current phase of the EA / IA process, however will be considered during detailed design. The Project Team will consider how to address these related questions at future engagements where possible.

Health, Safety and Socio-Economic

Participants shared concerns about safety once the MFFN Community Access Road was operational, particularly the transportation of drugs and alcohol into the community.

Participants were interested in learning about the jobs that would become available once construction begins and opportunities for training.

Engagement and Consultation

Participants provided input regarding ways to improve consultation methods as follows:

- Materials should be available in local languages;
- Have more in-person sessions;
- Provide meeting notification in other formats (not just online) as Elders are not online;
- Hold meetings at a venue that is in a more central location and on a city bus route;
- Hold meetings on the weekend; it is difficult to attend a meeting after work;
- Provide information in different formats, such as videos and webinars.

The Project Team confirmed that part of the Draft EA / IS will be available in local languages and will continue to share information in a variety of formats. Participants were advised that there would be additional meetings in the fall but that meetings are available upon request and to contact the Project Team as needed.

Other

General comments were also provided throughout the meeting, including:

- Being connected to the land and hoping the land, wildlife and environment will be minimally impacted; and
- The benefits the Community Access Road will provide, such as additional resources for mental health, having easier access to building materials, groceries and fuel, and more job opportunities.



MARTEN FALLS FIRST NATION
ALL SEASON COMMUNITY ACCESS ROAD

Next Steps

A six-month look-ahead was provided to the attendees and advised that field studies, socio-economic studies, engagement with the MFFN members and other Indigenous communities, government agencies and interested persons would continue. The Project Team will continue to wait for a Band Council Resolution to determine the Final Route. The upcoming release of the Draft Environmental Assessment / Impact Statement (EA / IS) was highlighted along with related community and public meetings. The Team will be preparing for the next milestone: the Draft and Final EA / IS.



Marten Falls First Nation (MFFN) Community Access Road (CAR) In-Community Meeting for Public Information Centre #3 Summary Report June 28, 2022

Timing and Location

Marten Falls First Nation

School Gymnasium

June 28, 2022

11:00 a.m. – 3:00 p.m.

- Lunch: 11:30 a.m.
- Presentation / Question and Answer (Q&A) Session: 12:00 p.m. to 1:00 p.m.
- Open House: 1:00 p.m. to 3:00 p.m.

This summary report has been prepared to provide a snapshot overview of the feedback captured at the In-Community Meeting for Public Information Centre #3 (PIC #3) held on June 28, 2022.

Introduction / Purpose

This was the first in-community meeting for the provincial Environmental Assessment (EA) / federal Impact Statement phase (PIC #3) of the Marten Falls First Nation (MFFN) All Season Community Access Road. The purpose of the meeting was to provide updates on:

- Background information and updates regarding the Community Access Road since the last community meeting;
- Provide information related to the Environmental Assessment / Impact Assessment (EA / IA) process;
- Alternative routes, including new information about potential sources of aggregate material;
- Share about the Indigenous Knowledge Program and Aboriginal and Treaty Rights and Interests;
- Indigenous Knowledge and Aboriginal and Treaty Rights and Interests;
- Consultation and engagement, including the Community Coordinator Program;
- Activities that have taken place since the last community meeting, feedback gathered to-date and how it is being considered;
- Inform about ongoing and future consultation and engagement opportunities, including how Project content (e.g., discussion guides) can be reviewed and how to share feedback; and
- Next steps over the next six months, including the EA / IA schedule.

Notices and Promotion

A formal invitation and poster were issued to the MFFN Chief, Councillors and community members on June 13, 2022 via email with reminder emails on June 23 and 27, 2022. Information on the meeting was posted on the MFFN private Facebook group on June 27, 2022.





See **Appendix A** for advertisements.

Format and Attendance

The community meeting was formatted to include the serving of a meal followed by a presentation, with an informal Q&A session, followed by an open house period where community members could review display boards and maps and discuss and provide feedback to MFFN Community Member Advisors and Project Team members. Door prizes were also available upon entry. A virtual meeting option via Zoom was set up for remote attendees, however, due to broadband limitations, the virtual live component was not possible. Instead, an audio recording of the presentation was captured.

MFFN Community Member Advisors and Project Team members were available to guide attendees through the display boards and answer questions. Attendees were encouraged to review display boards and view maps of the proposed alternative routes and field studies and provide comments by using the feedback forms, or by having one-on-one discussions with Project Team members.

Paul MacInnis from the Ministry of Energy, Northern Development and Mines was present to provide a brief update and assist in answering questions from attendees.

Approximately **32 community members** attended the meeting.

The following printed and online materials were made available to community members:

- A hard copy of the presentation;
- Feedback Form;
- Fact Sheet;
- Indigenous Knowledge Program Fact Sheet;
- Community Coordinator Program overview and Job Posting;
- Field Program Discussion Guides for: Remote Camera, Groundwater and Geochemistry Field Program, Surface Water, Fish and Fish Habitat, Vegetation, Physiography and Peatlands, Aerial Waterfowl Field Study, Winter Field Program, Birds and Spring Field Programs;
- Field Notices, including: Terrain and Soils Field Investigation, Surface Water Fish and Habitat, Wolverine Den Surveys and the Early Spring programs; and
- Maps of: Route Alternatives, Broader Area / Indigenous Communities, Aerial Waterfowl Study Area, Bats Study Area, Bird Field Program Study Area; Fish Surface Water Study Area; Groundwater Study Area, Ungulates Study Area, Vegetation Study Area, Wolverine Study Area and Tourism Outfitters.

Highlights of Participant Feedback

Conversations and Feedback Forms

Attendees were encouraged to share their feedback, concerns and pose questions throughout the





meeting or provide them in writing using the available feedback form. Comments, questions or concerns from the meeting received by July 22, 2022 are included in this summary report. Key themes / items of interest raised by attendees are included below.

Alternative Routes

Alignment

- One inquiry was made about the possibility of the alternative routes aligning along the broad-band infrastructure instead of by the cemetery.
- One participant inquired why the road along the river was not used to connect to the Community Access Road instead of the area north of the airport which is widely used. Another participant advised that there may be issues along the river as this past spring river levels and ice were very high. They also noted that there are locations where the bank is eroding and might affect the existing road.
- One participant thought the Community Access Road should follow part of Alternative Route 1 and part of Alternative Route 4; this would make the road shorter and cause less disturbance to wildlife.
- One participant noted that the area to the north of the airport is used by many members of the community for various activities. There was a concern that if the area is paved over they would no longer be able to walk on the earth.

Design

- Ensure the Community Access Road is wide enough for cars to pass safely.
- Would like to see control measures implemented for the Community Access Road to MFFN to control who can use it.
- MFFN can experience intense rain showers which may damage the Community Access Road and affect streams due to erosion resulting in turbidity.

Other

- Concern that the Community Access Road may interfere with outings, ability to gather firewood and socialize.
- There is a caribou area in the District of Kenora, in the area between points I and H on the Alternative Routes map. (Map available in Appendix B)
- Two participants made note there is an area of the rapids Big Rock between points F and G along the river that is important to some community members. The exact location could not be pinpointed due to the scale of the map.
- MFFN already agreed to a different area for aggregates so why is the new area of aggregates being mentioned? It is not right.
- Concerns about the alternative routes and possible effects that a new route will have on MFFN.





EA / IA Process

- Concerns regarding the length of the EA / IA process and why it is taking so long for the road to be constructed. An attendee questioned whether it was because they are First Nations. The representative from the Ministry of Energy, Northern Development and Mines explained that the EA / IA process in general is lengthy but that the COVID-19 pandemic also slowed down the process.
- Questions regarding the federal IA process and why there needs to be both the provincial EA and federal IA. The representative from the Ministry of Energy, Northern Development and Mines explained that any project that meets the definition of a “physical activity” triggers a federal process.
- Request to receive approximate timelines of when construction will commence.

Impacts to animals and the environment

- An attendee reported that water levels have been at 30-year record highs, with water covering some roadways.
- Participants were interested in how the Community Access Road will be maintained following construction and if salt would be used in the winter. There is a concern of the impact of salting on the nearby rivers.
 - This level of detail is not available at this point in the planning stage. This level of detail will be captured in the maintenance procedures for the constructed road. The Project Team will flag this concern with the engineering consultants for future consideration.

Social and Health, Land and Resource Use and Economics

- It is the MFFN community’s priority to address all social issues involving their community. It is their land, and they need to be happy.

Safety

- Safety concerns related to increased truck activity on the proposed access road including dust, noise, low visibility and speeding.
- It was noted that the area north of the airport is widely used by the community, including children. There was a safety concern flagged for the children who play and ride their bikes in this area.

Engagement

- More information from the studies should be shared at community meetings.
- Positive feedback received about the engagement efforts for the Project in general.
- Request to share more results of studies that are being conducted around MFFN, including photos and videos of visited sites.





Presentation, Meeting Materials and Resources

- The presentation was hard to hear. A sound system and microphone for the next meeting was requested.
- Participants noted that some names were missing from the maps and they could not identify where areas of interest were relative to the proposed Alternative Routes.
 - Participants added key names, locations and landmarks to the map provided – see **Appendix B**.
- The majority of attendees who responded to the feedback form indicated that viewing information displays, having the opportunity to meet and speak directly with the Project Team and providing feedback were the most interesting aspects of the community meeting.

Please see **Appendix B** to view all engagement materials provided at the community meeting, including the submitted feedback forms.

Project Communications

- The majority of participants who responded to the feedback form indicated that they would prefer to receive information about the Project via email.
- The majority of participants who responded to the feedback form heard about the meeting through the private Marten Falls community Facebook page or through word of mouth.

Maps

Participants were invited to view the MFFN Route Alternatives map and share comments and feedback by providing information and updates directly on the maps provided.

Participants shared the following information:

- Important / significant landmarks
- Names to be added to maps for future engagements
- Actively used areas (e.g., for fishing or hunting etc.)
- Feedback on aggregate sites

To view all comments please see full map in **Appendix C**.

Next Steps

The Project Team provided a six-month look-ahead to the attendees and advised that field studies, socio-economic studies, engagement with the MFFN members and other Indigenous communities, government agencies and interested persons would continue. The next PIC and In-Community Meeting is proposed for late fall / early winter 2022.





Marten Falls First Nation (MFFN) Community Access Road (CAR) In-Community Meeting in advance of Public Information Centre #4 Summary Report November 2, 2022

Timing and Location

Marten Falls First Nation

School Gymnasium

November 2, 2022

11:00 a.m. – 3:00 p.m.

- Lunch: 11:30 a.m.
- Presentation / Question and Answer (Q&A) Session: 12:00 p.m. to 1:00 p.m.
- Open House: 1:00 p.m. to 3:00 p.m.

This summary report has been prepared to provide an overview of the feedback captured at the In-Community Meeting in advance of Public Information Centre #4 (PIC #4) held on November 2, 2022.

Introduction / Purpose

This was an in-community meeting for the provincial Environmental Assessment (EA) / federal Impact Statement phase in advance of PIC #4 for the Marten Falls First Nation (MFFN) All Season Community Access Road. The purpose of the meeting was to provide updates on:

- Background information and updates regarding the Community Access Road since the last community meeting on June 28, 2022;
- Information related to the Environmental Assessment / Impact Assessment (EA / IA) process;
- Preliminary findings from recent field studies;
- The draft methods proposed on how the Route Alternatives will be assessed, recommended and a preferred route chosen;
- How feedback and knowledge is being considered in the planning process, including what we heard at the June 28, 2022 community meeting;
- The Youth Engagement Program;
- The Indigenous Knowledge Program and Aboriginal and Treaty Rights and Interests;
- Details on job opportunities and an introduction to the new MFFN Community Coordinator; and
- Next steps over the next six months, including the EA / IA schedule.

The Open House portion of the meeting allowed for one-on-one conversations as well as an opportunity to review large scale Alternative Routes and Segments maps. These maps also included comments captured by the community, regulators and MFFN Community Member Advisors as well as information from the Indigenous Knowledge Program.





Notices and Promotion

A formal invitation and poster were issued to the MFFN Chief, Councillors and community members on October 19, 2022 via email with a reminder email sent on October 31, 2022. Information on the meeting was posted on the two MFFN private Facebook group pages (Ogoki Post – Marten Falls First Nation #65 and Marten Falls First Nation #65 – Updates and Information Page) on October 24, 2022.

See **Appendix A** for advertisements.

Format and Attendance

The community meeting was formatted to include the serving of a meal followed by a presentation, with an informal Q&A session, followed by an open house period where community members could review maps and discuss and provide feedback to MFFN Community Member Advisors and Project Team members. Door prizes were also available upon entry.

MFFN Community Member Advisors and Project Team members were available to guide attendees through the maps and answer questions. Attendees were encouraged to view maps of the proposed alternative routes and field studies and provide comments by using the feedback forms, or by having one-on-one discussions with Project Team members.

Paul MacInnis and Jason Frechette from the Ministry of Energy, Northern Development and Mines were present to aid in answering questions from attendees.

Approximately **16 community members** attended the meeting.

The following printed and online materials were made available to community members (see **Appendix B and C**):

- A hard copy of the presentation;
- Feedback form;
- Winter Field Programs (dated December 2021); and
- The following maps: Route Alternatives, Broader Area / Indigenous Communities, Aerial Waterfowl Study Area, Bats Study Area, Bird Field Program Study Area; Fish Surface Water Study Area; Groundwater Study Area and crossing areas, Ungulates Study Area, Vegetation Study Area, Wolverine Study Area and Tourism Outfitters.

Maps

Large scale, zoomed in sections of the entire route, showing route alternatives and segments were posted around the meeting room to allow community members to “walk the route” and leave their feedback, observations and insights. These maps also included comments made by the community,





regulators and Community Member Advisors as well as information considered confidential as Indigenous Knowledge.

Participants shared the following information:

- Important / significant landmarks;
- Names to be added to maps for future engagements;
- Actively used areas (e.g., for fishing or hunting etc.); and
- Feedback on aggregate sites.

Highlights of Participant Feedback

Attendees were encouraged to share their feedback, concerns and pose questions throughout the meeting or provide them in writing using the available feedback form or directly on maps. Comments, questions or concerns from the meeting received are included in this summary report. Key themes / items of interest raised by attendees are included below.

Alternative Routes

Alignment & Route Segments

- Segment F6 was identified as a sensitive and a very precious area to the community. Further discussions were had on the aggregate and sensitivity of the area.
- Questions about the segment options related to crossings and length were posed. The Project Team noted that:
 - Segment 3E is used less and avoids issues. This route would result in more crossings; however they would be smaller.
 - Segment H1 would involve less driving.
- Information requested on where the largest crossings are expected and the proposed length of the Albany River bridge.
 - Project Team proposed bringing a map highlighting these at the next community meeting.
- The shorter of the two routes in the north end of the proposed alternatives does not have aggregate; the Project Team could consider getting aggregate from the areas along the longer route and use it to build the shorter route.
- A suggestion was made that a launch pad could be constructed from Segment GF East, near the Albany River to facilitate access.
- Some community members indicated that they rather not increase access.
- Segment BE was noted as a preferred route by a community member.
- Water (the Ogoki River) around CD is manageable as a crossing option and is used often.





- A MFFN CAR Project Consultant noted that the crossing on a river was noted during a previous meeting and the team used Indigenous Knowledge and scientific studies to avoid sensitive fish habitat and design a bridge to maintain fish passage.

EA / IA Process

- A community member asked when the natural science data collected would be presented to the community members.
 - A MFFN CAR Project Consultant advised that baseline data reports were being developed for spring / early summer 2023 and would be available once data and reports are finalized and completed afterward.

Animals and the Environment

- An attendee requested information on the location of the Albany River bridge in relation to sturgeon spawning areas.
- Protecting fish populations and avoiding sensitive fish areas was very important and in the future, larger crossings be shown better on the maps.
- Concern for sturgeon and maintenance on the Albany River was noted.
 - A MFFN CAR Project Consultant advised that there is room in the process of designing the road (e.g., where the crossing goes and what kind of crossing it will be) that includes consideration of where the sensitive fish habitats are and how best to cross the river to avoid these areas, and to design a bridge at the appropriate crossing location that has the least impact on fish habitat, and fish movement throughout the river so that sturgeon and other fish can continue to live in the river.
- Observations regarding the river water levels being heavily influenced by beaver activity were made. Community members who use their boats on the river are damaging their motors because they are hitting the bottom of the river.
 - This comment coincides with the natural science field work findings (regarding the abundance of beaver on the land).

Social and Health, Land and Resource Use and Economics

- A MFFN community member spoke about drilling / mining occurring and exploration occurring when mining companies came into the community for diamonds.

Safety

- Of the two routes in the north end of the proposed alternatives, the most direct route would be better for the community from a safety perspective.
- What options are available to mitigate dust when vehicles are using the road?
 - The MFFN CAR Project Consultant responded noting that there are annual or semi-annual measures used to mitigate dust such as particle binders.





Engagement

- Three MFFN community members indicated interest in working on the field programs.
 - The MFFN CAR Community Coordinator will reach out to these members to provide their contact information to the MFFN CAR Natural Science Team;

Meeting Materials

- A request was made to show topography information on the maps in future community meetings.
- A community member noted that the font size on the 11x17 maps was difficult to read.

Other Projects and Communities

- Comment made that Neskantaga First Nation may have concerns about Project.
- A MFFN community member asked about the connection between the MFFN Community Access Road Project and the Northern Road Link and Webequie Supply Road projects and suggested that a regional content map be prepared for the next community meeting.

Next Steps

The Project Team provided a six-month look-ahead to the attendees and advised that field studies, socio-economic studies, engagement with the MFFN community members and other Indigenous communities, government agencies and interested persons would continue. Another meeting with community members living outside of MFFN will be hosted December 6, 2022 in Thunder Bay, along with Public Information Centre #4 on December 7 and 8, 2022 in Thunder Bay and Geraldton, Ontario.





**Marten Falls First Nation (MFFN) Community Access Road (CAR)
MFFN Community Members Only Meeting
(In preparation for Public Information Centre #5)
October 23 and October 24, 2023
Summary Report**

This summary report has been prepared to provide an overview of the materials presented and feedback gathered at the MFFN community members meetings on October 23, 2023 in Thunder Bay and on October 24, 2023 in Marten Falls in advance of Public Information Centre (PIC #5).

Timing and Location

Victoria Inn Hotel
Thunder Bay, ON
October 23, 2023
5:00 p.m. to 8:00 p.m.

Henry Coaster Memorial School – Gymnasium
Marten Falls First Nation, ON
October 24, 2023
11:00 a.m. to 3:00 p.m.

Introduction / Purpose

This meeting was planned for MFFN community members only. The content presented was related to PIC #5 of the provincial Environmental Assessment (EA) / federal Impact Assessment of the MFFN Community Access Road. The purpose of the meetings was to provide updates on:

- What has happened since Public Information Centre #4, including what we have heard and how feedback is being considered;
- What we heard at the Aboriginal and Treaty Rights and Interests (ATRI) (February 2023) and plans for the next forum (November 2023);
- Existing conditions results for completed studies;
- How Indigenous Knowledge is used and how it informs the process;
- Achieving the next major milestone: Identifying the preferred route;
- How route alternatives have been assessed and recommended, and how a preferred route will be chosen;
- Cumulative effects and why it is important; and
- Next steps and future opportunities to get involved.





Notices and Promotion

A formal invitation and poster were issued to MFFN Chief, Councilors and MFFN community members on October 5, 2023, via email with a reminder email on October 16, 2023. Information on the meeting was posted on the MFFN and Geraldton private Facebook groups on October 20 and 26, 2023. The MFFN Community Coordinator helped facilitate the posting of the meeting notice in the MFFN Band Office and Health Centre.

The notices advertised that there would be complimentary transportation to the Thunder Bay meeting upon request, meals would be served and that there would be door prizes at each meeting. All adult attendees were entered into a raffle for Visa Gift Cards that were drawn at the end of the meeting and Halloween Treat Bags were handed out to children in attendance.

See **Appendix A** for notices and **Appendix B** for advertisements.

Format and Attendance

The MFFN community meetings included opening remarks from Chief Bruce Achneepineskum (October 23, 2023); MFFN Councillor / MFFN Senior Community Member Advisor Bob Baxter and MFFN Senior Community Member Advisor Lawrence Baxter (October 24, 2023), a presentation with an informal Q&A session, followed by an open house period where MFFN community members could review maps and discuss and provide feedback to MFFN Community Member Advisors and Project Team members.

MFFN Community Member Advisors and Project Team members were available to guide attendees through the materials and answer questions. Attendees were encouraged to review display boards and view maps of the proposed alternative routes and field studies and provide comments by using the feedback forms, or by having one-on-one discussions with Project Team members.

Approximately **14 MFFN community members** attended the meeting in Thunder Bay and **16 MFFN community members** attended the meeting in-community.

The following printed materials were made available to MFFN community members:

- A hard copy of the open house boards;
- Frequently Asked Questions;
- Feedback form;
- Fall 2023 Field Notice;
- Existing Conditions reports (15 Plain Language Summaries);
- Maps of: Route Alternatives, Preliminary Technically Preferred Route recommendations, Individual Route Segments (1, 2, and 3), Cumulative Effects Inclusion Map, Study Area Maps.
 - The Segment 2 map contained confidential information collected through the Indigenous Knowledge Program.





- Large route segment maps with information collected through the Indigenous Knowledge Program.

All engagement materials shared are included in **Appendix C**; maps are included in **Appendix D** (maps with confidential information are not included in the appendix).

Highlights of Participant Feedback

Attendees were encouraged to share their feedback, concerns and pose questions throughout the meeting or provide them in writing using the available feedback form. Comments, questions or concerns from the meeting received by November 30, 2023 are included in this summary report. Key themes / items of interest raised by attendees are included below. Two members submitted a feedback form at the end of the meeting; other attendees were directed to fill out the online feedback form or email future feedback to the project email address. Note that all questions are labeled with a 'Q', comments with a 'C' and answers with an 'A'. Questions were answered by MFFN Community Member Advisors and Project Team members / Consultants.

Route Selection

C: My preference is for the east route options for all segments.

Q: In the long run, is it better to go with the shorter Route?

A: A shorter road may mean less maintenance and if in the future you wish to pave the road, a shorter road would cost less to pave or seal coat it.

Q: If Northern Road Link is looking at Alternative 1 (Segment 3) could we end up with both route alternatives being built?

A: It is a possibility that a portion of Alternative 1, Segment 3 could be built by the Northern Road Link, however this would not include the east – west portion between the two alternatives (see Maps in Appendix D).

Q: How many kilometers is Alternative 1 for Segment 2?

A: It is about 7kms.

C: You should show MFFN the road that runs along Lake Helen, and show them that there was no impact to the river. I want to convince the community to build the technically preferred option for Segment 2.

Q: Is that area (Segment 2, Alternative 1) a prime sturgeon area?

A: Yes, this area features waterfalls, spawning areas and are sensitive for fish habitat. The aim is to keep road users away and have the least disturbance to that area.

Q: Once the road is built, how will the road impact the river (in Segment 2)?

A: These are the types of things determined in the Effects Assessment. This information will be shared in summer 2024.





Q: If you build Alternative 4 (Segment 2) would you still have to build the access road to get the aggregate?

A: Yes, however, further examination of the aggregate sources to the north and south might prevent this.

Q: If we go with Alternative 4 (Segment 2), you still need material from Alternative 1, so the river is impacted no matter what?

A: Yes.

C: Here is the difference between Indigenous and Western knowledge. The engineer is looking at how the road will be built and where he can find rock and gravel but we want to make sure the road does not run along (Teabeau) Lake. We want Alternative 4 for Segment 2 (Albany Crossing).

C: It is important that you build what the community wants, not just what is the cheapest option to build.

The comment was made in response to MFFN CAR Project Consultant explaining that one of the factors that led to the preference for Alternative 1 involved the high costs associated with hauling aggregate and how costs increase depending on the distance of the aggregate to the work zones.

Q: What is the budget for the road and how much does this process (the Environmental Assessment / Impact Assessment (EA/IA)) cost?

A: The Regulatory process has a budget of \$40-50million for over 8 years and the road will cost about \$1billion.

Q: How much more money will it cost to build Alternative 4 (Segment 2)?

A: I do not have the number, but hauling costs are extensive. Any time the aggregate source is more than 20km from your site, it gets very expensive.

Q: I don't think cost should be a main factor for determining the route. Aren't you getting billions of dollars from Ring of Fire?

A: Funding is being provided by the Province of Ontario. Mining companies would likely have to pay some type of tax to the government to use the road but there is no funding being received from mining companies for the development of the road.

Q: Does Alternative 4 (Albany Crossing) take longer to build?

A: Alternative 4 would take longer because the land that Alternative 4 runs along has more peat sections than Alternative 1. More aggregate is required to build up the road (to prevent settling).

Q: Is there less maintenance required for Alternative 1 (Segment 2) compared to Alternative 4?

A: Potentially, yes. There may be additional peat sections to address that demonstrate different





settlement rates but this is likely mitigated with sound construction techniques using geogrids and geotextiles as a separation between the natural ground and the embankment.

Q: When a project takes longer to construct, does it cost more money?

A: It really depends. Alternative 4 is 30km shorter than Alternative 1, but it may need more fill to build due to ground conditions. All we have are estimates. Further assessment will be done during detailed design (after the Environmental Assessment / Impact Assessment process is completed).

C: I can see why people do not like the road paralleling the Albany as it would make it noisy. It seems like the option is between having noise during construction (as engineering gets aggregate for eastern alternative) or noise all the time if the western alternative was chosen.

Q: What is the length of the road (Segment 2, Alternative 1) beside the river?

A: The length of the road along the river is approximately 7 km.

Q: How do you get votes on the alternatives?

A: Through meetings like this. Our role is to provide a technical recommendation so that you (the community members) have the knowledge to help decide on the final route selection.

Q: Why were Alternative 2 and Alternative 3 not considered?

A: Consultation with MFFN community members in the early planning stages determined that Alternatives 2 and 3 would not be considered for a number of reasons but the major consideration was the water crossings that would be required over the Ogoki River.

C (Chief Bruce Achkneepineskum): Teabeau Lake is very special. We want to leave it as is. We do not want the road near it. We want to avoid disturbance to the rivers and the river system and that is why the Community is opposed to this option. Keep the road away from the river as much as possible.

C: My family used to have main camps west of Teabeau Lake and day camps further west. They used to fish and play in the area and have many fond memories of the area.

C: We prefer the narrow crossing (Alternative 4) over the Albany River.

Construction and Engineering

Q (Chief Bruce Achkneepineskum): What mitigation measures are there related to the quarries?

A: When mining granular material by means of side casting (where material is sourced next to the proposed roadway to help build the embankment), we will follow best practices including tree buffers (where we leave a 20m to 30m tree stand to separate a borrow source from the road).

Q: Can aggregate be brought in from other areas? Were there feasibility studies completed?





A: Yes. Further studies at the Albany River site can be explored to determine if there is enough aggregate in identified bedrock sites further south and north along Alternative 4 to build the road.

Q: Will the road always be settling (in reference to Segment 2, Alternative 4)?

A: Settling will occur, and through proven experience we have found ways to decrease ongoing settling. Immediate settlement at a rate of about 40% of the thickness of the peat occurs within the construction period (within the first month known as the “primary consolidation period”), and at a far less rate after that (known as the “secondary compression period”).

Q: For potential lowland muskeg / peatland areas, will there be a need for matting to go down?

A: Swamp mats could be used in those areas to gain access during construction, but we are looking at options that use bedrock on top of geogrids / geotextiles to construct the embankment.

Q: Is there a certain amount of the route that will need swamp mats?

A: This depends on the sequence of operations, terrain, contract specifications and when / what season we will be constructing in these areas. In winter months, there is usually not a need for swamp mats to access the construction site. Using the bedrock as a subgrade building material lessens concerns of frost and the effect to water / weather on certain building materials during construction.

Q: How many companies will be used to build the road?

A: We do not know that yet. Details like this would come out from the detailed design / construction and permitted phase of the road (after the EA / IA Process).

Q: How many bridges are needed to build the road?

A: Approximately 60 bridges are required, but it depends on the final route.

Q: There will be heavy trucks using the road, how do you factor that into the selection of the route?

A: Construction equipment is also heavy. The thickness of the embankment will be made to withstand that equipment along with the design loads of truck traffic. The road will also be 12 m wide and bridges / roads will be able to handle CL625 loading (the equivalent to 70 imperial tons / 71,123 kg).

Q: What will be the speed limit of the road?

A: The posted speed limit is 80 km/hr but is designed to 100 km/hr.

Q: How long is the road?

A: The road could be anywhere from 190 to 230 km, depending on the final selection.

Q: The engineers are worried about materials, but what about the time it takes to construct the road?

A: Time is a factor as well. Depending on the condition of the land (e.g., if we are building through swamp) you need more aggregate and more equipment and that can take more time to construct.

Q: What about maintenance (of Alternative 4 for Segment 2)?





A: Once the road is built in either option both will have similar maintenance elements. There may be additional maintenance with Alternative 4 on account of more peat sections that may settle, but after a period the footprint will settle less. Operations and maintenance would be more or less “consistent” between the two alternatives.

Q: How will salting of the road (for icy conditions) effect greenery around the road?

A: Salt is not typically used on gravel roads, but we can determine if there are studies on this for the Community Access Road. Dust suppressants with non-chloride products exist that would be encouraged for use on the gravel road to mitigate dust concerns.

Q: With respect to quarry disturbance, what kind of mitigation measures are there for runoff into the lake?

A: Quarries are not located in close proximity to lakes / rivers. Large buffer zones (distances) are encouraged. Quarries can fill up with water over time due to either groundwater percolation through fissures (cracks in the quarry floor and/or wall) or precipitation. In some cases, where deep enough, these abandoned sites have been stalked with fish. Piles of rock in the shape of a berm are left around the perimeter to prevent people/animals from accidentally entering the quarry.

Field Studies

Q: Have you seen any bats in the study areas?

A: Yes, we have 2 years of acoustic recordings that were made during the related field programs and we recorded bat activity in both years but maybe not in great abundance. There are less because of white nose syndrome (WNS) and not all species observed were Species at Risk.

C: We have not seen any on account of white nose syndrome and dying due to hibernation.

Q: Did you find any new animals during the field studies?

A: No unexpected species were observed that I am aware of, but we will be able to confirm that once the Existing Conditions Reports are finalized and shared in the summer of 2024.

Q: The noise from the road (that runs along the river) will disturb the fish because the noise traffic will be there all the time. How will this effect fish?

A: It is possible for there to be some disturbance, and this is the type of balance that needs to be struck between the natural sciences team and the engineering team. From a natural science perspective, we know that brook trout like areas where there is groundwater upwellings for spawning and we would want to avoid building in an area like that. But from an engineering perspective, areas adjacent to fish bearing watercourses, typically have materials needed for construction.

Q: Were there caribou sightings?

A: Yes, and we observed lots and moose as well. Thirty female caribou have been tracked for the past 2.5 years. The collars are programmed to fall off in February 2024. We have mapped nursery areas and





used aerial surveys to see where they congregate in the winter. All this data has been captured and will be added to the Existing Conditions Reports that will be available in summer 2024.

Q: How is the quality of the Albany River?

C: The water level seems low.

A: Yes, we've observed the low water levels as well.

C: You need to investigate whether we can drink the water in the Albany River. It seems beavers have altered the water quality.

C: In the 1970s the government allowed people to name lakes that they thought were unnamed. That's how Grassy Lake was renamed Teabeau Lake.

C: The road is going to change everything. Moose don't eat salt, down south the moose do and the meat doesn't taste the same.

C: We are always seeing animal trails and footprints along the (Albany) river. We would not want road activity to affect that.

Q: Are there any sensitive areas?

A (Chief Bruce Achneepineskum): Just west of the river crossing of Segment 2, Alternative 1 is a sensitive spawning area.

Community

Q: Will people be allowed to visit the community of MFFN?

A: One of the reasons for building the Community Access Road is to improve quality of life and access to the community by family and friends, and to increase economic opportunities.

C: I still haul water and cut wood. Everyone accepts you here in-community. It is a more laid-back lifestyle but we are pushed to live like the other lifestyle (referring to people in Thunder Bay).

C: The experts don't listen to us. As an example, when the engineer came to build the clinic we warned them about the site being wet, but they didn't listen and now the clinic is falling apart. You should listen to us; we have knowledge and experience on the land.

C: The government never consulted us about putting in dams (on the Albany); now look at the river. We didn't get many moose this year.

Engagement

Q: What is the benefit of coming here and listening to you?

A (MFFN CAR Community Member Advisor): The benefit is to learn about the Project from the western knowledge perspective and in return they can hear you and incorporate your feedback.





Job Opportunities, Training

Q: Will there be construction jobs for MFFN community members?

A: Jobs and training for MFFN members related to this Project will be the priority in the long run. The timing around training opportunities and next steps are not currently known, it is for a future planning stage.

Environmental Assessment Process

Q: What happens if the Project doesn't get approved?

A: Typically, an Environmental Assessment is not intended to stop a process, but to make it the best project it can be with as little impact as possible. If the regulators had issues, there would be a negotiation and ongoing conversations with regulators to make sure the Environmental Assessments are approved.

Q: Who is funding the Environmental Assessment / Impact Statement? Who will pay for construction and maintenance?

A: The government of Ontario is funding the current phase of the Project. We do not know right now if MFFN is the proponent for construction, but the province has said they want to fund it together with the federal government. If the federal government is not willing to contribute, the province will fund the whole Project.

Q: If a new government is elected, could that derail the Project?

A: There is bipartisan support for this Project. The Liberal and Conservative parties have supported the Project. NDP is the only government that we are unsure of.

Next Steps

The Community Access Road Team advised that further refinement of the route would be made to incorporate the feedback heard from MFFN community members and the Indigenous Knowledge program. Once these inputs are received, MFFN Chief and Council would be able to confirm the preferred route and achieve the next major milestone of the Community Access Road. Additionally, work on the draft EA/IS continues and a draft will be available in summer 2024. The MFFN community members were reminded that the public sessions for Public Information Centre #5 would take place on October 25 and October 26 in Thunder Bay and Geraldton respectively.



Subject: MFFN CAR - Changes to the Community Coordinator Program

Sent: 2024/11/07, 20:45:47

From: Angelis, Niki [Redacted]

To: [Redacted]

Cc: [Redacted]

Good afternoon Chief Bruce Achneepineskum,

This email is to update you on the capacity funding available to your community.

To ensure we support your community as we move into the review of the Draft Environmental Assessment / Impact Statement (EA / IS), we would like to offer **a one-time lumpsum capacity funding payment of \$ [Redacted]**. These funds are intended to support engagement in the Project; we believe that this approach will provide the flexibility to allocate the funds as you see fit and ensure that their use matches your needs.

If you so chose to, these funds could support your review and comment gathering on the Draft EA / IS by elders and / or youth, for example. During the review period of the Draft EA / IS the Project Team will continue to make themselves available to help support you upon request (e.g. with Project materials and information, and meetings as required).

If this capacity funding is of interest to you, please respond to this email before **February 28, 2025**, identifying which business entity the payment should be made to, and we will provide a funding agreement for your review.

Please let me know if you have any questions.

Sincerely,
Niki

Niki Angelis
Communication and Community Engagement

[Redacted]



[Redacted]

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Subject: MFFN CAR - Milestone 3 Report

Sent: 2024/11/28, 19:20:06

From: Angelis, Niki [Redacted]

To: [Redacted]

Good afternoon Chief Bruce Achneepineskum,

I hope this email finds you well.

The Milestone #3 Progress Report for the Marten Falls First Nation Community Access Road has been drafted and is ready for review.

The following link includes the Report and associated appendices to view or download for **Marten Falls First Nation** [Redacted]

The Milestone #3 Progress Report covers June 1, 2023, to July 31, 2024.

We welcome any edits or comments to your community-specific section by **February 14, 2025**, before the reports are incorporated into the Draft Record of Consultation.

We also kindly ask if you could let us know if you received this email and can view / download the documents successfully.

If you have any questions or comments about the Community Access Road, please reply to this email.

Sincerely,

Niki Angelis
Communication and Community Engagement

[Redacted]



[Redacted]

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Subject: RE: MFFN CAR - Community Capacity Funding

Sent: 2024/12/04, 23:22:36

From: Angelis, Niki [REDACTED]

To: [REDACTED]

Attachments: [REDACTED]

Good afternoon,

As a follow up to the below email regarding the Community Capacity Funding (\$ [REDACTED] lumpsum) available to Marten Falls First Nation, I have attached the funding agreement for your review and consideration.

I also wanted to provide a bit more detail on what the funding **could** be used for to support the Community's ability to engage on the Project. For instance the funding could be used to help with the Community's review of the Draft EA/IS, including costs related to:

- (a) securing meeting space,
- (b) rental or purchase of office and/or accessibility equipment;
- (c) office materials and incidentals;
- (d) compensating community members for their time to review and the provision of feedback; or
- (e) hiring of a community coordinator to facilitate the Community's review and organize the submission of feedback.

However this is just a guide; MFFN may allocate the funds as you see fit to ensure the funding matches your needs.

Additional information can be found in the attached document, but if you have any questions please feel welcome to contact me.

General Meetings coming up

I understand that there are a few MFFN General Meetings taking place this month in-community, in Thunder Bay and in Greenstone. If you require any information regarding the CAR, please let me know

Upcoming Opportunities for Engagement on the Community Access Road

The MFFN CAR Project Team are planning community engagement opportunities to take place in the new year. Below are activities we are planning - the dates to be confirmed shortly:

- Three- Road Forum in Thunder Bay (late January / Early February (dates to be confirmed)
- In-Community Meeting (date proposed for week of January 20 – to be confirmed)
- PIC #6 in Thunder Bay and Geraldton (late January / early February – to be confirmed).

Sincerely,
Niki

Niki Angelis
Communication and Community Engagement

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Community Capacity Funding Agreement

THIS COMMUNITY CAPACITY FUNDING AGREEMENT (“Agreement”) made as of the _____ day of _____, 202__.

BETWEEN:

OF THE FIRST PART

[Enter Name of Community]

[Enter Mailing Address]

Attention: [Enter Primary Contact Name]

Email: [Enter Primary Contract Email Address]

(hereinafter, the “Community”),

- AND -

OF THE SECOND PART

Marten Falls First Nation as represented by 2617482 Ontario Inc.

[Enter Mailing Address]

Attention: Qasim Saddique, Project Director

Email: [REDACTED]

(hereinafter, the “Project Team”),

- AND -

OF THE THIRD PART

AECOM Canada Ltd.

[Enter Mailing Address]

Attention: [Enter Contact Name]

Email: [Enter Primary Contract Email Address]

(hereinafter, “AECOM”),

(Each a “Party” and collectively the “Parties” to this Agreement)

RECITALS:

WHEREAS Marten Falls First Nation (“MFFN”) is a remote First Nation community in northern Ontario located at the junction of the Albany and Ogoki rivers, approximately 430 km northeast of Thunder Bay;

AND WHEREAS MFFN is currently only accessible by air and a winter road. Given the unreliability of the winter road, MFFN is proposing an all-season community access road (the “Project”) to connect MFFN to Ontario’s provincial highway network (i.e., Highway 643) to the south via the existing Painter Lake Road;

AND WHEREAS MFFN is represented by the Project Team to assist MFFN with a Provincial Environmental Assessment and Federal Impact Assessment (the “Draft EA/IS”) to assess the potential Project effects and benefits;

AND WHEREAS the Project Team would like to engage the Community for participation in a “Community Capacity

Funding Program” as set out in this Agreement so as to facilitate the review of the Draft EA/IS by the Community and the gathering of feedback where provided by the Community.

AND WHEREAS, through this Agreement, the Community has agreed to participate in the Community Capacity Funding Program.

AND WHEREAS the Parties agree that it is the Community’s responsibility to identify the use and allocation of the funds in connection with this Agreement for the purposes of reviewing the Draft EA/IS and, further, to have an opportunity to provide feedback at its discretion to AECOM and the Project Team (“**Funding Purpose**”).

AND WHEREAS, specific to this Agreement, the Project Team has retained AECOM for the sole purpose of making payment of the Capacity Funding (as defined below) to the Community at the direction of the Project Team as set out in this Agreement.

NOW THEREFORE THIS AGREEMENT WITNESSES that, for the good and valuable consideration set out herein, the Parties hereby agree as follows:

ARTICLE I: PAYMENT OF CAPACITY FUNDING

1.1 Lump Sum Payment. The Project Team agrees to pay the Community a one-time, lump sum payment of \$ [REDACTED] (“**Capacity Funding**”).

1.2 Schedule of Payment. Upon execution of this Agreement by all Parties, the Project Team hereby directs AECOM to pay the Community the Capacity Funding within 30 days of the execution of this Agreement by all Parties.

ARTICLE II: SCOPE OF CAPACITY FUNDING

2.1 Scope of Capacity Funding. The Capacity Funding is intended to support the Community's ability to engage on the Project in accordance with the Funding Purpose. The Capacity Funding may be used to facilitate the Funding Purpose by financially supporting the Community's review of the Draft EA/IS, including costs related to: (a) securing meeting space, (b) rental or purchase of office and/or accessibility equipment; (c) office materials and incidentals; (d) compensating community members for their time to review and the provision of feedback; or (e) hiring of a community coordinator to facilitate the Community's review and organize the submission of feedback.

2.2 Confirmation of Draft EA/IS Review and Provision of Feedback. The Community agrees that it shall review the Draft EA/IS and provide written confirmation of its completed review to AECOM and the Project Team. This written confirmation shall be provided by no later than 120 days following the Community’s receipt of the Draft EA/IS (“**Review Date**”). Additionally, the Community may provide feedback it obtains through the review process to AECOM and the Project Team at its sole discretion before the Review Date.

2.3 Voluntary Participation. The Community agrees that it is participating in the Community Capacity Funding Program voluntarily, without pressure, duress or inducement. As the Community Capacity Funding Program is being used to facilitate engagement with several First Nations across northern Ontario, it is acknowledged and agreed that the Capacity Funding is intended to support Community consultation and that neither the Project Team nor AECOM make any representations or warranties, express or implied, in relation to the sufficiency of the Capacity Funding to fully facilitate the Community’s engagement on Project, including the Funding Purpose as set out herein.

ARTICLE III: USE OF INFORMATION

3.1 Use of Information. The Project Team and AECOM may use the information gathered through the Community Capacity Funding Program and this Agreement for the purposes of incorporating the Community review

and feedback into finalizing the Provincial Environmental Assessment and Federal Impact Assessment of the Project. Further, AECOM and the Project Team may use the information to report on the Community Capacity Funding Program to the MFFN or any authority having jurisdiction, including on issues pertaining to specific Community consultation or First Nation consultation generally, in respect of the Project or any other reasonable use or purpose, including to comply with any legal obligations.

3.2 No Expectation of Confidentiality. There is no expectation of confidentiality associated with the Community Capacity Funding Program, including in relation to this Agreement, receipt of written confirmation of the Community's review and feedback, and the Capacity Funding.

ARTICLE IV: RELATIONSHIPS AMONGST PARTIES WITHIN COMMUNITY CAPACITY FUNDING PROGRAM

4.1 Role of AECOM. The Project Team and the Community confirm and agree that AECOM's only responsibility under this Agreement is to facilitate the payment of the Capacity Funding in accordance with Article I (Payment of Capacity Funding). The Project Team and Community acknowledge and agree that AECOM shall have no other obligations or requirements of any kind or nature whatsoever with respect to this Agreement. AECOM and the Project Team have no responsibility for, or control of, the Community or its personnel and AECOM and the Project Team will have no liability for any acts or omissions of the Community or its personnel. The Project Team and the Community agree and acknowledge that AECOM makes no representations, and shall have no responsibility, as to the completeness or sufficiency of the Community Capacity Funding Program or the Capacity Funding for any purpose, including the Funding Purpose. AECOM does not have responsibility regarding the treatment of Community's consultation or feedback by any authority having jurisdiction in relation to the Project.

4.2 Independence of Community. The Parties acknowledge and agree that the Community is not a consultant, subconsultant, contractor, subcontractor, employee, or advisor of AECOM or the Project Team. For greater certainty, this Agreement shall not be interpreted or construed to create an association, joint venture, agency relationship, vendor-client relationship or partnership between the Parties. It is understood and agreed that the Community's participation in the Community Capacity Funding Program does not represent the Community's position in relation to the Draft EA/IS in any way whatsoever and this Agreement shall not be interpreted or construed to represent a position by the Community in relation to the Draft EA/IS for any purpose.

ARTICLE V: GENERAL

5.1 Governing Law. This Agreement shall be governed by the laws of the Province of Ontario.

5.2 Entire Agreement. This Agreement (a) constitutes the entire agreement and understanding between the Parties with respect to the subject matter hereof and (b) supersedes all prior agreements, understandings, negotiations and discussions by or between the Parties pertaining to the subject matter of this Agreement. There are no warranties, representations or other agreements, whether oral or written, express or implied, collateral or otherwise, by or between the Parties pertaining to the subject matter of this Agreement except as set forth in this Agreement.

5.3 Assignment. No Party may assign this Agreement without the prior consent in writing of the other Parties.

5.4 Modification and Waiver. This Agreement may not be modified, amended or supplemented except by written agreement of the Parties. No act or omission by a Party, other than a written waiver, shall constitute a waiver of any provision of this Agreement. No waiver of any provision of this Agreement shall constitute a waiver of any other provision, nor shall any such waiver constitute a continuing waiver, unless otherwise specifically agreed in writing by the Parties.

5.5 Notice. All written notices required to be given in this Agreement must be in writing and must be delivered to each Party's representative at each Party's address first listed above. Notice may be given by (a) hand delivery; (b) email; or (c) registered mail. Notice by hand delivery or registered mail shall be effective on the day of delivery. Notice by email shall only be effective on the day of written responding confirmation of receipt (which, for certainty, does not include any automated replies from a recipient's email account.) Each Party's representative and address may be changed upon the delivery of written notice to the Parties.

5.6 Successors and Assigns. This Agreement shall be binding upon the Parties and shall continue in full force and effect in the event any Party is permitted to assign this Agreement or if there is any change in ownership, control or management of any Party.

5.7 Dispute Resolution. Upon the delivery of a written notice of a dispute arising out of or in connection with this Agreement by any Party, the Parties shall attempt to resolve such dispute, by structured negotiation, on a without prejudice basis, with the assistance of a mediator appointed by the Parties. If a dispute cannot be settled within a period of 30 days after such notice of dispute, or such longer period as may be agreed to by the Parties, the Parties shall be free to pursue any other procedures or remedies available to them, including arbitration or litigation, in an effort to finally resolve the dispute.

5.8 Interpretation. The recitals first listed above form an integral and essential part of this Agreement. Capitalized terms shall be given the meaning as first set out in this Agreement.

5.9 Severability. The invalidity or unenforceability of any provision of this Agreement will not affect the validity or enforceability of any other provision but this Agreement will be construed as if such invalid provision were omitted.

5.10 Counterparts, Signatures and Retention. This Agreement may be executed in one or more counterparts, each of which is an original, and which, taken together, shall constitute one and the same agreement. The signing of a facsimile copy or portable document format (PDF) copy of this Agreement and any amendments thereto shall have the same effect as the signing of an original. The retention of an electronic version of this Agreement is permitted and the subsequent production of an electronic version of this document shall be treated as if it was the production of an original signed copy.

[Remainder of page intentionally blank. Signature page follows.]

IN WITNESS WHEREOF the Parties hereto have executed this Agreement as of the day and year first written above.

[NAME OF COMMUNITY]

Per: _____
I/We have authority to bind the [name of
community].

Name: _____
Title: _____
Date: _____

Per: _____
I/We have authority to bind the [name of
community] .

Name: _____
Title: _____
Date: _____

Marten Falls First Nation as represented by 2617482 Ontario Inc.

Per: _____
I/We have authority to bind 2617482 Ontario
Inc. and the MFFN Project Team.

Name: _____
Title: _____
Date: _____

Per: _____
I/We have authority to bind the MFFN Project
Team.

Name: _____
Title: _____
Date: _____

AECOM Canada Ltd.

Per: _____
I/We have authority to bind AECOM Canada Ltd.

Name: _____
Title: _____
Date: _____

Per: _____
I/We have authority to bind the AECOM Canada
Ltd.

Name: _____
Title: _____
Date: _____

Subject: FW: MFFN CAR - End of Year Greetings

Sent: 2024/12/19, 20:24:05

From: Angelis, Niki [REDACTED]

To: [REDACTED]

Good afternoon Chief Bruce Achneepineskum,

As we approach the new year, we'd like to acknowledge the milestones achieved for the MFFN Community Access Road in 2024. In particular, we celebrated the selection of the final route for the Community Access Road. On August 26, 2024, Marten Falls First Nation Chief and Council signed a Band Council Resolution confirming the proposed final route.

We took part in multiple events this year, including hosting in-community meetings with Marten Falls First Nation in July and October and in-community meetings with Aroland First Nation in June and July. We also attended the Three-Road Projects Gathering and Expo in June. We extend a great thank you to everyone who attended and took part in these gatherings. Your collaboration has helped shape the future of the road.

Coming up in 2025, we are preparing for the release of the Draft Environmental Assessment / Impact Assessment. We look forward to receiving your insights on this document and are enthusiastic about what 2025 will hold for the Community Access Road.

The Community Access Road is more than infrastructure; it's about securing a better future for our people... It is not just a path to progress; it is a testament to our resilience, our vision for the future and our commitment to the well-being of our people. – Chief Bruce Achneepineskum, Marten Falls First Nation

Milestone #3 Progress Report Feedback

On November 28 / 29, 2024, we distributed your community specific Milestone #3 Progress Report. We welcome any edits or comments to your community-specific section which you may provide through email, telephone or by scheduling a meeting. **Please provide your community's feedback by February 14, 2025.**

Community Capacity Funding Agreement

In November, information was provided about the new Community Capacity Funding Program that offers a lumpsum payment of \$ [REDACTED] to help support engagement activities related to the Community Access Road and the review of the Draft EA / IS. The funding agreement was provided for your review. If you have any questions about the program or the agreement, please let me know.

Wishing you a warm holiday season.

Sincerely,
Niki

Niki Angelis
Communication and Community Engagement
[REDACTED]

Out of Office: Dec 23, 2024 – Jan 1, 2025



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Subject: MFFN Community Access Road Update

Sent: 2025/01/25, 01:48:46

From: Angelis, Niki [Redacted]

To: [Redacted]

Cc: [Redacted]

Hello Chief Bruce Achneepineskum

I hope this email finds you well.

The MFFN Community Access Road is progressing and the release of the Draft Environmental Assessment / Impact Statement report is approaching. We look forward to sharing the report with Marten Falls First Nation at upcoming events and meetings.

Community Capacity Funding Program

In November 2024, we introduced the Community Capacity Funding Program that issues a one-time lumpsum capacity funding payment of \$ [Redacted] to support your review and comment on the Draft EA / IS and followed up with the Capacity Funding Agreement for your review last month. Please let me know if you are still interested in taking part in this program or if you have any questions.

Milestone Progress Report #3

I also wanted to send a reminder of the **Milestone #3 Progress Report** that was sent on November 28, 2024. We welcome any edits or comments to your community-specific section which you may provide through email, telephone or by scheduling a meeting. If you have any feedback to share, please provide it by **February 14, 2025**.

Sincerely,
Niki

Niki Angelis
Communication and Community Engagement

[Redacted]



[Redacted]

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Subject: MFFN CAR – Draft Environmental Assessment / Impact Statement Open House for Marten Falls First Nation Community Members
Sent: 31-Jan-25, 12:50:04 AM
From: MFFN Community Access Road Project Team<info@martenfallsaccessroad.ca>
To: [Redacted]
Attachments: [Redacted]

Good afternoon,
You're invited to attend the Marten Falls First Nation Community Access Road Community Open House to review the Draft Environmental Assessment / Impact Statement before the official release.

There are two opportunities to participate:

Thunder Bay, Ontario	Marten Falls First Nation
Date: Tuesday, February 11, 2025 Time: 5:00 – 8:00 p.m. Location: Italian Cultural Centre 132 Algoma St S, Thunder Bay, ON P7B3B8 *Dinner served at 6:00 p.m.*	Date: Wednesday February 12, 2025 Time: 12:30 – 2:30 p.m. Location: Henry Coaster Memorial School – Gymnasium Marten Falls First Nation, ON *Lunch served at 1:00 p.m.*

Join us for an open house where you will be able to view a physical copy of the Draft Environmental Assessment / Impact Statement. Members of the MFFN Community Access Road Project Team will be available to guide you through the document and discuss the topics and issues that are important to you.

Everyone is welcome! Let's gather for a meal and celebrate this significant milestone for the Community. Door prizes will also be available.

Please feel welcome to share this email with family and friends. We also encourage you to share this information with fellow community members who do not have access to email or the internet. Please reach out if you have any questions. We look forward to seeing you!

Miigwetch,
Marten Falls First Nation Community Access Road Project Team

--
MFFN Community Access Road Project Team

Visit our website: [Redacted]
Follow us on Facebook: [Redacted]
Call us: [Redacted]
Email us: info@martenfallsaccessroad.ca



MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

February 2025 Meeting

Join us for a meeting on
the Community Access
Road!

What's Happening?

The MFFN Community Access Road Project Team is hosting an open house to review the Draft Environmental Assessment / Impact Statement for the MFFN Community Access Road before the official release.

In-Community Open House Wednesday, February 12, 2025

Henry Coaster Memorial School -
Gymnasium
Marten Falls First Nation, ON

12:30 to 2:30 p.m.

Lunch served at 1:00 p.m.



The meeting is open to all Marten Falls First Nation community members!

Let's gather for lunch and celebrate this significant milestone for the Community. Door prizes will also be available.

Please reach out if you have any questions. We look forward to seeing you!

Contact Information

Phone: [REDACTED] Email: info@martenfallsaccessroad.ca

Web: <http://www.martenfallsaccessroad.ca>

Follow us on Facebook: facebook.com/MFFNCommunityAccessRoadProject

Subject: Meeting Reminder: In-Community on February 12 - Note: Thunder Bay Meeting Cancelled
Sent: 10-Feb-25, 11:28:21 PM
From: MFFN Community Access Road Project Team<info@martenfallsaccessroad.ca>
Bcc: [Redacted]
Attachments: [Redacted]

Good afternoon,

This is a reminder that you're invited to attend the Marten Falls First Nation Community Access Road Community Open House to review the Draft Environmental Assessment / Impact Statement before the official release.

Thunder Bay Meeting Cancelled:
The meeting planned on February 11th in Thunder Bay has been cancelled due to a conflict with the Marten Falls First Nation General Meeting.

Community Access Road updates related to the release of the Draft Environmental Assessment / Impact Statement will be provided at the General Meeting in Thunder Bay.

The in-community session will occur on February 12th as planned.

Marten Falls First Nation
Date: Wednesday February 12, 2025
Time: 12:30 – 2:30 p.m.
Location: Henry Coaster Memorial School – Gymnasium Marten Falls First Nation, ON
Lunch served at 1:00 p.m.

Please feel welcome to share this email and attached poster with family and friends. We also encourage you to share this information with fellow community members who do not have access to email or the internet.

Please reach out if you have any questions. We look forward to seeing you!

Meegwetch,

Marten Falls First Nation Community Access Road Project Team

--
MFFN Community Access Road Project Team
Visit our website: [Redacted]
Follow us on Facebook: [Redacted]
Call us: [Redacted]
Email us: info@martenfallsaccessroad.ca



MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

February 2025 Meeting

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Please reach out if you have any questions. We look forward to seeing you!

Contact Information

Phone: [REDACTED] Email: info@martenfallsaccessroad.ca

Web: <http://www.martenfallsaccessroad.ca>

Follow us on Facebook: facebook.com/MFFNCommunityAccessRoadProject

Subject: MFFN Community Access Road - Updates and Funding Opportunities

Sent: 2025/02/28, 20:53:34

From: Angelis, Niki [REDACTED]

To: [REDACTED]

Cc: [REDACTED]

Good afternoon Chief Bruce and Councillors,

I hope this email finds you well.

MFFN CAR Draft Environmental Assessment / Impact Statement

As you are aware, the Draft Environmental Assessment / Impact Statement is now available for Indigenous community review. The information is available online [REDACTED] and a copy is available for in-person viewing in Thunder Bay, Ogoki and Geraldton as follows:

- Matawa Office: [REDACTED]
- Marten Falls First Nation Band Office, Ogoki Ontario
- Choose Life, [REDACTED]

All information pertaining to the Draft will come from a separate email account [REDACTED]. Please ensure you send your questions and comments on the Draft EA / IS to this email address, but you can also Cc me on these emails if you wish.

Community Capacity Funding Program

As you know, funding is available to help with the review of the Draft Environmental Assessment / Impact Statement. Please forward the signed agreement at your earliest convenience to initiate the transfer of funds.

As a reminder, the steps and information required are:

1. Please provide me with the following:

- a. First Nation Contact Information:
 - i. First Name:
 - ii. Last Name:
 - iii. Email Address:
 - iv. Phone Number:
- b. Void Cheque or Banking Letter for the account where the EFT will be sent
- c. A signed Copy Capacity Funding Agreement

Please let me know if you have any questions.

Sincerely,
Niki

Niki Angelis
Communication and Community Engagement

AECOM Delivering a better world

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Subject: Rescheduled Meeting Date! Join us to view the Draft Environmental Assessment / Impact Statement for the Community Access Road (Marten Falls members only)

Sent: 15-Feb-25, 4:36:55 AM

From: MFFN Community Access Road Project Team<info@martenfallsaccessroad.ca>

Bcc: [Redacted]

Good afternoon,

As a follow up to the February 11 meeting that was cancelled due to a conflict with the Annual General Meeting, we invite you **to join us on Wednesday February 19, 2025** for an opportunity to see the Draft Environmental Assessment / Impact Statement in person. This viewing is for members of Marten Falls First Nation only.

Meeting Details:

Date: Wednesday, February 19, 2025
Location: Valhalla Inn, Scandia Room
1 Valhalla Inn Road
Thunder Bay ON P7E 6J1
Time: 6:00 – 8:00 p.m.

Members of the MFFN Community Access Road Project Team will be available to guide you through the document and discuss the topics and issues that are important to you.

Please reach out if you have any questions. We look forward to seeing you!

Miigwetch,

Marten Falls First Nation Community Access Road Project Team

--

MFFN Community Access Road Project Team

Visit our website:

[Redacted]

Follow us on Facebook:

[Redacted]

Call us:

[Redacted]

Email us: info@martenfallsaccessroad.ca

Subject: MFFN CAR - Draft EA / IS Review and Upcoming Webinars

Sent: 2025/03/27, 23:31:30

From: Angelis, Niki [Redacted]

To: [Redacted]

Good afternoon Chief Bruce Achneepineskum and MFFN Councillors,

I hope this email finds you well.

As you know, the Draft Environmental Assessment / Impact Statement (EA / IS) is available for your review. In addition to hard copies available in Ogoki, Thunder Bay and Geraldton, the full document can also be downloaded here: [Redacted]. Please submit questions and or feedback directly to the Draft EA / IS review team here: [Redacted]

To help with your review of the Draft EA / IS, **Community Capacity Funding** of \$ [Redacted] is available to you. If you are still interested in these funds, please return the signed agreement with a void cheque so that I can initiate the transfer. If you have any additional questions about the program please contact me.

Upcoming Webinars

In April and May, we will host webinars on identified project effects and proposed mitigation measures for Land, Water and People. Keep an eye out for a registration email from info@martenfallsaccessroad.ca!

Sincerely,
Niki

Niki Angelis
Communication and Community Engagement

[Redacted]



[Redacted]

aecom.com | [LinkedIn](#) | [Twitter](#) | [Facebook](#) | [Instagram](#)

Subject: MFFN CAR - Upcoming Engagement Activities

Sent: 5/2/2025, 4:55 PM

From: Angelis, Niki [Redacted]

To: [Redacted]

Cc: [Redacted]

Good afternoon Chief Bruce Achneepineskum and Councillors,

I hope this email finds you well. Below is some news on upcoming engagement opportunities related to the Community Access Road.

Upcoming Webinars

Our Draft EA / IS webinar series starts next week!

The first in this series is **Community Well-Being**, held on Tuesday, May 6, 2025, at 4:00 p.m. EST. **Register now by following this link:** https://us06web.zoom.us/webinar/register/WN_vpqexWmeRpalobu3qIkAsA

You can also register for the upcoming webinars:

- **Land: Ungulates (Mooz / Moose and Atik / Caribou) - Thursday, May 8 - [Register Here](#)**
- **Water: Fish and Fish Habitat - Thursday, May 22 - [Register Here](#)**
- **People: Land and Resource Use - Thursday, June 5 - [Register Here](#)**

Public Information Centre #6 – Save the Date!

We will be hosting Public Information Centre #6 on Monday, May 26, 2025, and Thursday, May 29, 2025, in Thunder Bay and Geraldton, respectively. The first hour of each PIC is dedicated to Indigenous community members.

For more information, visit [Redacted] and keep an eye out for updates from info@martenfallsaccessroad.ca.

Draft Environmental Assessment / Impact Statement

The Draft Environmental Assessment / Impact Statement is available for your review. In addition to hard copies that were mailed out, the full document can also be downloaded here: [Redacted]. Just a reminder that the Community Well-Being Report was updated to the website on April 18 and is also available for review.

We are halfway through the review process of the Draft! Please submit questions and or feedback directly to the Draft EA / IS review team here: [Redacted] by June 23, 2025

Sincerely,
Niki

Niki Angelis
Communication and Community Engagement

[Redacted]



[Redacted]

aecom.com | [LinkedIn](#) | [Twitter](#) | [Facebook](#) | [Instagram](#)

From: Angelis, Niki
Sent: June 13, 2025 12:21 PM
To: [Redacted]

Cc: [Redacted]
Subject: MFFN CAR - Aboriginal and / or Treaty Rights and Interests: DRAFT Impact Assessment Report

Dear Chief Bruce Achneepineskum and Marten Falls First Nation Council Members,

As part of our ongoing collaboration on the Marten Falls First Nation Community Access Road, we're sharing your community specific **Draft Aboriginal and / or Treaty Rights and Interests: Draft Impact Assessment Report** (Draft Report) for your review and feedback.

This Draft Report includes information from publicly available sources, as well as any Indigenous Knowledge Reports we received before January 2025. It outlines the assessment process for Aboriginal and / or Treaty Rights and Interests related to the Community Access Road, and it focuses specifically on your community.

Please use the following link to access and download your Aboriginal and / or Treaty Rights and Interests: Draft Impact Assessment Report for the Community Access Road:

- **Marten Falls First Nation - Google Drive**

The review period for this Draft Report is 90 calendar days. If your community has comments, questions, additional Indigenous Knowledge or details about important sites, areas, or resources—and how often they're used—that could better inform this report we'd appreciate you sharing that with us. Your input will help us refine the potential effects to your Draft Report. A final version of this report will be provided to you.

If we don't hear back with new information by **September 11, 2025** the report will be finalized.

We would be very pleased to meet with you to review the Draft Report, answer any questions you may have, or have a discussion on the assessment process.

Kind regards,

Niki Angelis
Communication and Community Engagement

aecom.com [LinkedIn](#) | [Twitter](#) | [Facebook](#) | [Instagram](#)

AECOM Canada celebrates 114 years in Canada delivering our most iconic infrastructure projects.



From: Angelis, Niki
Sent: June 13, 2025 12:21 PM
To: [Redacted]

Cc: [Redacted]
Subject: MFFN CAR - Aboriginal and / or Treaty Rights and Interests: DRAFT Impact Assessment Report

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Kind regards,

Niki Angelis
Communication and Community Engagement

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Subject: Marten Falls First Nation Community Access Road - May 9, 2025 Community Well-Being Meeting Minutes
Sent: 6/16/2025, 11:12:37 AM
From: Ratajczak, Gabbie [REDACTED]
To: Paul Capon; Peter Moses; Lindsey Jupp
Attachments: [REDACTED]

Hello Paul, Peter and Lindsey,

I hope this finds you well.

Attached are the meeting minutes from the virtual meeting held on May 9, 2025, between Matawa First Nations Management and Marten Falls Community Access Road Project Team and Consultants.

Please let me know if you have any questions. I am happy to connect again to discuss the Community Access Road should you require any more information.

Warm regards,
Gabbie

Gabbie Ratajczak
she/her

Communications and Community Engagement Specialist, Environment Business Line
[REDACTED]

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MARTEN FALLS FIRST NATION ALL SEASON COMMUNITY ACCESS ROAD

Project Name: Marten Falls First Nation (MFFN) All Season Community Access Road (CAR)

Date of Meeting: May 9, 2025
Time: 2:00 – 3:00 pm EST

Attendees: Paul Capon, Matawa First Nations Management
Lindsey Jupp, Matawa First Nations Management
Peter Moses, Matawa First Nations Management
Jennifer Bruin, MFFN CAR Project Team
Bob Baxter, MFFN Community Member Advisor
Nadia Baker, MFFN CAR Project Consultant
Victoria Anderson, MFFN CAR Project Consultant
Tatianna Brierley, MFFN CAR Project Consultant
Crista Gladstone, MFFN CAR Project Consultant
Gabbie Ratajczak, MFFN CAR Project Consultant

Project #: 60593122
Location: Virtual, MS Teams

Prepared By: Gabbie Ratajczak (MFFN CAR Project Consultant)

Absent:

Regarding: MFFN CAR Overview on the Draft Environmental Assessment / Impact Statement Community Well-Being Report

Notes of Meeting

Meeting Summary

The Marten Falls First Nation (MFFN) Community Access Road (CAR) Project Team (the Project Team) and representatives of Matawa First Nations Management (MFNM) met to discuss the Community Well-Being Technical Report, part of the MFFN CAR Draft Environmental Assessment (EA) / Impact Statement (IS).

The meeting started with introductions from the Project Team, followed by a presentation by MFFN CAR Project Consultants. There was an opportunity for discussion and questions throughout the meeting. An MFFN CAR Project Consultant (Project Consultant) also shared final route maps with MFNM. A summary of comments, questions and action items are captured below.

The following materials were made available to MFNM immediately following the meeting:

- MFFN CAR Matawa Meeting – Community Well-Being PowerPoint Presentation

The following action items were identified during the meeting:





Meeting Summary

- **Action:** MFFN CAR Project Consultant to send link to the Building the CAR webinar (complete).

Item #	Topic / Theme	Comments / Questions	Response / Action Items
1	General Project	<ul style="list-style-type: none"> • MFNM references a Chief's resolution dating 20 years back supporting the CAR. 	<ul style="list-style-type: none"> • The comment was acknowledged.
2	General Project	<ul style="list-style-type: none"> • MFNM expressed interest in road routing and requested access to the webinar. 	<ul style="list-style-type: none"> • Action: MFFN CAR Project Consultant to send link to the Building the CAR webinar.
3	Socio-Community	<ul style="list-style-type: none"> • MFNM emphasized that Community Well-Being is central—housing, jobs and economic development are top concerns. 	<ul style="list-style-type: none"> • The comment was acknowledged. These themes are being prioritized in the report, with a focus on long-term community well-being and equity.
4	Consultation Methods	<ul style="list-style-type: none"> • MFNM asked if the team would present in other communities and acknowledged the Community Well-Being webinar purpose in educating the community. 	<ul style="list-style-type: none"> • The Project Team is open to in-community presentations and sharing summary documents.
5	Education and Training	<ul style="list-style-type: none"> • MFNM raised concerns about community awareness of provincial road regulations and driver licensing. 	<ul style="list-style-type: none"> • The Project Consultant noted licensing requirements are addressed in the reports. Training programs are being considered, including support for members to obtain driver's licenses through direct financial assistance.





MARTEN FALLS FIRST NATION ALL SEASON COMMUNITY ACCESS ROAD

Item #	Topic / Theme	Comments / Questions	Response / Action Items
6	Aboriginal and Treaty Rights, Lands, Territory and Title	<ul style="list-style-type: none"> MFNM and the MFFN Community Member Advisor discussed historical inequalities in land access and the risk of increased recreational use infringing on Aboriginal Rights, especially when it came to cottage rights. 	<ul style="list-style-type: none"> The Final EA / IS report will continue to address these concerns, including the need for land stewardship and protection of Aboriginal rights.
7	Mineral Mining	<ul style="list-style-type: none"> MFNM raised concerns about policy changes (e.g., Mining Act) undermining Treaty rights. 	<ul style="list-style-type: none"> The Project Consultant emphasized the importance of MFFN leading the narrative.
8	Economy, Human Health, Socio-Community	<ul style="list-style-type: none"> MFNM highlighted the need for on-reserve housing, a housing authority, training centres and equity investment. Suggested converting work camps into housing and creating First Nations-owned companies (e.g., aggregates, logistics). Mental health, paramedic services and treatment options were identified as critical. Paul Capon and Long Lake #58 First Nation Chief Judy had spoken on a separate occasion and emphasized the need for a First Nations taxation regime and sustainable funding. Financial literacy, opportunities for investment and bank operation efficiency were also identified as areas to explore economic development. 	<ul style="list-style-type: none"> The Project Consultants agreed, adding that these ideas align with mitigation strategies and long-term sustainability goals. The establishment of a housing authority, supporting financial literacy and equity investment mechanisms are all steps in the right direction. Paramedic services will be incorporated into mitigation planning. The Final EA / IS will consider land-based healing treatment options and maternal, youth and elder wellness programs. The Project Consultant confirmed taxation will be explored further and include recommendations for a self-government mechanism to oversee long-term sustainability.
9	Access	<ul style="list-style-type: none"> MFNM commented that economic development could include ownership of the management company that will build the road and ownership of the 	<ul style="list-style-type: none"> Ownership and operation of the road have not yet been identified, however, discussions on these topics are ongoing.





MARTEN FALLS FIRST NATION
ALL SEASON COMMUNITY ACCESS ROAD

Item #	Topic / Theme	Comments / Questions	Response / Action Items
		maintenance company who will operate the road.	
10	Crossing Structure (Bridges and Culverts)	<ul style="list-style-type: none"> Matawa First Nations Management asked if there be a bridge or barge over the Albany River? 	<ul style="list-style-type: none"> The Project Consultant confirmed a permanent crossing is planned. The MFFN Community Member Advisor explained the location was chosen for its narrow width and cultural considerations.
11	Fish and Fish Habitat, Wildlife	<ul style="list-style-type: none"> Paul Capon described a need for a First Nations Fish and Wildlife Services to manage planning, monitoring and enforcement. Traditional harvesting income programs and cultural signage are also needed. 	<ul style="list-style-type: none"> These elements will be integrated into environmental planning and monitoring strategies to ensure cultural and ecological sustainability.
12	Human Health, Country/Traditional Foods	<ul style="list-style-type: none"> Warehouse, food preparation and distribution infrastructure (e.g., community kitchens) are needed to support food access. 	<ul style="list-style-type: none"> The Final EA / IS report will include recommendations for community kitchens and food logistics infrastructure to support local food security.
13	Provincial Government Involvement	<ul style="list-style-type: none"> MFNM asked who will provide the funding for these services (will it be the contractor, owner, companies, governments, etc.)? 	<ul style="list-style-type: none"> The services related to the MFFN CAR will be funded by the Ontario provincial government.
14	Indigenous Knowledge and Land Use	<ul style="list-style-type: none"> MFNM made a recommendation to consider wider nation-building resources as needed with a recognized self-government mechanism to oversee this process. 	<ul style="list-style-type: none"> The comment was acknowledged.

**Post-meeting Notes are included above. Although the information referenced in the Post-meeting Notes was not explicitly discussed during the meeting, the intent is to include additional related information to improve information sharing and progress the discussion with Matawa First Nations Management.*





MARTEN FALLS FIRST NATION
ALL SEASON COMMUNITY ACCESS ROAD

Any errors or omissions please contact Gabbie Ratajczak within 2 weeks of distribution. Finalized meeting minutes will be included in the public Record of Consultation.



Subject: MFFN CAR - February MFFN Community Meetings Summary
Sent: 6/17/2025, 3:03:54 PM
From: Angelis, Niki [Redacted]
To: [Redacted]
Cc: [Redacted]
Attachments: [Redacted]

Good afternoon Chief Bruce Achneepineskum and Councillors,

For your records and reference, attached please find the Summary from the meetings held on February 12 in Ogoki and on February 19 in Thunder Bay.

Please let me know if you have any comments or edits.

Sincerely,

Niki Angelis
Communication and Community Engagement
[Redacted]



[Redacted]

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Marten Falls First Nation Community Access Road MFFN Community Members-Only Meeting February 12 and February 19, 2025 Summary Report

This summary report has been prepared to provide an overview of the Marten Falls First Nation (MFFN) community members meetings held in Ogoki and Thunder Bay, Ontario.

Timing and Location

Henry Coaster Memorial School Ogoki, Ontario February 12, 2025 12:30 p.m. – 2:30 p.m.	Valhalla Inn Thunder Bay, Ontario February 19, 2025 6:00 p.m. – 8:00 p.m.
--	--

Introduction / Purpose

Two meetings were hosted for MFFN community membership to deliver the Draft Environmental Assessment / Impact Statement (EA / IS). The gatherings provided an opportunity for MFFN Community members to view the Draft EA / IS in person, speak with the Project Team members and ask questions about the process and information available. Attendees were also provided with Assessment Summary Packages that included:

- A letter from Chief Bruce Achneepineskum;
- Executive summary;
- Technical discipline plain language summaries;
- A USB drive with the contents of the Draft EA / IS including the Technical Summaries was also available upon request;
- Maps; and
- Other supporting information.

Format and Attendance

The meeting in Ogoki was structured as an Open House / drop-in session and included lunch and door prizes. The Thunder Bay meeting included a presentation and open discussion period, dinner and door prizes.

Attendance

Approximately **6 individuals** attended the community meeting in Ogoki on February 12, 2024 and **19 individuals** attended the meeting in Thunder Bay on February 19, 2025.



Due to a conflicting event in Ogoki, attendance to the in-community meeting was low. Community members attended briefly but did not stay to engage in discussions. Project Team members shared:

- general information on the CAR;
- the Draft EA / IS process;
- what is included in the Draft EA/IS;
- review timeline; and
- Assessment Summary packages containing Plain Language Summaries to all attendees.

The original plan was for the Project Team to host a meeting in Thunder Bay on February 11 for MFFN members and share with them the release of the Draft EA/IS. However, due to a conflict with the MFFN Annual General Meeting planned on the same day, the Thunder Bay meeting was rescheduled to February 19 with a shorter notification period.

Meeting Materials

The following printed materials were made available to attendees:

- The Draft EA / IS
- Assessment Summary Packages;
- Presentation; and
- Map of the Preferred Route.

The Draft EA / IS and remaining Assessment Summary packages were delivered to various locations following the meeting to provide members with access to the Draft EA / IS for in-person viewing. The locations include:

- Matawa Office: 233 Court Street S., 2nd Floor, Thunder Bay Ontario
- Marten Falls First Nation Band Office, Ogoki Ontario
- Choose Life, 404 Main Street, Unit D, Geraldton Ontario

All engagement materials shared at the community meetings except for the Draft EA / IS are included in **Appendix A**. The Draft EA / IS materials can be downloaded from the project website:



Highlights of Participant Feedback

Attendees were encouraged to share their questions. Comments and concerns during the meeting presentation and one-on-one. Key themes and items of interest raised by the attendees are included below.



Road Construction, Design and the Preferred Route

There were comments and questions about how the Preferred Route was determined and why the winter road was not followed. The Project Consultant explained that there were four route alternatives under consideration and two were near the existing winter road. From a technical standpoint, those routes were challenging to construct. From a Community standpoint, the Project Team was advised that members did not want a road to come in through MFFN from the south. As a result these two routes were removed. The Project Consultant continued to explain how the Preferred Route recommendation was determined with MFFN Community member feedback and input from Aroland First Nation particularly for Segment 1 and Segment 2.

A community member pointed out on the map (near Segment 1) where they have a trapline and asked what would happen if there were any damage / impacts on it. The Project Consultant explained that they do not currently know who the owner / operator of the road will be and cannot comment on who would be responsible for compensation. However, if there is an impact on traplines, there is a standard process to start a claim, and it would require the trapline holder to prove that there is an impact to the business.

A community member asked who decides where the work camps go. The Project Consultant explained that the locations on the map represent their best educated guess. When proposing camp locations it is important to ensure that camps are close to the areas where construction is taking place, but also in a suitable spot that will have the smallest footprint possible. The camps on the map are proposed and may change as more information comes in and more detailed design work is conducted. The Project Consultant encouraged participants to share information on proposed location they thought were not suitable, as the Project Team wants to hear community members opinions.

Schedule

A community member asked about the next steps and when construction can be expected to start.

The Project Consultant described the general timelines associated with the release of the Draft EA / IS, review period and release of the Final EA / IS. They also expressed the hope that comments and feedback will be received during the 120-day review process to inform the Final EA / IS. The Final EA / IS will be submitted to the provincial and federal governments where they will have a year to issue their decision on whether the Community Access Road can proceed. MFFN will also need to ask for other permits (like those related to quarries and aggregate sites), conduct a detailed design and get tender packages out for construction companies. It could be 2-3 years before there are shovels in the ground. As detailed design unfolds, there is work that can get started once approvals are in place. This includes clearing and grubbing and there are decisions for the Community to consider, for example options around burning or salvaging cleared materials for household fuel and the potential for timber / sawmill operations.



MARTEN FALLS FIRST NATION ALL SEASON COMMUNITY ACCESS ROAD

The key next steps for the Community Access Road: submit application for remaining approvals, obtaining approvals, detailed design, clearing and grubbing work, quarry and aggregate sites and road and bridge construction.

Consultation

A community member asked about the impact feedback from other Indigenous Communities have on the Community Access Road.

The Project consultant explained that they hope to be able to hear from the 22 Indigenous Communities during the Draft EA / IS Review period and address their questions and concerns. The intent is to address many of those concerns through the Draft EA / IS and the proposed mitigation measures and that any leftover or residual effects can be managed during the long-term use of the road. The commitments made during this process will still be honoured even if MFFN is not the entity responsible for maintaining the road.

Next Steps

The next few months will be focused on receiving comments and feedback on the Draft EA / IS, of which MFFN members will have 120-days to review. Public Information Centre #6 will be planned for early spring and held in both Thunder Bay and Geraldton, Ontario expected in early 2025.

**Post meeting note: during the Thunder Bay session, the Draft EA / IS schedule presented showed an incorrect date for the Final EA / IS as Winter 2025. The date for the Final submission of the EA / IS is expected mid-late 2026.*

Subject: Marten Falls First Nation Community Access Road - June 2025 Update
Sent: 6/26/2025, 3:00:24 PM
From: Ratajczak, Gabbie [REDACTED]
To: Paul Capon
Cc: Peter Moses; Lindsey Jupp; [REDACTED]; Alanna McKenzie

Dear Paul Capon,

I hope this finds you well.

Please find an update of the upcoming activities occurring regarding the Community Access Road below:

- **Draft Environmental Assessment / Impact Statement Review Period Complete!**
 - The review period for the Draft Environmental Assessment / Impact statement officially closed on June 23, 2025. We value the meeting that occurred between Matawa First Nations Management and the Community Access Road Project Team. We will ensure to consider your comments in the Final Environmental Assessment / Impact Statement, which will be submitted to the federal and provincial governments for review in mid to late 2026.
- **Public Information Centre #6**
 - Public Information Centre #6 was held on May 26 and 29, 2025, in Thunder Bay and Geraldton, respectively. Thank you to all those who were able to attend the meetings in person. You may review the materials on our website: [REDACTED]
- **Coming Up...**
 - The Draft Record of Consultation and Engagement for Indigenous Communities will be released in Fall 2025. Keep an eye out for the report to be sent to your community! Ways to provide feedback will be included.

Warm regards,

Gabbie

Gabbie Ratajczak
she/her

Communications and Community Engagement Specialist, Environment Business Line
[REDACTED]

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Subject: MFFN Community Access Road - Latest Updates
Sent: 6/27/2025, 12:12:27 PM
From: Angelis, Niki [Redacted]
To: [Redacted]

Good afternoon,

I hope this email finds you well. Below please find the latest updates on the Community Access Road.

Draft Environmental Assessment / Impact Statement Review Period Complete!

The review period for the Draft Environmental Assessment / Impact statement officially closed on June 23, 2025. We sincerely value all the feedback provided through this process. Input on the Draft Environmental Assessment / Impact Statement is important to us and will help inform the preparation of the Final Environmental Assessment / Impact Statement that will be submitted to the federal and provincial governments for review in mid to late 2026.

If you have questions or if you would like to schedule a meeting to discuss, please contact us.

MFFN Member Community Meetings

On May 27 and 28, 2025, Community Member meetings were held in Thunder Bay and Ogoki respectively. Thank you for all who were able to attend. The meeting was a great opportunity for Community Members to learn more about the Draft Environmental Assessment / Impact Statement; Community Well-Being, Cumulative Effects. The Country Foods Program and the Water Sampling Program was also a success. We look forward to sharing the results of those programs once they are available.

Public Information Centre #6

Public Information Centre #6 was held on May 26 and 29, 2025, in Thunder Bay and Geraldton, respectively. Thank you to all those who were able to attend the meetings in person. You may review the materials on our website:
[Redacted]

Coming Up...

The Draft Record of Consultation and Engagement for Indigenous Communities will be released in Fall 2025. Keep an eye out for the report to be sent to your community! Ways to provide feedback will be included.

Sincerely,
Niki

Niki Angelis
Communication and Community Engagement
[Redacted]



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AECOM Canada celebrates 114 years in Canada delivering our most iconic infrastructure projects.

Subject: MFFN Community Access Road - Latest Updates

Sent: 7/30/2025, 7:21:37 AM

From: Angelis, Niki [Redacted]

To: [Redacted]

Good morning,

I hope this email finds you well.

Further to the monthly e-blast, field programs are starting up again! Field programs to support the Preliminary Design and future permitting for the MFFN CAR will commence this summer and into the fall. The following three field programs are included in the Summer / Fall 2025 Field Notice: Stage 2 Archaeological Assessment, Groundwater Well Decommissioning and Geotechnical Investigation. For more information, read the full field notice here:

[Redacted]

I would also like to remind you that your community specific **Draft Aboriginal and / or Treaty Rights and Interests: Draft Impact Assessment Report** (Draft Report) was sent on July 10, 2025 for your review and feedback. You may use the following link to access and download your Draft Report:

- [Redacted]

The review period for this report is 90 calendar days. Please submit any comments, questions, additional Indigenous Knowledge or details about important sites, areas or resources through email. If we don't hear back with new information by **September 11, 2025** the report will be finalized.

Sincerely,
Niki

Niki Angelis
Communication and Community Engagement
Mobile: [Redacted]



[Redacted]

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AECOM Canada celebrates 114 years in Canada delivering our most iconic infrastructure projects.

Subject: MFFN Community Access Road - Latest Updates

Sent: 8/28/2025, 7:58:30 AM

From: Angelis, Niki [Redacted]

To: [Redacted]

Good morning,

I hope this email finds you well.

As part of the Environmental Assessment / Impact Assessment for the Community Access Road, we are looking closely at how different activities—past, present and future—may combine to affect the land, water, animals and people. This includes considering how the Community Access Road might interact with other projects happening in the same area or at the same time. By looking at the bigger picture, we aim to better understand the full impact of the Community Access Road on the environment and the Community.

To watch our latest video, click here: [Redacted]

Draft Aboriginal and / or Treaty Rights and Interests: Draft Impact Assessment Report

I would also like to remind you that your community specific Draft Aboriginal and / or Treaty Rights and Interests: Draft Impact Assessment Report (Draft Report) was sent on July 10, 2025 for your review and feedback. You may use the following link to access and download your Draft Report:

- [Redacted]

The review period for this report is 90 calendar days. Please submit any comments, questions, additional Indigenous Knowledge or details about important sites, areas or resources through email. If we don't hear back with new information by **September 11, 2025** the report will be finalized.

Sincerely,
Niki

Niki Angelis
Communication and Community Engagement
Mobile: + [Redacted]

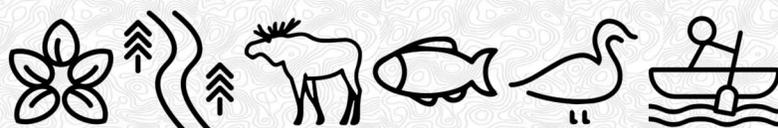


[Redacted]

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AECOM Canada celebrates 114 years in Canada delivering our most iconic infrastructure projects.

B13.2 Incoming Community Specific Correspondence



From: Bruce Achneepineskum [REDACTED]
Sent: August 8, 2024 4:35 PM
To: MFFN Community Access Road Project Team
Subject: Updates required

We need updates !

Idk but former manager of local store Adewegamik Craig is not employed

Bruce Achneepineskum Chief Marten Falls FN

From: rob moonias [REDACTED]
Sent: August 8, 2024 7:52 AM
To: [REDACTED]
Subject: Adawegamik

Hello please update the adawegamik store or remove that article from the website.
Sent from my iPhone

From: Bruce Achneepineskum [REDACTED]

Sent: Friday, September 27, 2024 8:36 PM

To: Angelis, Niki [REDACTED]

[REDACTED] Lawrence Baxter

[REDACTED] Bob Baxter

[REDACTED] Bob Baxter

Cc: [REDACTED]

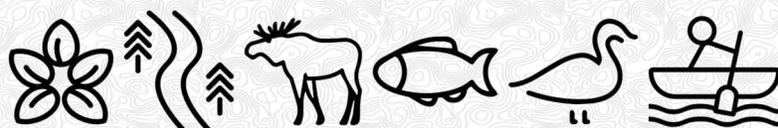
Subject: RE: MFFN CAR - Ways to get involved

Thanks for this posting on the part time position . As part of consultation the EA should have a up to date membership database. I am aware there is one but MFFN Chief and Council has never accessed it for sending out notices and letters. This would be a real benefit to our council if the database could be updated asap by our team and have a contact person so we can also distribute notices and letters . I understand there is privacy issues but there should be a way to do this distribution.

From: Robert Moonias [REDACTED]
Sent: December 4, 2024 3:22 PM
To: Angelis, Niki [REDACTED]
Subject: RE: MFFN CAR - Changes to the Community Coordinator Program

Hello good afternoon thank you for this =, catching o up on email, will these funds be available for travel and accommodation for council members

B13.3 Community Specific Meeting Materials





Marten Falls First Nation (MFFN) Community Access Road MFFN Community Members-Only Meeting October 15, 2024 Summary Report

This summary report has been prepared to provide an overview of the MFFN community members meeting on October 15, 2024, in Thunder Bay.

Timing and Location

Best Western Nor'Wester
Thunder Bay, Ontario
October 15, 2024
5:00 p.m. – 8:00 p.m.

Introduction / Purpose

A meeting was hosted for MFFN community membership to discuss the latest updates on the Community Access Road. The meeting provided information and updates on:

- What we have heard from the last community meeting (July 2024), and how feedback is being considered and / or incorporated;
- Constructing the road including design details and timelines;
- The final route;
- Information on the road connecting the Community Access Road into Marten Falls First Nation;
- Draft Environmental Assessment / Impact Statement (EA / IS) review process;
- Socio-community studies and the MFFN socio-economic survey results;
- Potential effects and mitigations measures;
- Offsetting activities;
- Climate change challenges for the Community Access Road and impacts to the community;
- Provincial government updates; and
- Next steps and future opportunities to get involved.

A second meeting was planned in Marten Falls for October 17, 2024, from 1:00 – 4:00 p.m. at the Henry Coaster Memorial School. Due to unforeseen circumstances in the community the meeting was cancelled.

Meeting Promotion

A formal notice of the community meetings was emailed to MFFN Chief and Council and community members on October 2, 2024, and a reminder email was sent on October 9, 2024. The notice was posted on the private MFFN and the Ogoki Post Bulletin Facebook pages on October 8, 14, 15, 2024. Posters



were also placed at the health centre, band office and choose life building in MFFN. A copy of the notice is provided in **Appendix A**.

Format and Attendance

The community meetings were held in an open house format and featured a brief presentation by the MFFN Community Access Road Project Team (the Project Team). Display boards and information booths were set up around the room and featured content related to what we heard from previous meetings, constructing the road, the Draft EA / IS review process, socio-community studies, potential effects and mitigations, offsetting activities and climate change. Attendees were provided with a “passport” and encouraged to visit each booth and receive a stamp after engaging in conversation with Project Team members and Consultants or reviewing the materials. The passport is available in **Appendix B**.

Paul MacInnis from the Ministry of Mines was present at the meeting and hosted an independent information booth.

A sharing circle with MFFN CAR Community Coordinator Rowena Moonias was organized for women and youth as an opportunity to share their unique perspective, questions, concerns and feedback on the Community Access Road as it relates to the potential impacts on their way of life. The sharing circle was scheduled to take place during the community meetings in a separate part of the meeting room. A poster was made and distributed by MFFN’s Community Coordinator on Tuesday, October 9, 2024 with a note stating that compensation will be provided to participants for their time. No participants signed up to take part in the sharing circle.

Attendance

Approximately **16 individuals** attended the community meeting in Thunder Bay on October 15, 2024.

Meeting Materials

The following printed materials were made available to attendees:

- Construction and economics handout;
- Draft EA / IS report information sheet;
- Revised Aboriginal Treaty and / or Rights and Interests study areas update memo;
- Socio-community handout;
- Potential effects and mitigations handouts;
- Offsetting information handout;
- Feedback form; and
- Map of the Final Route.



All engagement materials shared at the community meetings are included in **Appendix B**.

Highlights of Participant Feedback

Attendees were encouraged to share their feedback, concerns and pose questions throughout the meeting or provide them in writing using the available feedback form. Key themes and items of interest raised by the attendees are included below. Six (6) participants completed the feedback form that was available at the meeting. The feedback forms are available in **Appendix B**.

Socio-Community and Human Health

There was specific interest in learning more about topics relating to housing, accommodation, access, human health and safety. Areas of interest discussed included:

- Controlling access to and from the community once the road is built;
- Housing and accommodation options for community members working during the construction phase; and
- Health and safety of community members.

Feedback provided through the feedback form expressed concern for the overall health and safety of community members, specifically relating to missing and murdered Indigenous women and sex trafficking.

Climate Change

There were general comments and concerns about climate change, which included:

- Observations were noted about the rivers and waters being too shallow for fish and fish habitat;
- How climate change will affect or has affected wildlife; and
- Speculation on the impact of climate change.

One community member noted that they have experienced less rain and snow and overall drier rivers.

A senior community member advisor also noted a change in species while trapping. They observed that from trapping previously and what was heard among other trappers, there is an overall decline of what is trapped, except for martens.

Road Construction, Design and the Final Route

There were comments and questions about the design, operation and maintenance of the MFFN Community Access Road. Specifically, community members were interested in the water crossings, bridges and employment opportunities during construction.

The Project Consultant was asked about the height of the bridges and shared that they would be tall enough to handle boats crossing underneath.

Another community member expressed concern for where the road crosses the Albany River, noting there are a lot of fish (sturgeon specifically), staging areas, geese and potential for graves at Caviar Lake



by the crossing and believed the crossing should be moved. A Project Consultant sat down with the community member to review the aerial imagery, and once the community member saw the imagery and discussed that the bridge will be designed in detailed design to microsite it away from the most sensitive fish habitat and the design will need to account for the sensitivity of the fish habitat at the crossing. The community member was satisfied with the response and in knowing that the bridge was not in the area they were concerned with.

A comment provided through the feedback form noted the hope that members of the community will be able to receive employment during the construction phase of the Project.

An Elder expressed their understanding that caribou areas would be avoided, however, when looking at the final route, the Elder noted that the route went through caribou areas. A Project Consultant went over metrics for Segments 1, 2 and 3 with the Elder, including the input from the community and the Natural Sciences Team. The Project Consultant informed the Elder that factors were considered for caribou and informed the final route recommendation.

Marten Falls Connection Road

Although out of scope for the Environmental Assessment / Impact Assessment of the Community Access Road, information was shared on the need to plan a road within Marten Falls to connect the Community Access Road to the existing road at the airport.

A community member and Project Consultant discussed the potential location of sweat lodges and other important sites that could be in this area. The community member recommended confirming this with Elders in community.

Other

General comments were also provided throughout the meeting, including:

- Support for the Community Access Road and hopeful of the benefits that come with it;
- Concerns over the pollution that increased ground transportation and future mining activity will bring to the land and water; and

Next Steps

A six-month look-ahead was provided to the attendees and advised that the release of the Draft EA / IS is expected this winter. Upcoming engagement activities were also highlighted, including the Three Road Forum #2 and Public Information Centre #6 expected in early 2025.



MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

October 2024 Meetings

Join us for a meeting on the Marten Falls First Nation (MFFN) Community Access Road!

What's Happening?

The MFFN CAR Project Team is hosting an Expo style event covering a range of topics related to the Community Access Road.

Thunder Bay Session Tuesday, October 15, 2024

Best Western Nor Wester
Hotel & Conference Centre
2080 Hwy 61
Thunder Bay, Ontario

5:00 p.m. to 8:00 p.m.

Buffet served at 5:30 p.m.

In-Community Session Thursday, October 17, 2024

Henry Coaster Memorial School -
Gymnasium
Marten Falls First Nation, ON
POT 2L0

1:00 p.m. to 4:00 p.m.

Lunch served at 2:00 p.m.

The meeting is open to all Marten Falls First Nation community members.

Topics will include:

- Climate Change Workshop;
- Engineering and Construction;
- EA / IS Draft Review Process;
- Sharing Circle
- Kids zone; and
- Prizes including gift cards!



Have your say. Share your comments, ideas and community values with the Project Team. We look forward to seeing you!

Contact Information

Phone: [REDACTED] Email: info@martenfallsaccessroad.ca

Web: <http://www.martenfallsaccessroad.ca>

Follow us on Facebook: facebook.com/MFFNCommunityAccessRoadProject



MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

Women & Youth Sharing Circle With Rowena Moonias

Are you a woman or under 18-years old?

Join us for a Sharing Circle with Marten Falls First Nation Community Access Road (MFFN CAR) Community Coordinator, Rowena Moonias, to share your questions, concerns and feedback on the Community Access Road.

Thunder Bay Best Western Nor Wester Hotel & Conference Centre

*Tuesday, October 15
6:30 – 7:30 p.m.
Dinner served at 5:30 p.m.*

Marten Falls First Nation Henry Coaster Memorial School

*Thursday, October 17
2:00 – 3:00 p.m.
Lunch served at 1:30 p.m.*

Contact Rowena [REDACTED] to participate in the Sharing Circle by **noon on Tuesday, October 15.**

****Compensation will be provided to participants for their time.***



Hello! Boozhoo!

Marten Falls First Nation Community Access Road

Community Meeting

Thunder Bay: October 15, 2024

Marten Falls: October 17, 2024



What have we heard?

The community has helped inform the selection of the final route and inform the Environmental Assessment / Impact Statement process.

You recently provided feedback and asked questions about:

- The Final Route
- The EA / IA Process
- Field studies and results
- Construction and operations of the road
- How the road will impact life in Marten Falls

"The road will help benefit the youth and community members to access more jobs"

"I am concerned about the size and look of bridges and water crossings"

"I am just concerned about the land, animals, and water and the well-being of people after the road is complete."

"I think the road will benefit the community and will help bring in more resources and mental health support."

"What will the road look like, how long will it take to build?"

Please visit the booths today to learn about the issues and topics that interest you and share your feedback.





Constructing the Road

As the EA / IA Process progresses and the final route has been confirmed, we can share more construction details of the road, including:

- The design of the road and what it might look like
- How we can construct a road on unstable ground
- Construction timelines and the steps to construction
- The economic and community benefits associated with building the road.



The Draft Environmental Assessment / Impact Statement Review Process

Are you ready?

The Draft EA / IS will be a large document (approximately 500 - 1000 pages) which includes thousands of pages of supporting documents. We are here to help in your review!

Indigenous communities have early access to the Draft EA / IS this winter with a minimum review period of 120 days





Socio-Community

Socio-community studies explore parts of community life that could be affected by the Community Access Road.

The studies considered potential changes to:

- Population and demographics
- Housing
- Education
- Community services (e.g. education, daycare, healthcare)
- Infrastructure (e.g. water treatment, sewage, solid waste disposal)
- Transportation (road, air)
- Community well-being (e.g. cost of living, access to drugs and alcohol, community/family connections, feelings of isolation and suicide)



In July and October of 2023, Marten Falls community members took part in a socio-economic survey and can share the results of the survey with you today!



Potential Effects and Mitigations

Throughout the EA / IA Process we have conducted studies that cover the valued components or study areas related to the water, land, people, Indigenous Knowledge, and engineering.

Part of the work involves examining the potential effects that the Community Access Road may have on the valued components and the ways to prevent or mitigate these

Speak with a team member about potential effects and mitigation measures.





What is offsetting?

Offsetting are activities that compensate or counterbalance effects of an activity (like building a road) that cannot be fully avoided with good planning and mitigations measures.

An example of an effect that cannot be fully mitigated on the Community Access Road is habitat loss for wildlife species of importance.

Speak with us to learn more about offsetting and which areas could be recommended for it.



Climate Change

Climate change is change in long-term patterns in both temperature and precipitation, this includes averages and extremes.

Examples of what contributes to climate change:



Population growth



Changes in land



Greenhouse gas emissions



Potential Implications of Climate Change

- More and longer dry periods
- Increased wildfire threat
- Longer frost-free season
- Loss of existing plants
- Changes in plant and animal behavior
- Fewer cold spells and warmer winters

Potential Challenges for the Community Access Road:

- Flooding
- Potholes and washouts
- Closure due to wildfires
- Slippery conditions due to freezing rain

We will need to consider how to address these climate related issues for planning, design and operation of the road.



How will Climate Change impact you?

We made the following climate observations in the Study Area:

- Increased temperature
- Increased rainfall
- Decreased snowfall

Expected local climate changes in the future (2071-2100):



Increased rainfall by 26%



Increased temperature by 6.1 °C



Increases in extreme precipitation

We conducted a climate change survey and this is what we heard:

- Climate change is negatively impacting traditional activities like hunting, fishing, trapping, and gathering
- Fish are not spawning where they used to or when they used to
- Climate change affects not just the community, but the surrounding ecosystem and all the life within it.
- Concern for future generations.

Building the road with climate change in mind

The design and construction of the road will consider the operation and maintenance of the road including:

- Potential closures because of climate change
- Short term washouts
- Pre-planning for closures and how to respond

Climate Change Risk and Resilience

Elizabeth Metis Settlement

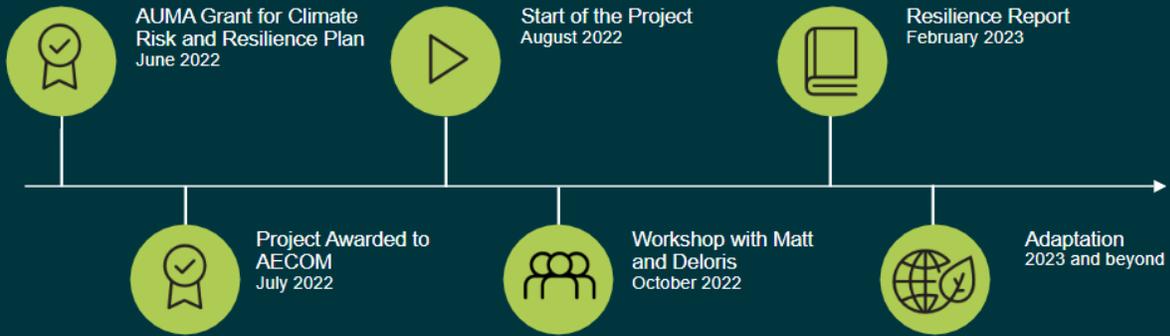
Randy Rudolph and Marcel Pelletier

Delivering a better world

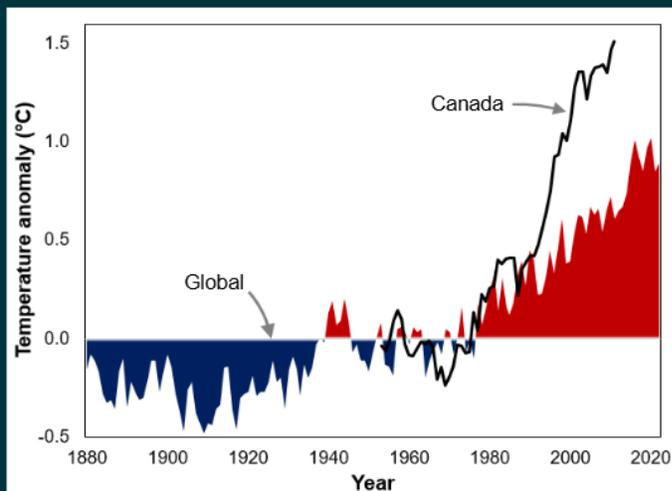
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Timeline



Climate Change



Based on NASA (2023) and Bush and Lemmen (2019)

Global

Temperature increase by 0.8 °C since 1951-1980

Canada

Temperature increase by 1.3 °C
Increase in precipitation by 12%
More intense heavy precipitation
Longer dry periods
Reduced spring snow cover
Poleward/upslope movement of flora & fauna
Permafrost thaw
Sea level rise
Melting of glaciers and ice sheets

Observed Climate Change at the Settlement

Temperature

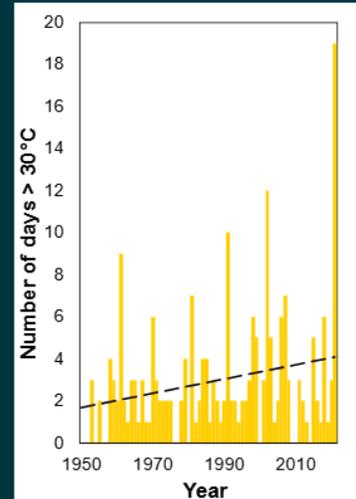
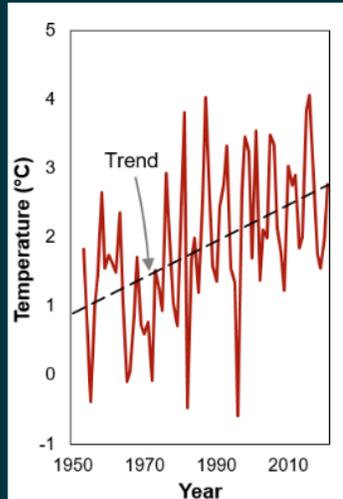
Temperature increase by 1.2 °C since 1950
Number of hot days increased

Precipitation

Reduced snowfall
Constant rainfall
Risk of drought and flooding

Wildfires

Increased risk of wildfires with 3 fires in the last 8 years



Observed at Cold Lake military airbase, AB

aecom.com

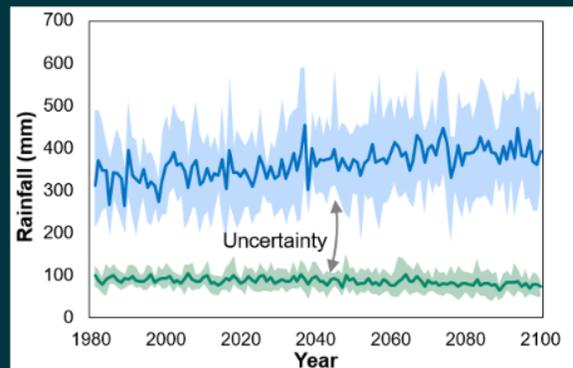
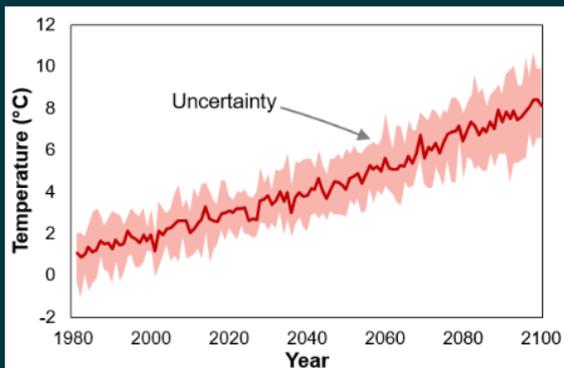
Future Climate Change at the Settlement

Temperature

Temperature increase to 7.9 °C with maximum temperature of over 42 °C
Longer, hotter and more frequent heat waves

Precipitation

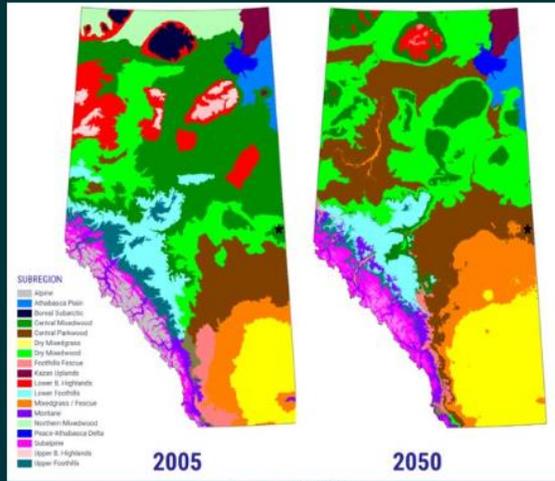
Reduced snowfall and increased rainfall
Extreme precipitation will see an increase of over 45%



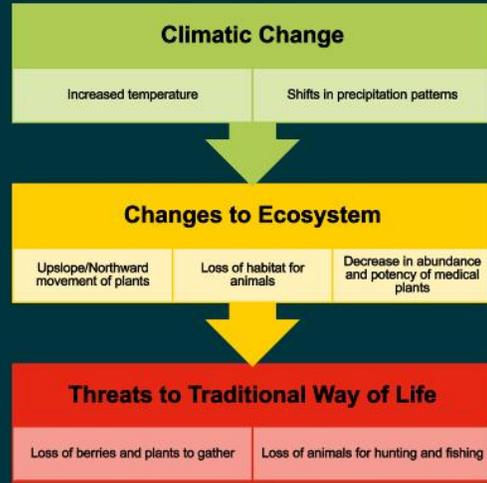
aecom.com

Climate Change Impacts on Ecosystems

Ecosystems in Alberta



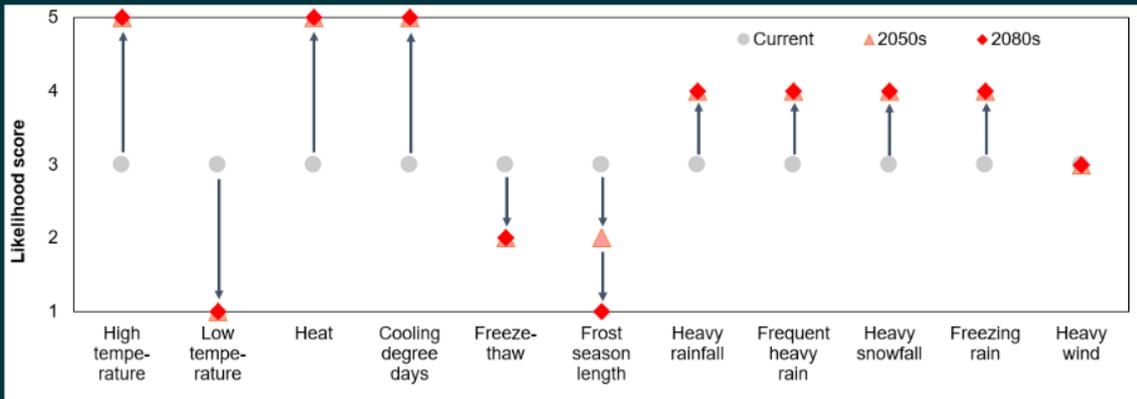
Saichon et al., 2020



Changing Threat for the Settlement

Likelihood Scores

Relative to the current climatic conditions, projected changes for numerous variables are scored: more likely or intense 4 or 5 or less likely or intense 2 or 1



Assets at the Elizabeth Metis Settlement



 aecom.com

Potential Consequences of Asset-Climate Interactions

High temperature

- Prolongation of wildfire season
- Increased indoor temperature and loss of comfort
- Potential of heat-related illnesses (e.g., heat stroke)
- Increased pathogen growth and odor development
- Loss of effectiveness of water treatment
- Increased potential of plant diseases



Bushfire near Cold Lake in 2021 (Lakeland Today, 2021)

Heavy rainfall

- Potential of flooding overland and along creek
- Exceedance of lagoon capacity
- Increased leachate from landfill
- Accelerated degradation of built infrastructure
- Exceedance of storage pond (Selina Project)

Freezing rain

- Damage to natural and built infrastructure
- Power outages
- Dangerous driving conditions

 aecom.com

Changing Risk for the Settlement

Asset-Climate Interactions

Risk = Consequence x Likelihood

Risk Profile

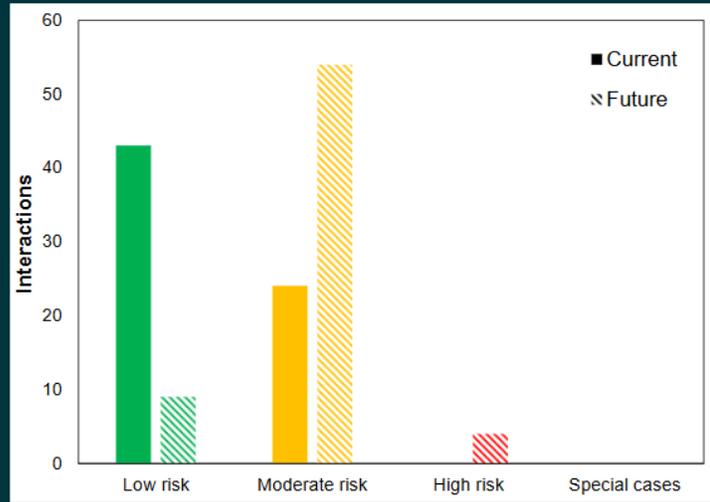
Many low-risk interactions become moderate risk

Some moderate risk interactions become high risk

Highest risk

High temperature and heat wave pose the greatest threat impacting the potential of wildfires and human well-being

Heavy rainfall and frequent heavy rain can lead to flooding impacting buildings and affect water quality (e.g., leachate)



Possible Adaptation Measures

Prescribed and/or cultural burning, tree thinning, pruning of understory vegetation

Heat/wildfire

Develop and implement an Emergency Preparedness and Management Plan

All

Provide sufficient drainage system capacity and increase decantation capacity (lagoon)

Rain

Adjust water treatment to new temperature regime

Heat

Installing or upgrading ventilation and cooling system

Heat

Paint building roofs with light reflective colors

Heat

Increase monitoring of HVAC cooling demand

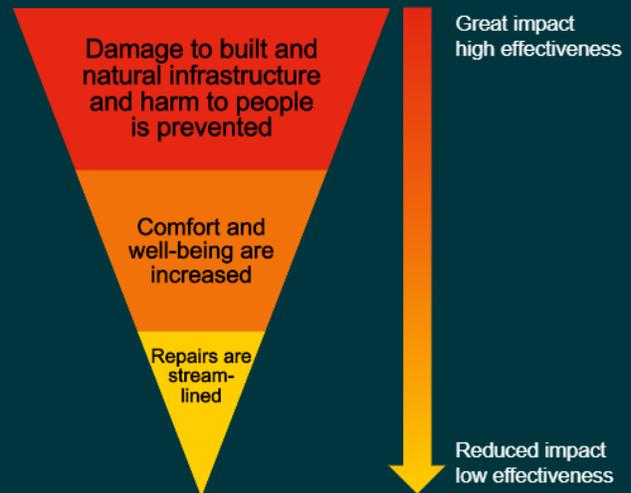
Heat

Inspect door and window seals regularly

Rain

Increase maintenance after extreme events to detect material degradation

All



AECOM

Thank you.

Delivering a better world

 [aecom.com](https://www.aecom.com)



MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

Economics Assessment

October 2024

Purpose and Approach to the Assessment

The Economic Assessment carried out for the Community Access Road evaluates existing conditions and estimates future changes to the local, regional, provincial, and national economy that result from the Project.

The study also looks at whether local communities and businesses can benefit from the new economic opportunities created by the road.

Expected Benefits: The new road is expected to lower the cost of goods, fuel, and construction materials, and improve access to healthcare, leading to a lower overall cost of living.

Long-term Opportunities: Over time, the road could lead to more economic opportunities, especially in mining and technology sectors.

Residual Effects: Most effects are positive, like new jobs and economic activity, but some existing activities like winter road maintenance and guided hunting may be affected.

The road will bring new job and training opportunities to the area. What kind of jobs or training interest you?





MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

Economics Assessment

October 2024

One-time Construction Benefits

Economic Impact

The creation of jobs and spending on materials.

Ripple Effect

The money spent on construction will create a 'ripple effect' across multiple industries, creating a broader economic benefit.

GDP Impact

Construction is expected to add about \$1.3 billion to Canada's GDP, with \$1.1 billion of the impact in Ontario.

Affected Industries

The main industries that will benefit are:

1. Construction
2. Manufacturing
3. Transportation and Warehousing
4. Finance, Insurance, Real Estate
5. Professional , Scientific and Technical Services

Job Creation

Over the course of construction, it is estimated that the CAR could create 1,500 jobs in Ontario, with 35% of those in the construction sector.

The majority of local employment opportunities will be for skilled labour in the construction, manufacturing and transportation and warehousing sectors.



MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD



Economics Assessment

October 2024

Short- and Mid-term Community Benefits

Cost of Living Goes Down

The new road will make it cheaper to transport goods, which means that the prices will go down. It is estimated that grocery prices will go down 16% in the years following the completion of the road.

Boost in Economic Activity

Improved community access will reduce freight costs, improve supplier access and increase economic productivity.

Higher Standard of Living

With better access to goods and services, the standard of living is expected to improve and create additional local employment opportunities.

Increased Tourism

The number and duration of tourism trips will increase, although some businesses like air charters might see a decline.





MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD



Economics Assessment

October 2024

Longer-term Economic Development Implications

Economic Diversification

The road will likely lead to more industrial and mining jobs, therefore increasing employment and incomes.

Social Impacts

There could be social changes, like shifts in local demographics and cultural impacts (such as traditional trapping and fishing activities). The potential effects and mitigation measures are addressed in the Social and Human Health Assessments.

Access to the “Ring of Fire” Region

The Project (along with the proposed Northern Road Link and Webequie Supply Road) are part of a larger link which will make it easier to explore and develop mining activities in the "Ring of Fire" region.

Local Mining Potential

The lands surrounding the Project have mining potential. Improved access will make exploration and development activities easier and cheaper.

Opportunities for Indigenous Companies

The increased mining activity will create new economic opportunities for Indigenous-owned companies to provide support for services that may be needed.





MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

Potential Effects & Mitigations: Groundwater

October 2024

Potential Effects

Changes to local
groundwater levels

Potential for groundwater
contamination

Mitigations

Build culverts to support waterflow and peatlands

High spill risk activities performed in designated areas

Regular maintenance and inspection to prevent leaks

Drainage on the access road to enable water recharge

Adhere to the Permit to Take Water Program

Restore groundcover, topography and vegetation post- construction

Treatment of runoff as needed

Regular monitoring of groundwater

What other effects are important to you?



MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

Potential Effects & Mitigations: Surface Water

October 2024

Potential Effects

Changes in water levels

Reduction in surface water during construction dewatering

Domestic and grey water discharges

Temporary water diversion for dry work areas

Potential for increase waterflow and more solids

Mitigations

Monitor water quality and quantity regularly

Comply with the Permit to Take Water Program

Comply with water taking/discharge regulations

Use erosion protection and sediment control

Use approved dewatering and dust control methods

Treat and dispose of wastewater properly

Develop and implement water taking / discharge plans

What other effects are important to you?



MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

Potential Effects & Mitigations: Fish and Fish Habitat

October 2024

Potential Effects

Disruption of fish habitat
due to water crossings

Loss of aquatic vegetation

Altered spawning and
rearing areas

Fish population impacts due
to fragmentation

Risk of fish injury from
blasting

Mitigations

Use existing roads and crossings

Adhere to environmental permits

Minimize project footprint and duration

Maintain riparian buffer zones (30m)

Employ Environmental Monitors during
construction phase

Use blasting only as a last resort

Implement erosion and sediment control

What other effects are important to you?



MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD



Potential Effects & Mitigations: Waterfowl

October 2024

Potential Effects

Increased disturbance from human activity

Increased injury/mortality

Increased collisions with vehicles

Changes to breeding and habitat movements

Mitigations

Limit vegetation clearing and disturbance

Restrict access to construction zones

Conduct wildlife monitoring programs

Establish buffer zones around habitats

Implement no littering policy

Rehabilitate temporary access areas following construction

Post appropriate speed limit

What other effects are important to you?



MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD



Potential Effects & Mitigations: Furbearers

October 2024

Potential Effects

Wildlife injury/mortality

Habitat loss

Reduced food availability

Increased access for
predators

Accidental vehicle
collisions

Mitigations

Minimize footprint and avoid sensitive habitats

Improved sightlines, reduced speed, signage

Restrict construction traffic

Forest buffers retained to reduce noise where feasible

Minimize habitat loss and alteration to the extent possible

Limit unnecessary noise and idling when possible

What other effects are important to you?



MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD



Potential Effects & Mitigations: Ungulates

October 2024

Potential Effects

Change/loss of habitat

Disturbance from
construction activities

Accidental vehicle
collisions

Habitat fragmentation

Increased access for
predators

Mitigations

Minimize project footprint and vegetation clearing

Minimize construction duration

Blasting prohibited if large animals are observed within 500m

Clearly mark sensitive areas

Design project route to minimize overlap with sensitive habitats

Encourage revegetation and planting with native species

Clearly mark and enforce speed limits

What other effects are important to you?



The Steps to Road Construction



Step 1: 60-meter right-of-way gets cleared



Step 2: Overburden of 60-meter right-of-way is stripped back and stored for use when shaping the ditches.



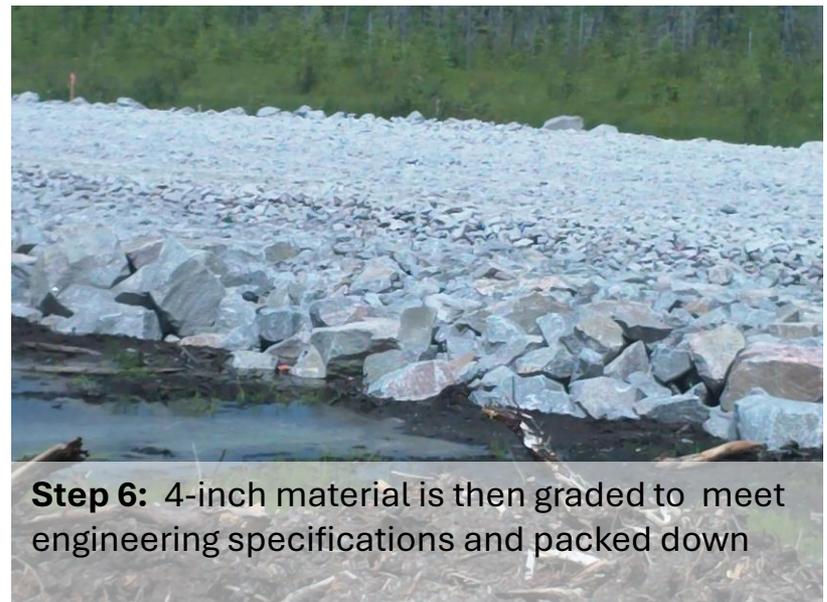
Step 3: Geotextile is placed in wet areas identified by the engineered drawings to strengthen the integrity of the road as construction begins



Step 4: Blast rock is used as the first layer of the road construction



Step 5: After the blast rock has been placed and shaped to grade a lift of 4-inch material is placed



Step 6: 4-inch material is then graded to meet engineering specifications and packed down



Step 7: The 4-inch material is placed and shaped to meet road specifications



Step 8: The road is constructed using engineered drawings and each lift is checked and re-checked by professional surveyors



Step 9: Before the final two lifts of the road construction are placed, culverts are installed to allow for surface water drainage within the ditches.



Step 10: Culverts are installed to minimize the risk of washouts and ensure the natural flow of the surface water remains intact which reduces impacts on the wildlife in the area



Step 11: Two-inch material is then placed to grade and packed down and a compaction test is done to ensure it meets the specifications



Step 12: After the 2" lift has been checked for compaction and it has been brought up to proper grade a final lift of traffic gravel is placed and compacted



Step 13: The final lift of traffic gravel is brought up to grade and once again packed down and tested



Step 14: An important step in the construction of the road is the shaping of ditches for safety and drainage



**MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD**



Step 15: Ditch checks are installed around all water bodies to reduce surface water flow and minimize erosion



Step 16: Erosion control around bridge crossings is minimized by the use of straw rolls on the slopes, ditch checks, rip rap on shorelines, silt fence and silt curtains are also installed to slow down surface water run off



**MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD**



Step 17: The new road construction is then inspected jointly by multiple agencies and opened for use



MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

About Offsetting

October 2024

What is offsetting?

Offsetting is an activity completed when we are removing natural areas or features as part of a development. This is usually considered an unavoidable consequence of the development, which also can't be resolved through avoidance, mitigation or restoration.

For example, as part of Community Access Road construction, areas of wildlife habitat will need to be permanently removed. Offsetting will be used to make up for the permanent removal of areas of habitat.

An offset contributes positively to the local environment in a variety of ways depending on the type of offset selected. These can include: habitat enhancement or protection, research and monitoring projects, financial support for conservation projects, or community enhancement.

Offsetting requirements are determined through regulatory processes and engagement, and monitoring is needed to determine effectiveness.





MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

What makes up the Draft EA / IS Report?

October 2024

The Draft EA / IS will be a large document (approximately 500 - 1000 pages) which includes thousands of pages of supporting documents. These range from technical documents, individual Aboriginal and Treaty Rights and Interests (ATRI) reports, the Milestone 3 Progress Report and the Records of Consultation & Engagement.

The chapters of the Draft EA / IS are:

- Our Story
- Why we need this road
- Our roles
- How we selected our road
- Roles of the regulators
- Our approach
- The engineering of our road
- Life on our land
- How our road could change our land
- Cumulative effects
- We listened
- Our changing climate
- What is next
- Other regulatory requirements

The Technical Reports are:

- Fish, Fish Habitat
- Groundwater and Geochemistry
- Peatlands
- Surface Water
- People
- Acoustic and Vibration Environment
- Archaeology
- Atmospheric and GHG
- Cultural Heritage
- Visual
- Human Health
- Social
- Land and Resource Uses
- Climate Adaptation and Resiliency
- Economic
- ATRI
- Physiography, Terrain and Soils
- Ungulates
- Wildlife
- Vegetation
- Birds

**What chapters or reports are of
interest to you?**



Socio-Economic In-Community Survey Results

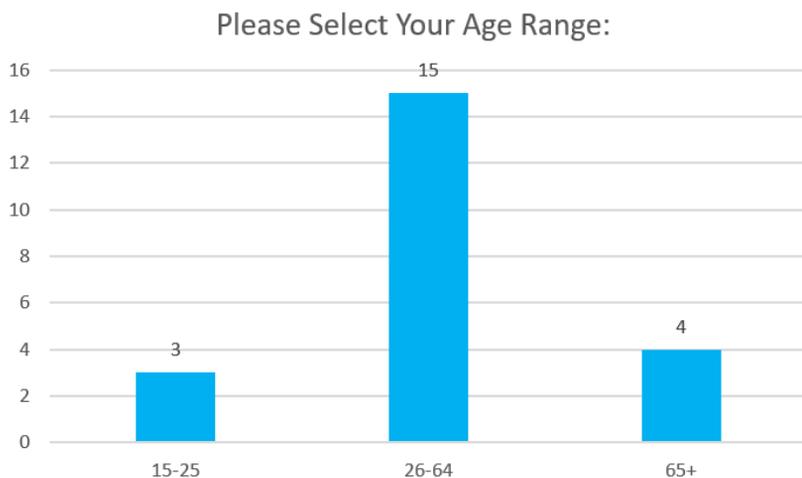
In 2023, Marten Falls First Nation (MFFN) members were invited to take part in a survey about social and economic conditions in their community, how these conditions could be affected by the Community Access Road, and what could be done to reduce bad effects and enhance the good effects. The survey was available online in addition to being administered twice in person, in July and October 2023. There were **24 total respondents**. The MFFN has an on-reserve population of 155 people aged 15 and over, making the response rate 15.5%.

The survey included 30-48 questions, depending on whether respondents chose to complete the short or long version of the survey. The Short Version of the survey was divided into five categories: Demographic Information, Transportation and Mobility, Economic Development, Cost of Living, and General. The Long Version of the survey included all of the previous categories, as well as questions on Housing, Education, Social Cohesion, and Culture. Results that were thought to be of most interest to MFFN members are presented below.



Demographics

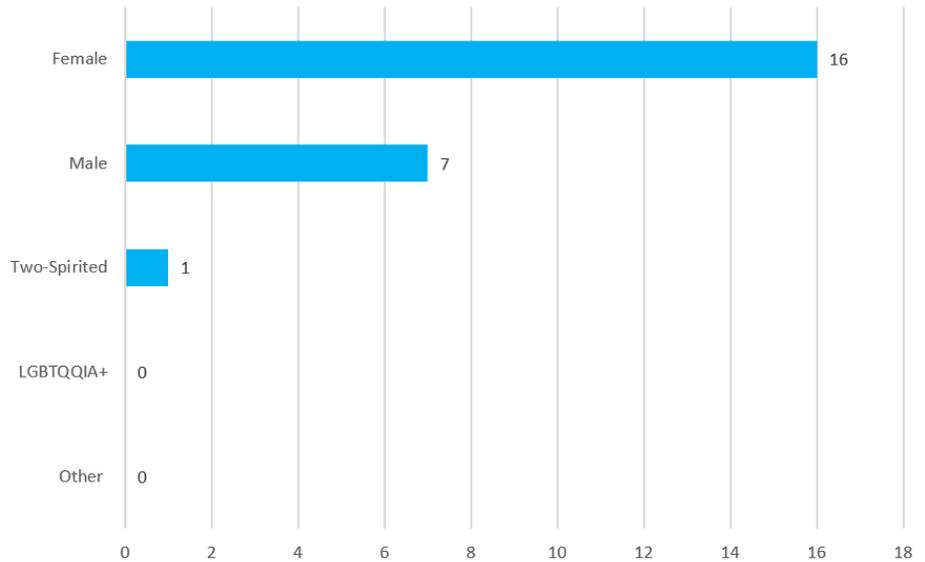
Age: Most respondents (15 out of 22) are in the 26-64 age range. Three (3) respondents are 15-25, and 4 are 65+.





Socio-Economic In-Community Survey Results

How do you identify?



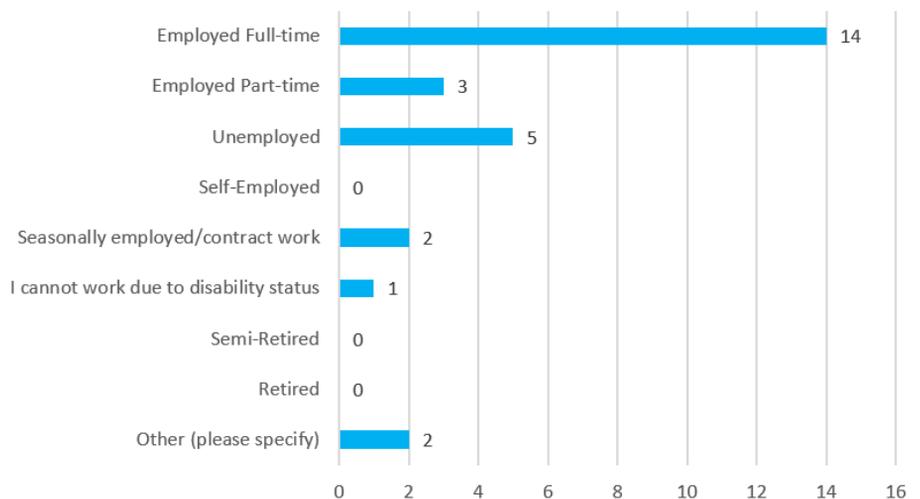
Gender Identity:

Sixteen (16) out of 24 respondents identify as female. Of the remaining 8 respondents, 7 identify as male, and 1 as Two-Spirited.

School Age Kids: Fifteen (15) out of 23 respondents have children between the ages of 0-17. The remaining 8 respondents do not.



Select your employment status:



Employment Status:

Participants were asked to select their employment status. The most common response was employed full-time, selected by 14 community members. An additional 5 people said they are unemployed, and 3 are employed part-time.



Socio-Economic In-Community Survey Results

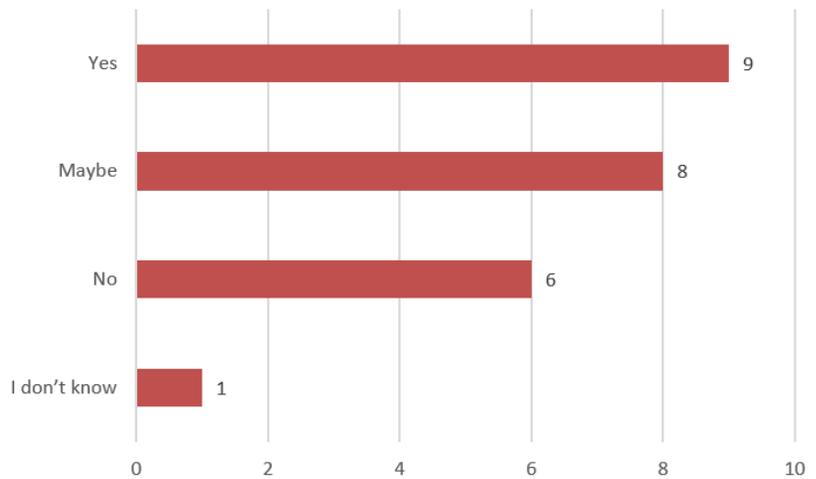


Economic Development

Community Access Road Jobs:

Survey participants were asked if they would like a job related to the construction of the Community Access Road.

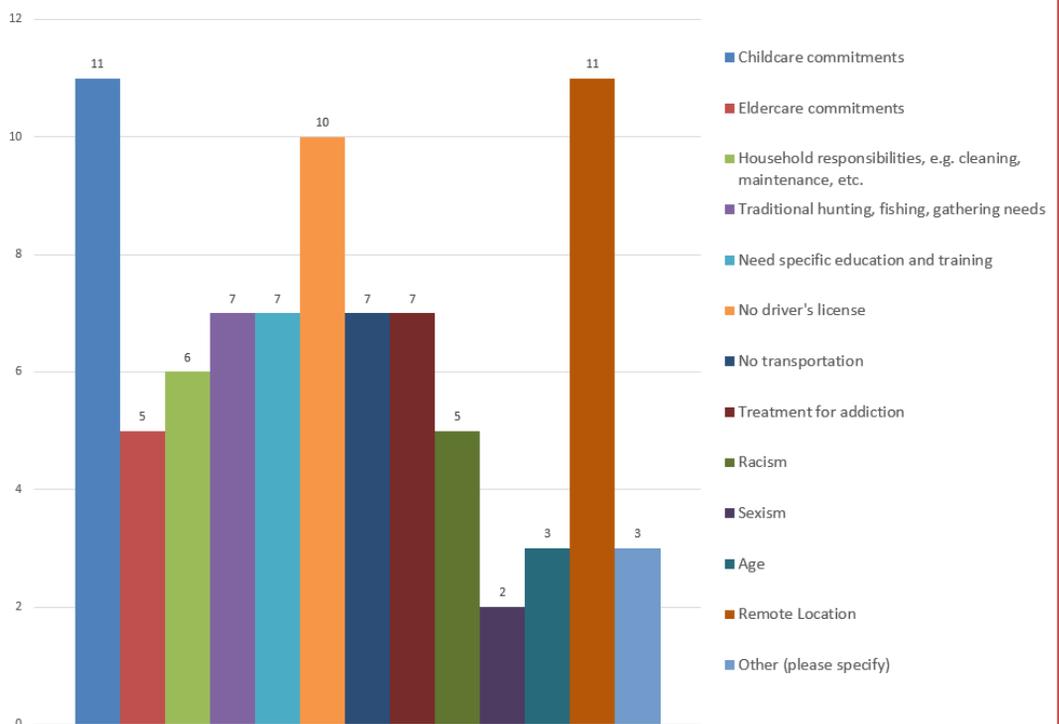
Responses were fairly evenly divided across the options: 9 out of 24 said yes, 6 said no, and 8 said maybe, with one person selecting "I don't know".



Barriers to Employment:

The most common factors that could make getting a job related to the Community Access Road difficult for respondents include childcare commitments, remote location, and not having a driver's license. Note that respondents were able to select more than one response to this question.

What might make it difficult for you to get or maintain employment:





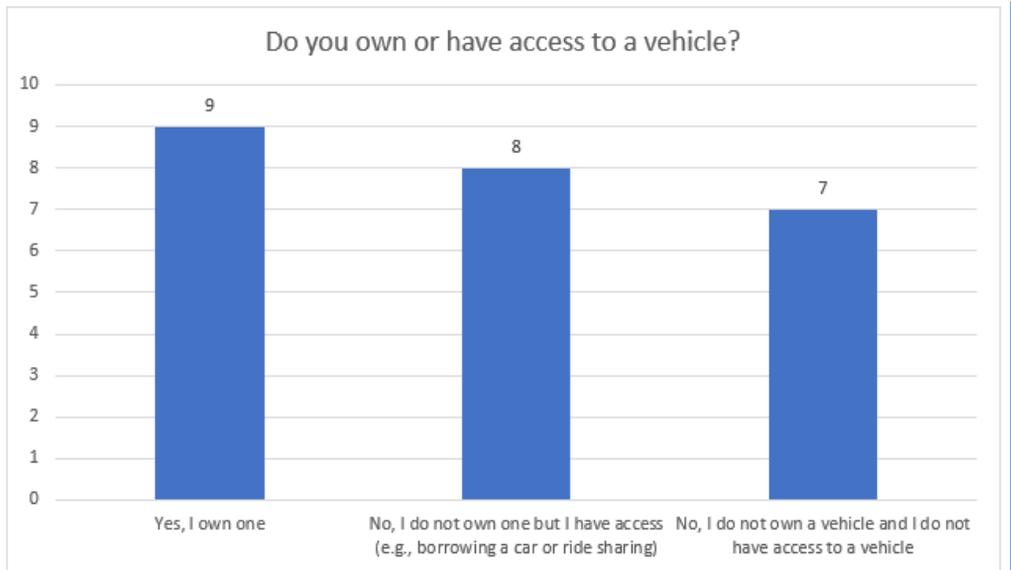
Socio-Economic In-Community Survey Results



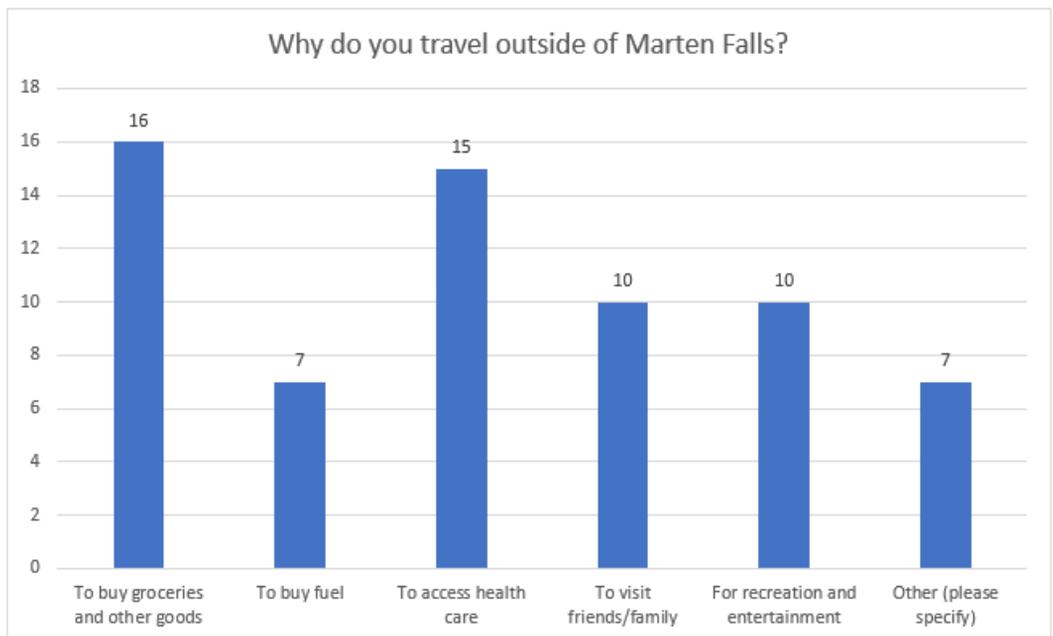
Transportation and Mobility

Vehicle

Ownership: Survey participants were asked if they own or have access to a vehicle. Nine (9) people said they own a vehicle, 8 said they have access to one, and 7 said they do not own or have access to a vehicle.



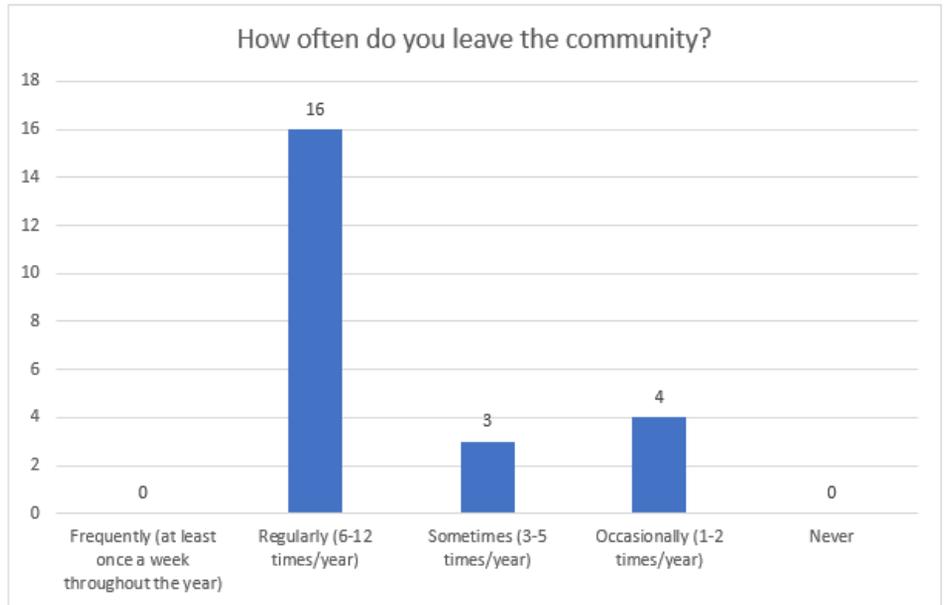
Reasons for Travel: The most common reasons community members leave Marten Falls are to buy groceries and other goods and to access health care. In addition to the options provided, 7 members provided other responses, which included travel for business or meetings. Note that respondents were able to select more than one response to this question.





Socio-Economic In-Community Survey Results

Travel Frequency: Most survey participants (16 out of 23) indicate they leave the community regularly, or 6-12 times per year. Three (3) survey participants indicate that they leave 3-5 times per year, and 4 said they leave only occasionally, or 1-2 times. No one said they leave at least once a week, or that they never leave.



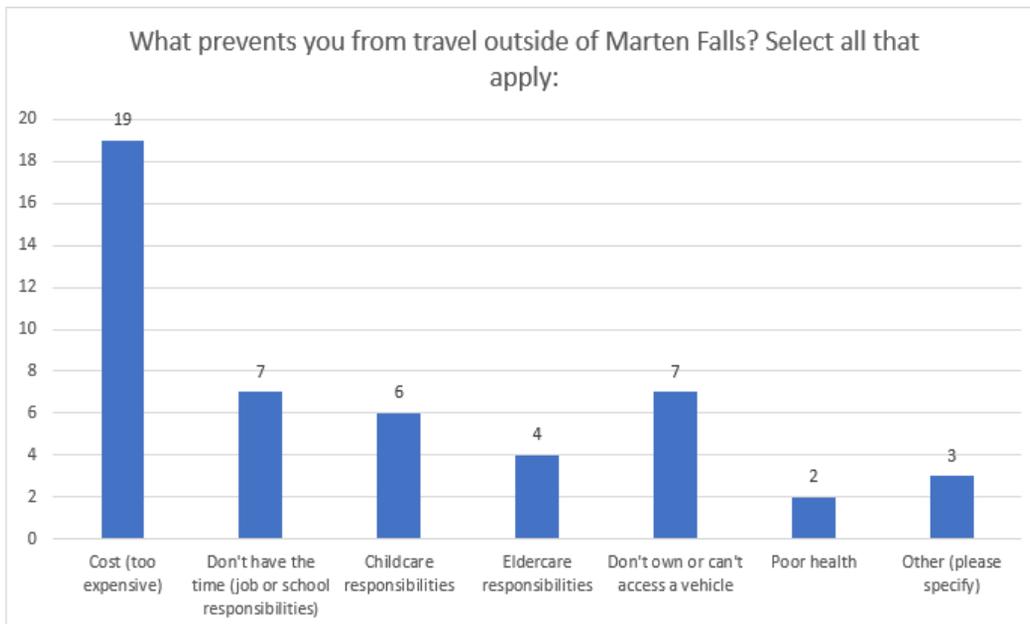
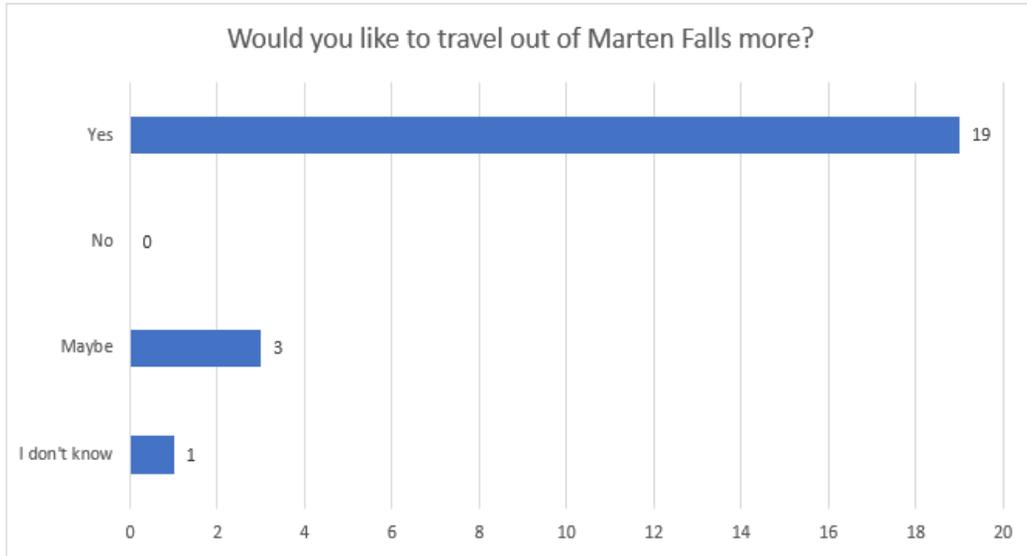
Valid License: Of the 24 community members who participated in the survey, 10 had a license, and 14 did not.





Socio-Economic In-Community Survey Results

Leaving the Community: Nineteen (19) out of 23 community members who completed the survey would like to be able to leave Marten Falls more. When asked what prevents them from travelling more, the most common response by far was cost, selected by 19 people.



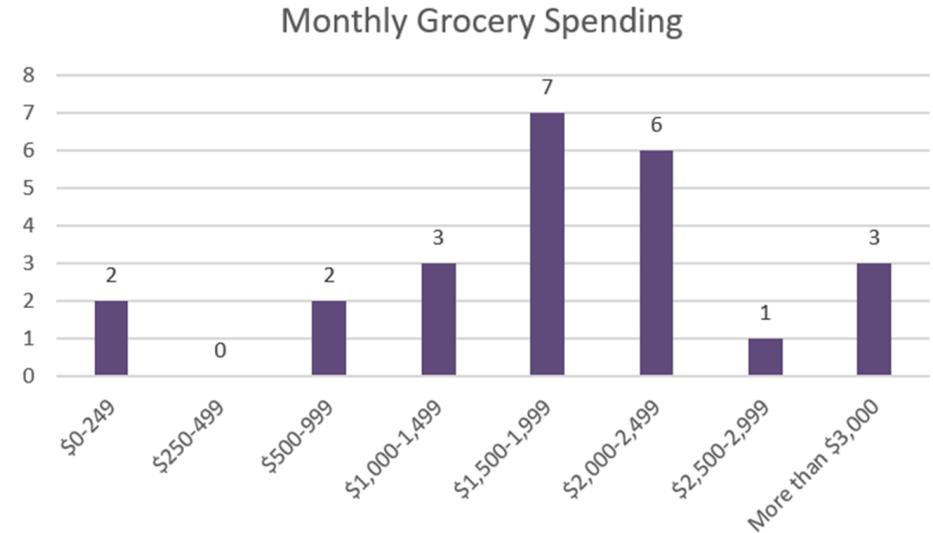


Socio-Economic In-Community Survey Results

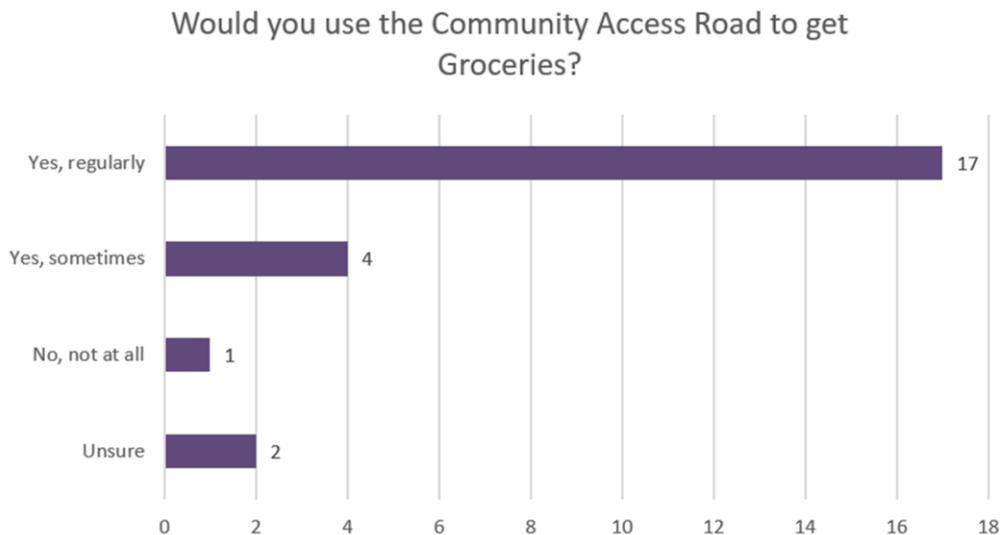


Cost of Living

Groceries: There was a wide range of monthly household grocery costs. Twenty (20) out of 24 people said they spend over \$1,000 a month, and 10 out of 24 said they spend over \$2,000. This range could also represent the differences in household sizes in Marten Falls.



Groceries: Community members were asked if they think they would use the Community Access Road to get groceries. Seventeen (17) out of 24 said yes, regularly, and an additional 4 people said yes, sometimes. Only one person selected no.



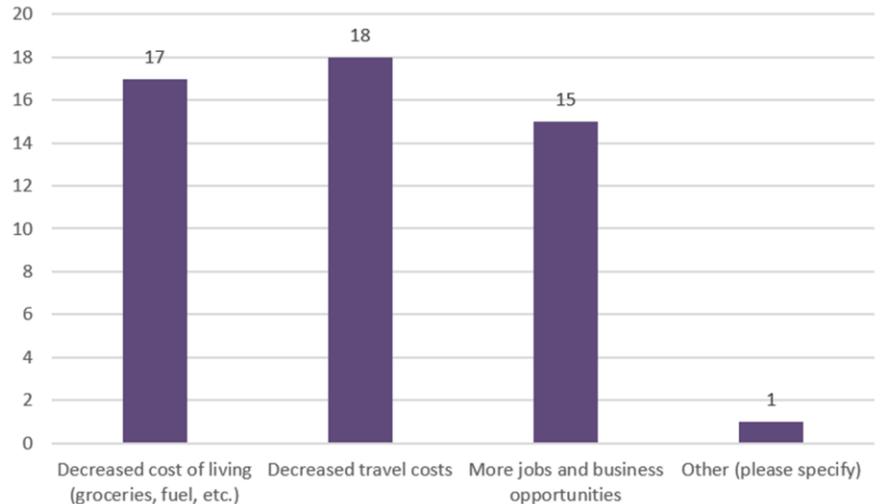


Socio-Economic In-Community Survey Results

Economic Benefits:

Community members identified decreased cost of living and decreased travel costs as the biggest economic benefits of the Community Access Road. Many respondents also felt that the Road will bring more jobs and business opportunities.

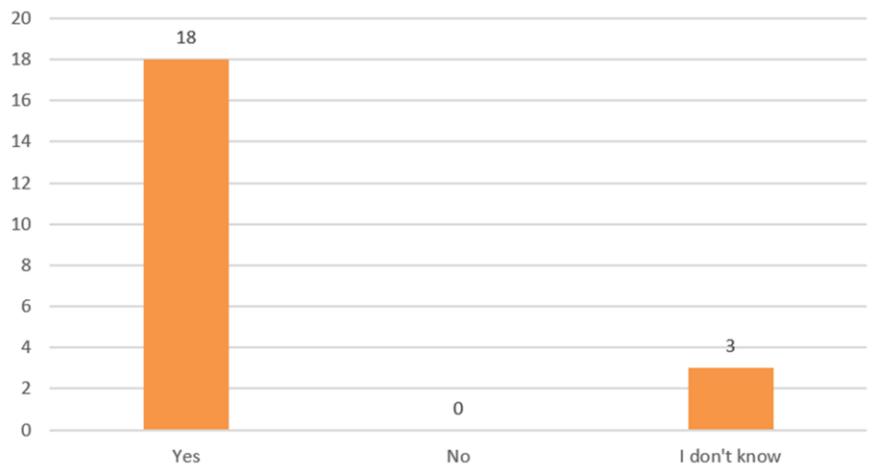
What do you think will be the biggest economic benefit(s) from the road for Marten Falls?



Housing

Housing Availability: Eighteen (18) out of 21 people said they think the Community Access Road will help make more housing available in Marten Falls. The remaining 3 responses were "I don't know", and no one selected no.

Do you think the Community Access Road would help make more housing available in Marten Falls?





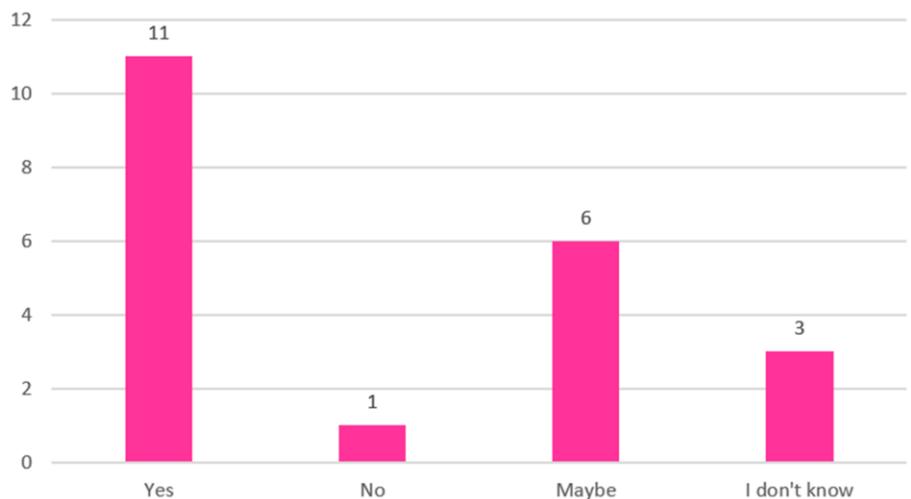
Socio-Economic In-Community Survey Results



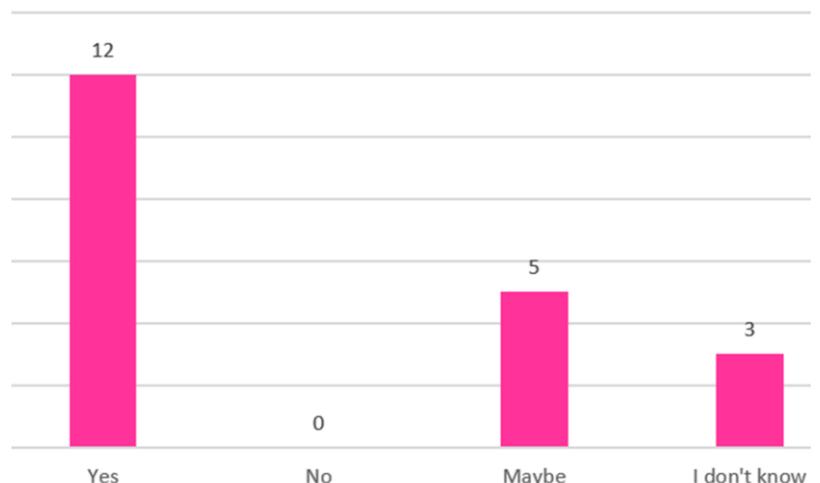
Education

Youth Visiting and Coming Back: Survey participants were asked if they think the Community Access Road will make it more likely for youth to visit Marten Falls while they are away for school, and if it will make it more likely for them to eventually move back. Eleven (11) out of 21 people think that yes, the Community Access Road will make it more likely for youth to visit. Similarly, 12 out of 20 people think youth will be more likely to move back once they've finished their education.

More likely for youth to visit?



More likely for youth to move back?





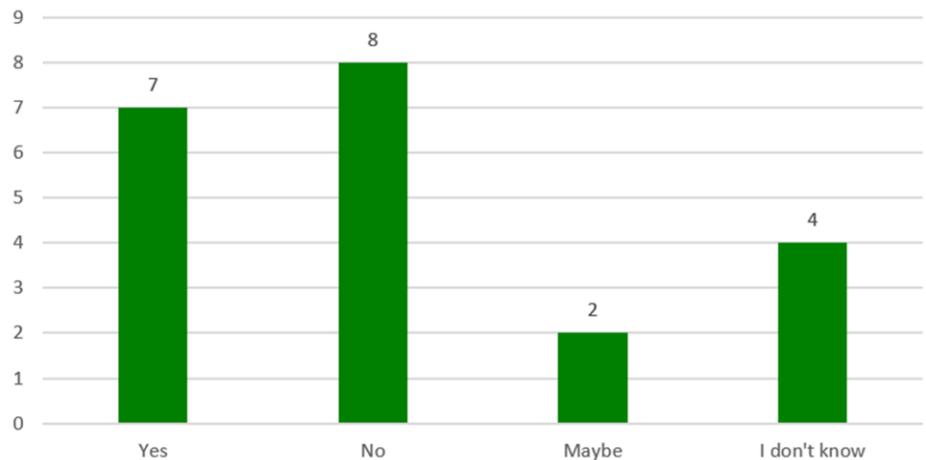
Socio-Economic In-Community Survey Results



Social Cohesion and Culture

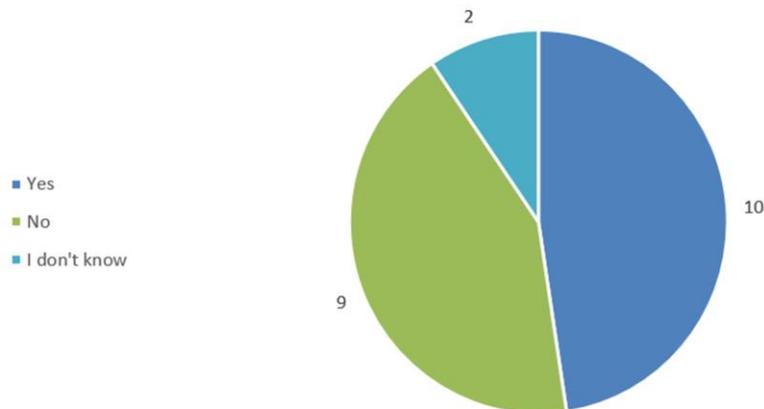
Road Impact on Relationships: When asked if they have concerns about the Community Access Road impacting relationships, either in the community or with other communities, responses were mixed. Eight (8) out of 21 people said no, while 7 said yes.

Concerned about Community Access Road affecting relationships?



Loss of Traditional Culture: Ten (10) out of 21 survey participants expressed concern that the Community Access Road could lead to a loss of culture, while 9 respondents were not concerned. The remaining 2 selected "I don't know".

Are you concerned about a loss of traditional culture due to the Community Access Road?

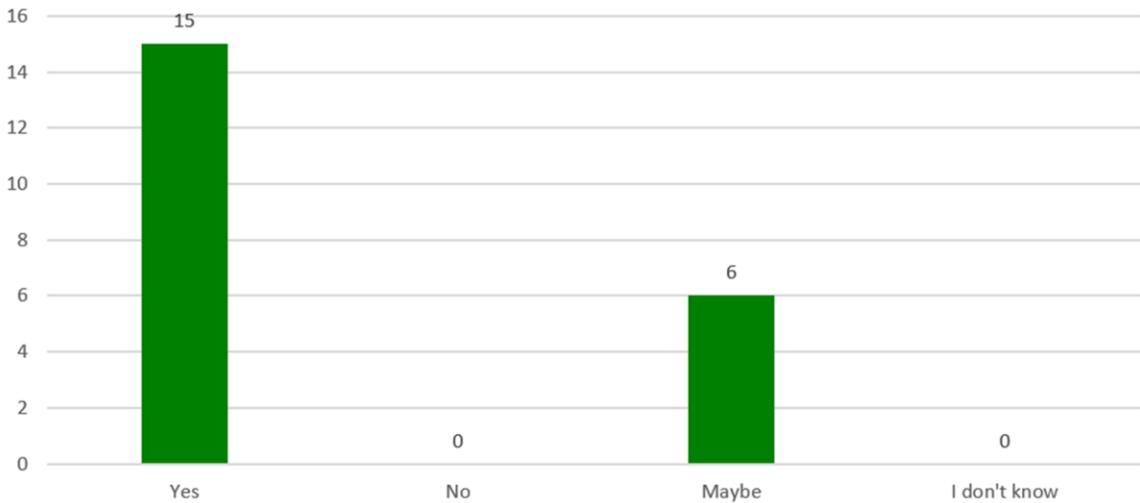




Socio-Economic In-Community Survey Results

Connections Between Communities: Fifteen (15) out of 21 Marten Falls members think that the Community Access Road will make it easier to connect with other, nearby communities. The remaining 6 respondents selected maybe.

Do you think the Community Access Road would make it easier to connect with other communities?





Socio-Economic Off-Reserve Survey Results

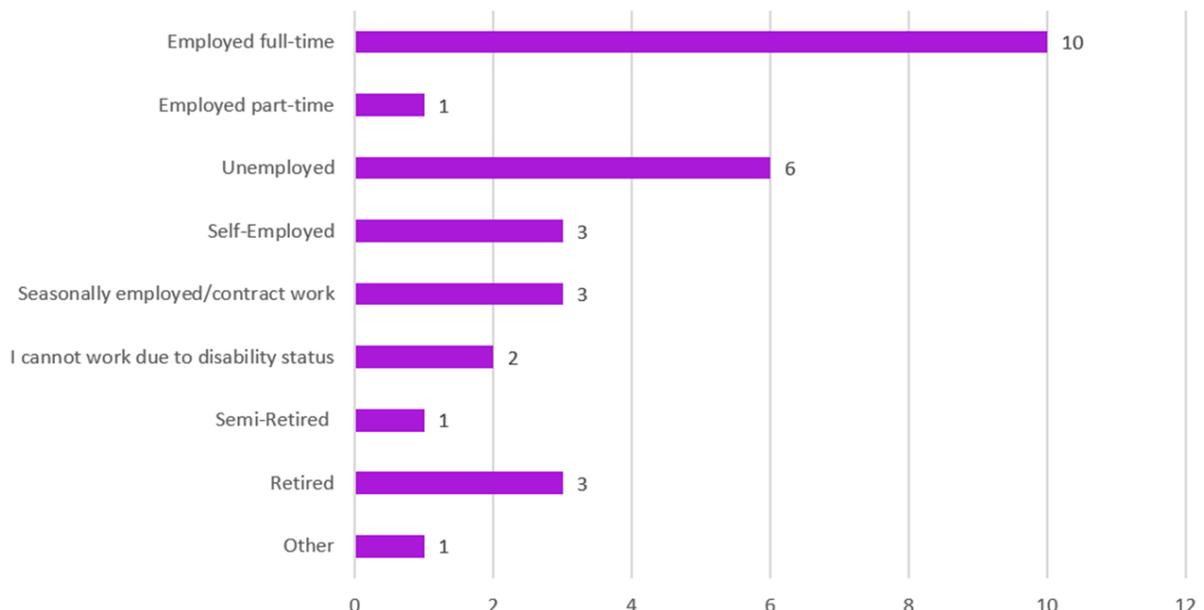
In 2023, Marten Falls First Nation (MFFN) off-reserve members were invited to take part in a survey about travel to and from Marten Falls, thoughts they had about Community Access Road, and how the Community Access Road might affect off-reserve members. The survey was available online in addition to being administered once in person in Thunder Bay in October 2023. There were **25 total respondents**. The MFFN off-reserve population is 465 people, however we do not know how many members are aged 15 and over, so determining a response rate was not possible. The survey included 21 questions, divided into three categories: Demographic Information, Transportation and Mobility, and General. Results that were thought to be of most interest to MFFN off-reserve members are presented below.



Demographics

Employment Status: Participants were asked to select their employment status. The most common response was employed full-time, selected by 10 community members. An additional 6 people said they are unemployed, while 3 people are self-employed, seasonally employed, or retired.

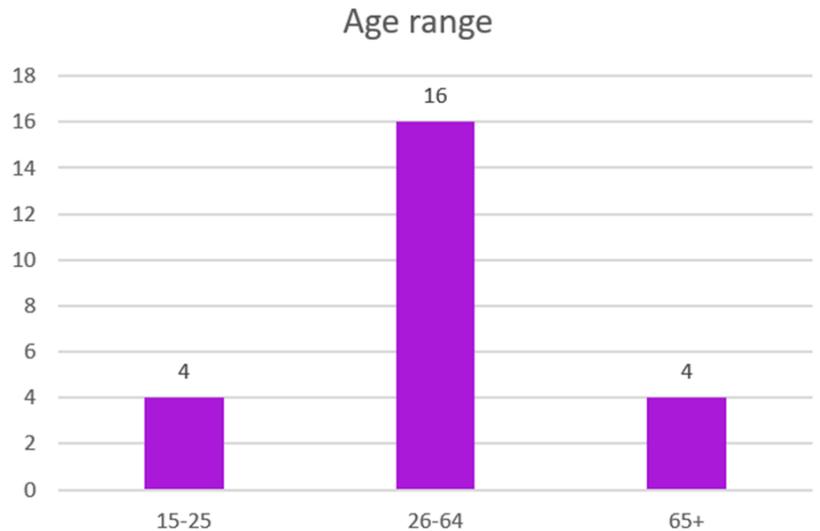
Employment Status



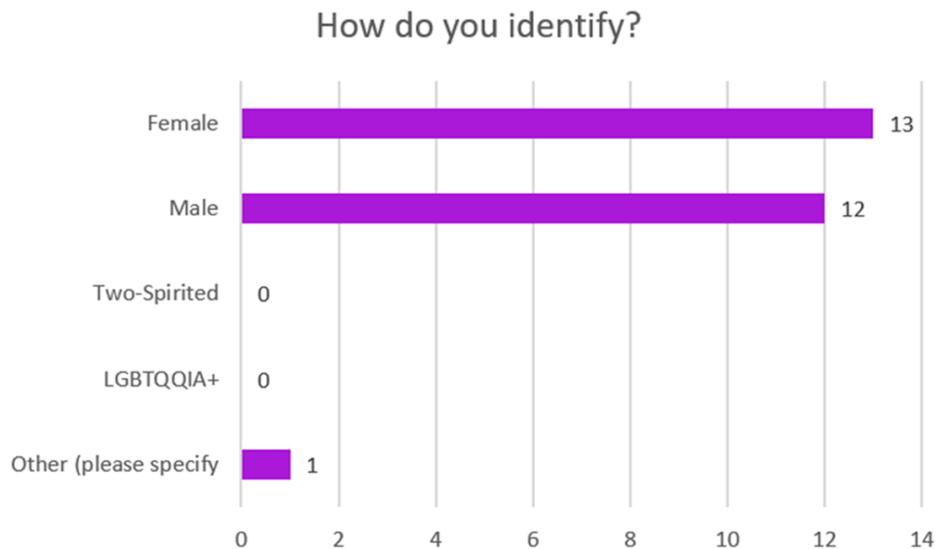


Socio-Economic Off-Reserve Survey Results

Age: Most respondents (16 out of 24) were in the 26-64 age range. Four (4) respondents were 15-25, and 4 were 65+.



Gender Identity: Thirteen (13) out of 25 people identify as female, and the other 12 identify as male. One respondent also selected 'Other', indicating they also identify as 'Kookom'.



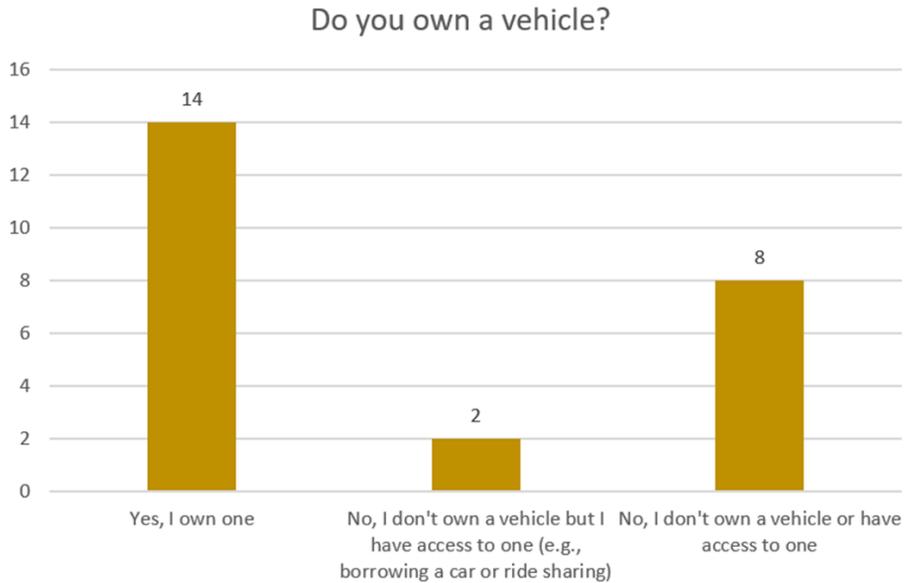


Socio-Economic Off-Reserve Survey Results



Transportation and Mobility

Vehicle Ownership: Survey participants were asked if they own or have access to a vehicle. Fourteen (14) out of 24 people said they own a vehicle, 2 said they have access to one, and 8 said they do not own or have access to a vehicle.



Valid License: Of the 24 community members who participated in the survey, 16 have a license, and 8 do not.

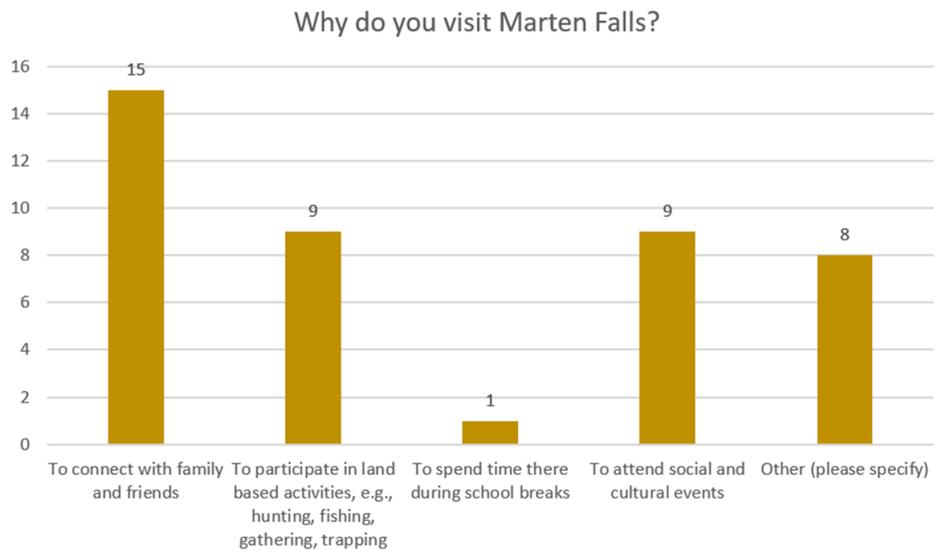




Socio-Economic Off-Reserve Survey Results

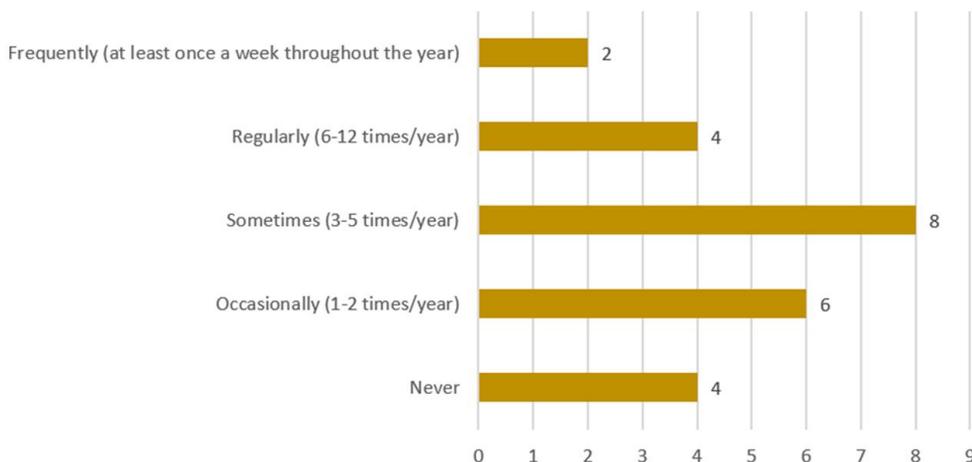
Reasons for Travel: The most common reason off-reserve members visit Marten Falls is to connect with family and friends. Attending social and cultural events or participating in land-based activities were

also important reasons for visiting. In addition to the options provided, 8 members provided other responses, which included work, or visiting for funerals.



Travel Frequency: Off-reserve members were asked how often they visit Marten Falls. The most common response, selected by 8 out of 24 respondents, was that they visit sometimes, or 3-5 times per year. Six (6) people said they visit only occasionally, or 1-2 times, while 4 people each said that they visit regularly or never. The remaining 2 respondents said they visit frequently, or at least once a week.

How often do you visit Marten Falls?

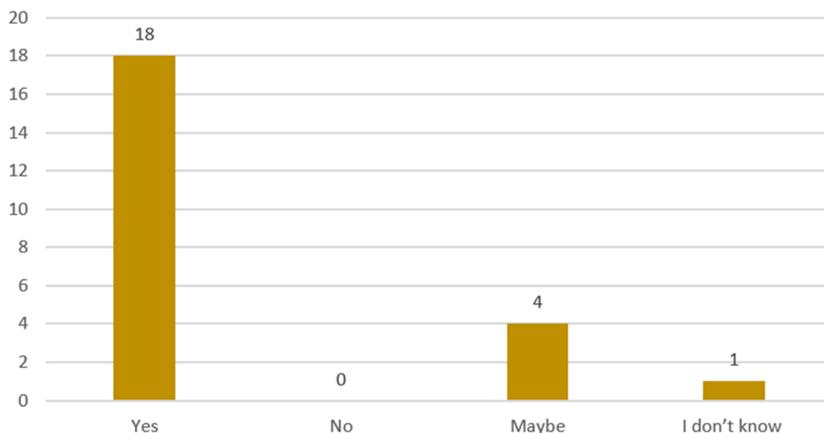




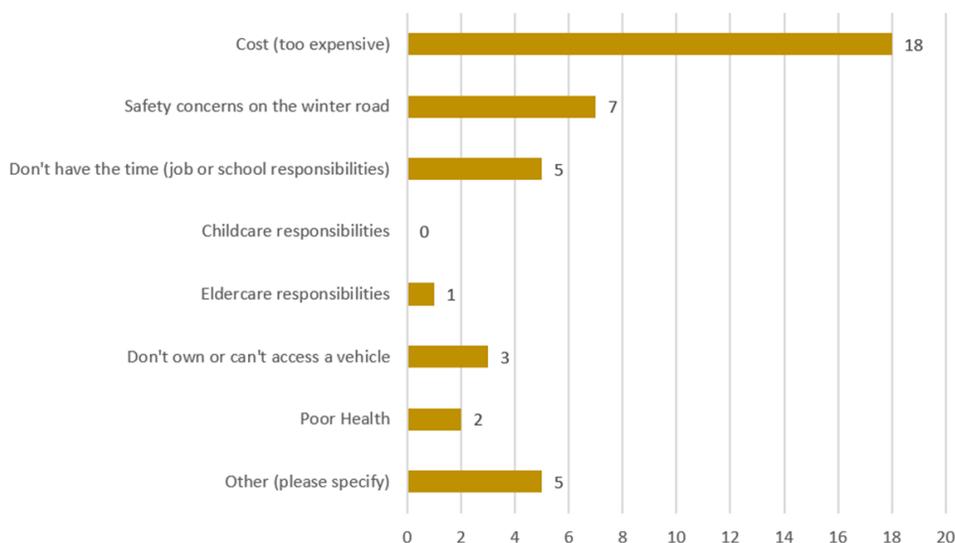
Socio-Economic Off-Reserve Survey Results

Visiting the Community: Eighteen (18) out of 23 off-reserve members who completed the survey would like to be able to visit Marten Falls more. When asked what prevents them from travelling more, the most common response was cost, selected by 18 people.

Would you like to be able to travel to Marten Falls more?



If you selected 'yes' above, what prevents you from doing so?



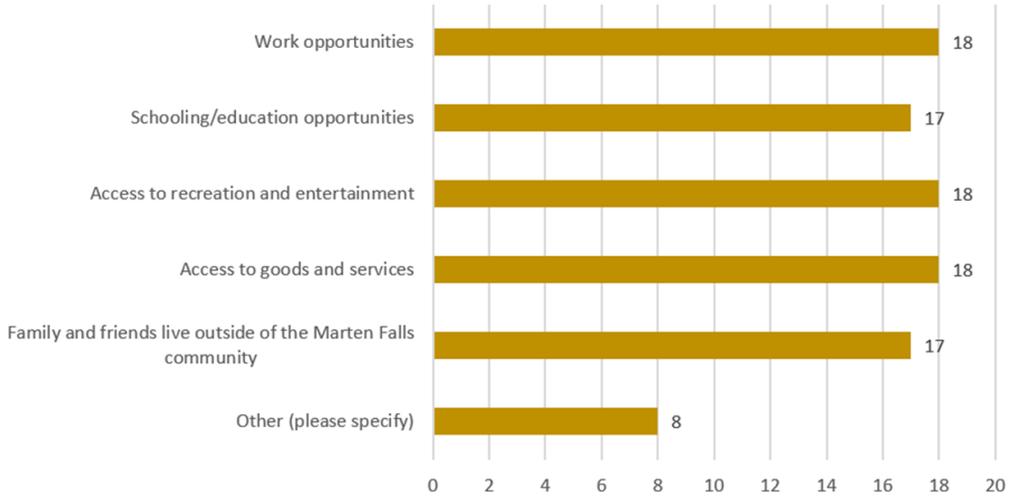


Socio-Economic Off-Reserve Survey Results

Reasons for Living Off-Reserve:

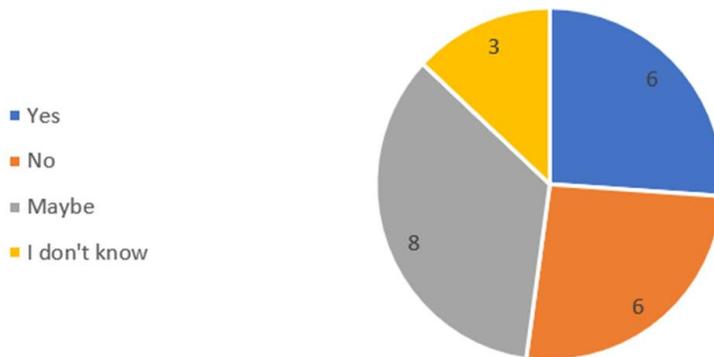
Survey participants were asked if they would like a job related to the construction of the Community Access Road. Responses were fairly evenly divided across the options: 9 out of 24 said yes, 6 said no, and 8 said maybe, with one person selecting "I don't know".

Why do you choose to live outside of Marten Falls?



Community Access Road & Moving: Off-reserve members were asked if the Community Access Road would make them want to move to Marten Falls. Six (6) respondents said yes, and six (6) said no. 'Maybe' was the most common response, selected by 8 people. The remaining 3 said 'I don't know'.

Would the Community Access Road make you want to move to Marten Falls?





Marten Falls First Nation Community Access Road MFFN Community Members-Only Meeting February 12 and February 19, 2025 Summary Report

This summary report has been prepared to provide an overview of the Marten Falls First Nation (MFFN) community members meetings held in Ogoki and Thunder Bay, Ontario.

Timing and Location

Henry Coaster Memorial School Ogoki, Ontario February 12, 2025 12:30 p.m. – 2:30 p.m.	Valhalla Inn Thunder Bay, Ontario February 19, 2025 6:00 p.m. – 8:00 p.m.
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Introduction / Purpose

Two meetings were hosted for MFFN community membership to deliver the Draft Environmental Assessment / Impact Statement (EA / IS). The gatherings provided an opportunity for MFFN Community members to view the Draft EA / IS in person, speak with the Project Team members and ask questions about the process and information available. Attendees were also provided with Assessment Summary Packages that included:

- A letter from Chief Bruce Achneepineskum;
- Executive summary;
- Technical discipline plain language summaries;
- A USB drive with the contents of the Draft EA / IS including the Technical Summaries was also available upon request;
- Maps; and
- Other supporting information.

Format and Attendance

The meeting in Ogoki was structured as an Open House / drop-in session and included lunch and door prizes. The Thunder Bay meeting included a presentation and open discussion period, dinner and door prizes.

Attendance

Approximately **6 individuals** attended the community meeting in Ogoki on February 12, 2024 and **19 individuals** attended the meeting in Thunder Bay on February 19, 2025.



Due to a conflicting event in Ogoki, attendance to the in-community meeting was low. Community members attended briefly but did not stay to engage in discussions. Project Team members shared:

- general information on the CAR;
- the Draft EA / IS process;
- what is included in the Draft EA/IS;
- review timeline; and
- Assessment Summary packages containing Plain Language Summaries to all attendees.

The original plan was for the Project Team to host a meeting in Thunder Bay on February 11 for MFFN members and share with them the release of the Draft EA/IS. However, due to a conflict with the MFFN Annual General Meeting planned on the same day, the Thunder Bay meeting was rescheduled to February 19 with a shorter notification period.

Meeting Materials

The following printed materials were made available to attendees:

- The Draft EA / IS
- Assessment Summary Packages;
- Presentation; and
- Map of the Preferred Route.

The Draft EA / IS and remaining Assessment Summary packages were delivered to various locations following the meeting to provide members with access to the Draft EA / IS for in-person viewing. The locations include:

- Matawa Office: 233 Court Street S., 2nd Floor, Thunder Bay Ontario
- Marten Falls First Nation Band Office, Ogoki Ontario
- Choose Life, 404 Main Street, Unit D, Geraldton Ontario

All engagement materials shared at the community meetings except for the Draft EA / IS are included in **Appendix A**. The Draft EA / IS materials can be downloaded from the project website:

<https://eais.martenfallsaccessroad.ca/>

Highlights of Participant Feedback

Attendees were encouraged to share their questions. Comments and concerns during the meeting presentation and one-on-one. Key themes and items of interest raised by the attendees are included below.



Road Construction, Design and the Preferred Route

There were comments and questions about how the Preferred Route was determined and why the winter road was not followed. The Project Consultant explained that there were four route alternatives under consideration and two were near the existing winter road. From a technical standpoint, those routes were challenging to construct. From a Community standpoint, the Project Team was advised that members did not want a road to come in through MFFN from the south. As a result these two routes were removed. The Project Consultant continued to explain how the Preferred Route recommendation was determined with MFFN Community member feedback and input from Aroland First Nation particularly for Segment 1 and Segment 2.

A community member pointed out on the map (near Segment 1) where they have a trapline and asked what would happen if there were any damage / impacts on it. The Project Consultant explained that they do not currently know who the owner / operator of the road will be and cannot comment on who would be responsible for compensation. However, if there is an impact on traplines, there is a standard process to start a claim, and it would require the trapline holder to prove that there is an impact to the business.

A community member asked who decides where the work camps go. The Project Consultant explained that the locations on the map represent their best educated guess. When proposing camp locations it is important to ensure that camps are close to the areas where construction is taking place, but also in a suitable spot that will have the smallest footprint possible. The camps on the map are proposed and may change as more information comes in and more detailed design work is conducted. The Project Consultant encouraged participants to share information on proposed location they thought were not suitable, as the Project Team wants to hear community members opinions.

Schedule

A community member asked about the next steps and when construction can be expected to start.

The Project Consultant described the general timelines associated with the release of the Draft EA / IS, review period and release of the Final EA / IS. They also expressed the hope that comments and feedback will be received during the 120-day review process to inform the Final EA / IS. The Final EA / IS will be submitted to the provincial and federal governments where they will have a year to issue their decision on whether the Community Access Road can proceed. MFFN will also need to ask for other permits (like those related to quarries and aggregate sites), conduct a detailed design and get tender packages out for construction companies. It could be 2-3 years before there are shovels in the ground. As detailed design unfolds, there is work that can get started once approvals are in place. This includes clearing and grubbing and there are decisions for the Community to consider, for example options around burning or salvaging cleared materials for household fuel and the potential for timber / sawmill operations.



MARTEN FALLS FIRST NATION **ALL SEASON COMMUNITY ACCESS ROAD**

The key next steps for the Community Access Road: submit application for remaining approvals, obtaining approvals, detailed design, clearing and grubbing work, quarry and aggregate sites and road and bridge construction.

Consultation

A community member asked about the impact feedback from other Indigenous Communities have on the Community Access Road.

The Project consultant explained that they hope to be able to hear from the 22 Indigenous Communities during the Draft EA / IS Review period and address their questions and concerns. The intent is to address many of those concerns through the Draft EA / IS and the proposed mitigation measures and that any leftover or residual effects can be managed during the long-term use of the road. The commitments made during this process will still be honoured even if MFFN is not the entity responsible for maintaining the road.

Next Steps

The next few months will be focused on receiving comments and feedback on the Draft EA / IS, of which MFFN members will have 120-days to review. Public Information Centre #6 will be planned for early spring and held in both Thunder Bay and Geraldton, Ontario expected in early 2025.

**Post meeting note: during the Thunder Bay session, the Draft EA / IS schedule presented showed an incorrect date for the Final EA / IS as Winter 2025. The date for the Final submission of the EA / IS is expected mid-late 2026.*



MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

February 2025 Meetings

Join us for a meeting on
the Community Access
Road!

What's Happening?

The MFFN Community Access Road Project Team is hosting an open house to review the Draft Environmental Assessment / Impact Statement for the MFFN Community Access Road before the official release.

Thunder Bay Session Tuesday, February 11, 2025

Italian Cultural Centre
132 Algoma St S,
Thunder Bay, ON P7B3B8

5:00 to 8:00 p.m.

Dinner served at 6:00 p.m.

In-Community Session Wednesday, February 12, 2025

Henry Coaster Memorial School -
Gymnasium
Marten Falls First Nation, ON

12:30 to 2:30 p.m.

Lunch served at 1:00 p.m.

The meeting is open to all Marten Falls First Nation community members!

Let's gather for a meal and celebrate this significant milestone for the Community. Door prizes will also be available.

Please reach out if you have any questions. We look forward to seeing you!

Contact Information

Phone: [REDACTED] Email: info@martenfallsaccessroad.ca

Web: <http://www.martenfallsaccessroad.ca>

Follow us on Facebook: facebook.com/MFFNCommunityAccessRoadProject



Community Access Road: Update on the Draft EA / IS

MFFN Annual General Meeting
February 11, 2025 - Thunder Bay, Ontario



For Discussion Today

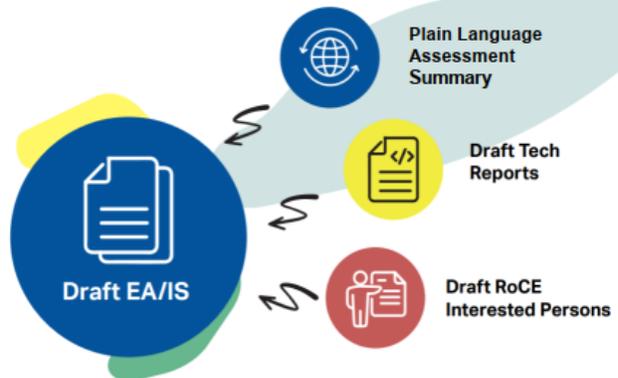
- What to expect with the Draft Environmental Assessment / Impact Statement
- What is the review schedule
- How to view the Draft Environmental Assessment / Impact Statement
- What are the next steps



Draft Environmental Assessment / Impact Statement Review

Are you ready? The Draft EA / IS is a VERY large document (between 1,500 – 2,000 pages) plus thousands of pages of supporting documents.

Indigenous communities have early access to the Draft EA / IS with a review period of 120 days.



What is in the Draft Environmental Assessment / Impact Statement?

The Technical Supporting Documents available in the Draft Environmental Assessment / Impact Statement include:

Land

- Physiography, Terrain & Soils and Vegetation;
- Ungulates; and
- Wildlife and Birds.

Water

- Fish & Fish Habitat;
- Groundwater and Surface Water; and
- Peatlands.

People

- Acoustic, Air and Greenhouse Gases
- Archaeology and Cultural Heritage
- Climate Change Adaptation; and
- Visual & Land and Resource Use.



How can I see the Draft EA / IS?

In-person viewing locations:

Thunder Bay: Matawa First Nations
233 Court St South
Mon-Fri: 8:30a.m. to 4:30p.m.

In-Community: MFFN Band Office
Ogoki, ON

View it online after February 18 here:
<https://eais.martenfallsaccessroad.ca/>



Next Steps

- Draft EA / IS Review Period for Indigenous Communities (120-days)
- Public Information Centre #6 in Thunder Bay and Geraldton (Spring 2025)
- Final EA / IS will be submitted in the Fall / Winter





MARTEN FALLS FIRST NATION
ALL SEASON COMMUNITY ACCESS ROAD

The MFFN CAR Project Team is here to help in your review!

Email us at info@martenfallsaccessroad.ca or
call us at [REDACTED]

Visit our website:
<https://www.martenfallsaccessroad.ca/>



Community Access Road MFFN Member Update

February 19 2025 (Thunder Bay, Ontario)



MARTEN FALLS FIRST NATION
ALL SEASON COMMUNITY ACCESS ROAD

Project Team



Bob Baxter
*MFFN Councillor and
Senior Community
Member Advisor*



Lawrence Baxter
*Senior Community Member
Advisor*



Rowena Moonias
*MFFN Community
Coordinator*



MARTEN FALLS FIRST NATION
ALL SEASON COMMUNITY ACCESS ROAD

Project Team



Qasim Saddique
Project Director



Jennifer Bruin
Technical Advisor



Ingrid Trimble
Environmental Assessment

For Discussion Today

- Project Overview
- The Preferred Route
- What to expect with the Draft Environmental Assessment / Impact Statement
- Valued Components and Studies
- We want to hear from you!
- Next Steps



The Community Access Road

- Marten Falls First Nation has a winter access road but it's not reliable and makes transportation of goods and people difficult. An all-season road that connects to the existing provincial highway network is needed to improve the well-being of the community.

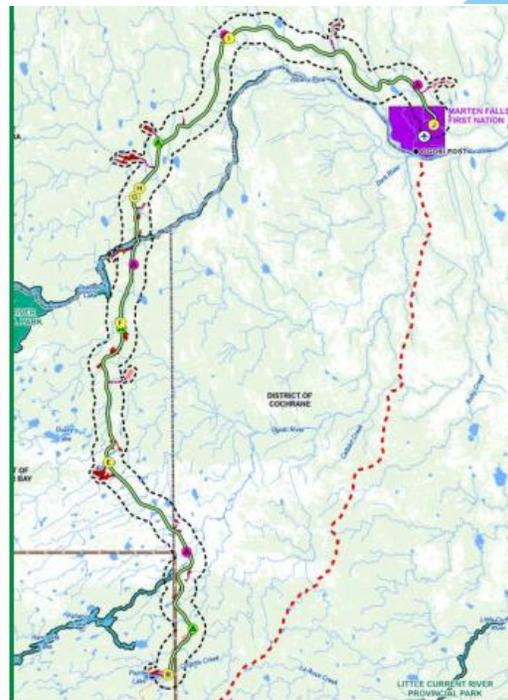
Components of the Community Access Road:

- Approximately 190 km of a two-lane gravel road;
- Quarries, borrow areas and aggregate sources;
- Bridges for river and stream crossings; and
- Temporary construction access roads, work areas and camps



Preferred Route

- After many years of technical studies and considering feedback from Marten Falls First Nation, and other communities we are engaging, a preliminary route recommendation was made.
- Chief and Council passed a Band Council Resolution to confirm this Preferred Route recommendation on August 26, 2024.





Environmental Assessment / Impact Assessment Process

- We are conducting a coordinated provincial Environmental Assessment and federal Impact Assessment.
- This involves many years of planning, technical studies, data collection, meetings and interviews. We are now ready for the next phase—the release of the Draft Environmental Assessment / Impact Statement (EA / IS)

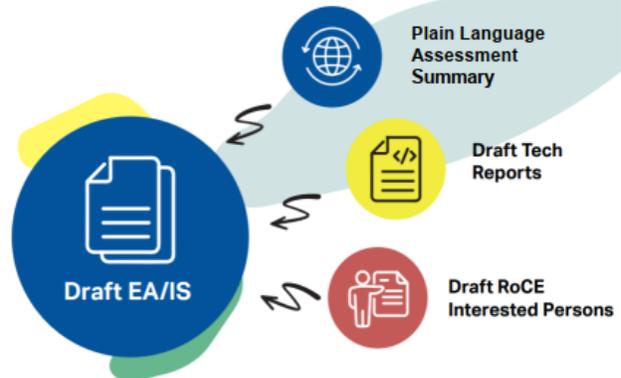


Draft EA / IS Review Process

Are you ready? The Draft EA / IS is a large document (approximately 500 - 1000 pages) which also includes thousands of pages of supporting documents.

We are here to help in your review!

Indigenous communities have early access to the Draft EA / IS with a review period of 120 days.





Getting Ready for the Draft EA / IS Report

- The Draft EA contains the results of our field programs that have been conducted between 2019 and 2023.

In addition to potential effects and mitigations for direct effects, it will also look at potential cumulative effects with other projects in the region.



What is in the Draft Environmental Assessment / Impact Statement?

The Technical Supporting Documents available in the Draft Environmental Assessment / Impact Statement include:

Land

- Physiography, Terrain & Soils and Vegetation;
- Ungulates; and
- Wildlife and Birds.

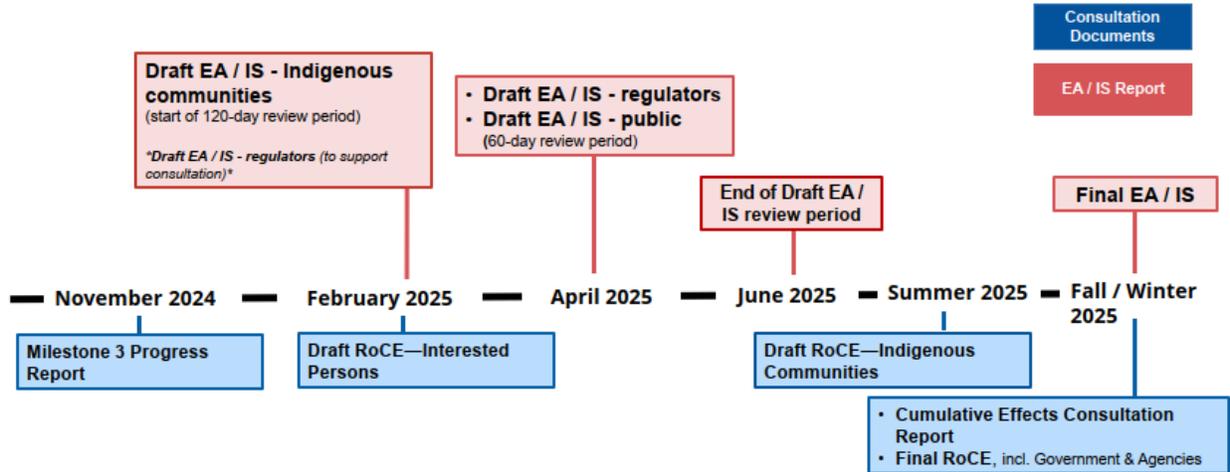
Water

- Fish & Fish Habitat;
- Groundwater and Surface Water; and
- Peatlands.

People

- Acoustic, Air and Greenhouse Gases
- Archaeology and Cultural Heritage
- Climate Change Adaptation; and
- Visual & Land and Resource Use.

Draft Environmental Assessment / Impact Statement Schedule



We want to hear from you today

MFFN Members have provided feedback and asked questions about:

- The Preferred Route
- The Environmental Assessment / Impact Assessment Processes
- Field studies and results
- Construction and operations of the road
- How the road will impact life in Marten Falls



How can I see the Draft EA / IS?

In-person viewing locations:

Thunder Bay: Matawa Centre
233 Court St South
Mon-Fri: 8:30a.m. to 4:30p.m.

In-Community: MFFN Band Office
Ogoki, ON

View it online after February 18 here:
<https://eais.martenfallsaccessroad.ca/>



Next Steps

- Draft EA / IS Review Period for Indigenous Communities (120-days)
- Public Information Centre #6 in Geraldton and Thunder Bay (Spring 2025)
- Final EA / IS will be submitted in the Fall / Winter





MARTEN FALLS FIRST NATION
ALL SEASON COMMUNITY ACCESS ROAD

Contact Us

Email: info@martenfallsaccessroad.ca

Phone: [REDACTED]

Website: <https://www.martenfallsaccessroad.ca/>





Marten Falls First Nation Community Access Road MFFN Community Members Only Meeting (Associated with Public Information Centre #6) May 27 and May 28, 2025 Summary Report

This summary report has been prepared to provide an overview of the materials presented and feedback gathered at the Marten Falls First Nation (MFFN) community members meetings on May 27, 2025 in Thunder Bay and on May 28, 2025 in Marten Falls.

Timing and Location

Italian Club

Thunder Bay, ON

May 27, 2025

5:00 p.m. to 8:00 p.m.

Henry Coaster Memorial School – Gymnasium

Marten Falls First Nation, ON

May 28, 2025

12:00 p.m. to 2:00 p.m.

Purpose

This meeting was planned for MFFN community members only. The content presented was related to Public Information Centre (PIC) #6 for the Draft Environmental Assessment / Impact Statement (EA / IS) of the MFFN Community Access Road. The purpose of the meetings was to provide updates on:

- The purpose of the Draft EA / IS;
- What we have heard so far on the Draft EA / IS;
- How the Community Access Road will affect community well-being for Marten Falls and nearby communities;
- The Cumulative Effects Assessment process and Project Inclusions List considered in the Draft EA / IS;
- The opportunity to participate in a bridge / culverts navigability exercise;
- The opportunity to participate in the Country Foods Program; and
- How to provide input on the Draft EA / IS and upcoming activities.

Notices and Promotion

A formal invitation and poster were issued to MFFN Chief, Councilors and MFFN community members on May 21, 2025 via email with a reminder email sent on May 27, 2025. The MFFN Community





Coordinator helped facilitate the posting of the meeting notice in the MFFN Band Office, Health Centre and on the MFFN private Facebook group.

The notices advertised that there would be complimentary transportation to the Thunder Bay meeting upon request, and meals would be served and door prizes offered.

See **Appendix A** for notice posters and **Appendix B** for notices including social media and e-mails.

Format

The MFFN community meetings included a presentation with an informal Q&A session, followed by an open house period where MFFN community members could review maps and discuss and provide feedback to the MFFN Community Access Road Project Team, including Senior Community Member Advisors and Consultants. Chief Bruce Achneepineskum attended the meeting held in Marten Falls and provided opening remarks. The MFFN Community Access Road Project Team were available to guide attendees through the materials, answer questions and have one-on-one discussions.

The following printed materials were made available to MFFN community members:

- The presentation slide deck;
- Open house display boards;
- Frequently Asked Questions – Draft EA / IS;
- Draft EA / IS Executive Summary (English, Oji-Cree, and Ojibway);
- 11 plain language summaries (English, Oji-Cree, and Ojibway) including:
 - Archeology and Cultural Heritage
 - Climate Change Adaptation
 - Community Well-Being
 - Fish and Fish Habitat
 - Groundwater and Surface Water
 - Acoustics (Noise and Vibration)
 - Peatlands
 - Physiography, Terrain, and Soils and Vegetation
 - Ungulates
 - Visual Environment and Land and Resource Use
 - Wildlife and Birds
- Cumulative Effects information sheet;
- Community Well-Being Economics information sheet;
- Socio-Community Effects and Mitigations information sheet;
- Feedback form; and





- Maps of: Preferred Route, in-community forestry road, tourism outfitter locations, Project Inclusions List (cumulative effects), water crossings and tissue sampling area.

All engagement materials shared are included in **Appendix C**; maps are included in **Appendix D** (maps with confidential information are not included in the appendix).

In addition to the presentation and display boards, there were additional opportunities for the Community Well-Being Teams to engage with Marten Falls community members through the Country Foods Program, a Story Beads Exercise and the Water Sampling Program.

Country Foods Program

The Community Well-Being Teams conducted a Country Foods Program where community members provided samples of foods that are hunted, fished, or gathered from the land and water, including fish, wild plants, and animals to assess existing contaminant levels in traditional food species commonly harvested and consumed in the community. The collected samples included moose meat, beaver meat, pickerel / walleye, goose meat and wild blueberries. In total, 17 samples were collected.

These samples will help the Community Well-Being Team understand which contaminants may currently be present in local foods. This information will serve as a baseline before the Community Access Road is built, allowing MFFN to track any potential impacts over time.

Advertisements for the program were carried out via email outreach, a post on the private Facebook group and posters placed in the community. Many participants learned about the program upon attending the meeting and were able to retrieve and provide samples within the meeting timeframe.

The samples are currently being tested. Once the results of the program are received, they will be shared with the community.

Story Beads Exercise

The Story Beads exercise was intended to create space for intergenerational dialogue and shared storytelling using beadwork as a metaphor. Participants were offered a variety of colored beads, each representing a theme (e.g., green = land, blue = water, yellow = food, purple = youth, red = healing, black = challenges, white = hope). Participants were asked to select 3–5 beads and string them onto a cord or safety pin and share the story or memory behind their choices — either by writing it down, drawing, or sharing with a facilitator. MFFN members shared stories and their hopes and concerns around the Community Access Road including increased access to food and reduced cost of living and concerns about outsider access and substance abuse.





Water Sampling Program

A team of two along with a MFFN community member visited various sites in the community to retrieve water samples. Water samples were taken from the Albany River near the water treatment plant and at the dock where people are known to swim. The MFFN community member recommended sampling sites based on where members are known to swim or collect water for drinking.

The results of the water sampling are currently being analyzed. Once the results of the program are received, they will be shared with the community.

Attendance

The MFFN members only meetings were well-attended in both Thunder Bay and Ogoki. Approximately **45 community members** signed in to the meeting in Thunder Bay on May 27, 2025. Not all attendees chose to sign in including a high number of youth. Therefore the attendance for the meeting was closer to 65 people. Additionally, due to a miscommunication regarding the date and time of the Aroland First Nation community members only meeting (scheduled for May 28), members of Aroland First Nation attended the MFFN May 27, 2025 meeting as well. Therefore the number of MFFN and Aroland First Nation community members who signed in were approximately 11 and 20, respectively. The remaining attendees who signed in did not specify their community affiliation.

Approximately **22 community members** attended the meeting in Ogoki on May 28, 2025.

Highlights of Participant Feedback

Attendees were encouraged to share their feedback, concerns and pose questions throughout the meeting or provide them in-writing using the available feedback form. Comments, questions or concerns from the meetings are included in this summary report. Key themes / items of interest raised by attendees are included below. Note that all questions are labeled with a 'Q', comments with a 'C' and answers with an 'A'. Questions were answered by MFFN Community Advisors, Project Team members and Consultants (Project Team). Please note that these meeting notes only include comments and questions from MFFN members.

Access

C: Multiple community members expressed concerns about increased access that the Community Access Road will provide. Community members highlighted concerns related to the impact on hunting and fishing specifically from outsiders.

A: It was noted there are ongoing conversations between MFFN and the province on how to control access on the Community Access Road. Discussions included the potential for closing the Community Access Road, having a gate, controlling access and checkpoints.





Q: A community member noted that the winter road has no restrictions on who uses it. The community member inquired what the plan was for the Community Access Road in this regard.

A: There are ongoing conversations between MFFN and the province regarding access.

Community Well-Being: Economics

Q: A community member inquired about how to get involved in the construction of the Community Access Road. They mentioned they are an equipment operator and expressed interest in job opportunities.

A: The Project Team member noted that, information on employment opportunities will be provided to Marten Falls First Nation and Aroland First Nation, as well as other Indigenous communities in advance to provide time to obtain the necessary training. It was noted that jobs created by the Community Access Road would include direct and indirect employment opportunities.

C: Community members noted a desire for training programs, support programs for mental health and alcohol and drug addiction.

A: The comment was noted and training and job opportunities related to the Community Access Road were discussed.

C: Community members shared excitement about the potential jobs from the road construction and requested that information be shared with the community when we know what will be available.

A: The Community Access Road will create a number of direct and indirect jobs, and will seek to provide job readiness programs and trainings, as well as working with local employment and training services. Hiring will be prioritized for Marten Falls First Nation and Aroland First Nation members, as well as other Indigenous community members.

C: Community members expressed their support for the Community Access Road since it will facilitate transportation of goods and materials.

C: A community member noted that young people are not aware of what is being proposed as part of the Community Access Road, and that they should be part of the discussion.

A: The Project Team member agreed and shared efforts to engage with youth more and also asked for recommendations on ways to improve youth-engagement.

Community Well-Being: Food Sampling Program

C: A community member noted their experience hunting and fishing in the region, and how it had become more difficult. It was highlighted that there are barriers to participation, mainly the number of animals that are available, and the costs associated with being out on the land (e.g. owning a boat or paying for gas). It was also noted that the youth are becoming less interested in the traditional ways. However, recently, the school had a program where they taught youth how to clean and harvest goose





that was well-attended.

A: The comment was noted and discussed how working with the school and Elders could be a good way to increase interest and participation among youth.

C: Community members expressed interest in both sampling programs and noted they would like to know the results. They noted they would like to continue monitoring. It was recommended we prepare a handout for people to see the results and consider having something on the website.

A: The results of the Water Sampling and Country Foods Program will be shared with community members once data is received and analyzed.

C: It was noted that not many people eat beaver these days, since trapping is becoming less common. However a few families still engage in it.

C: A community member noted they were interested in the results of the goose sampling. Currently, goose is not eaten since they come from down south which they do not trust.

C: A community member inquired if smoke from forest fires would impact the baseline of samples.

A: The Project Team member noted that air quality monitoring was conducted over several seasons. In 2021, when forest fires were active, air quality monitoring showed two instances where one of the main pollutants of forest fire smoke (PM10) went above the limit. The fact that there were fires in that sampling season would be noted in the existing condition studies.

Community Well-Being: Safety

C: Concerns about the outcomes of the Community Access Road related to its impact on the land, increase in access to drugs and alcohol, and safety of women and girls were raised.

A: It was noted there are ongoing conversations between MFFN and the province on how to control access on the Community Access Road. Discussions included the potential for closing the Community Access Road, having a gate, controlling access and checkpoints.

C: A community member relayed their experience working with construction crews that were outwardly racist to their family members. They have concerns about what impact outsiders will have on the community.

A: Mitigation measures were shared, including having healers / Elders in the work camps and zero tolerance policies for racism. Cultural awareness training and having a community-based escalation processes were discussed.

C: A community member noted the importance of having anonymous reporting mechanisms, since many community members are worried about potential implications from Chief and Council, for





instance being fired.

A: The recommendation was noted.

Construction

C: A community member raised concerns on how construction camps will be managed. Concerns included environmental impacts, background checks and outsiders accessing the community.

A: It was noted that Environmental Protection Plans must be prepared by construction companies to be awarded work. Examples of mitigation measures were provided such as garbage bins to prevent bears from being attracted to camps and rules that construction workers staying in camps will not be allowed to hunt or fish.

C: Several community members noted concerns relating to the construction contracts, specifically, the quality of the work. It was noted that there has been poor quality work completed previously in the community. Examples were provided of recent experience with housing contractors.

Q: A community member asked if the number and location of construction camps is confirmed.

A: It was noted that the construction camps shown on maps are a current best estimate based on where bedrock and aggregate sites are located. However, camp locations could still change.

C: Concerns were raised about labour and costs, specifically how these can escalate and the potential for corruption.

C: It was noted that there are three lakes south of a bedrock deposit where the community is planning to build youth camps. It was suggested that engineering should avoid clearing activities that could impact this area.

A: The area was reviewed with the community member and the Project Team member confirmed that the aggregate site is over 2 kilometers from the lakes where the youth centres are planned to be located.

Consultation and Engagement

C: An individual was upset about the Community Access Road. They felt like they were intentionally not provided with information about the Community Access Road from Chief and Council and not given enough notice about community meetings.

A: The Project Team member advised the community member that their team was responsible for meeting outreach and that notification for meetings was communicated via email, postings on the MFFN Facebook group, other social media posts and physical posters installed at the school, the food store and health centre. The Project Team member asked if there were other ways to share news about upcoming meetings with community members.





C: The individual noted that email is not always reliable (e.g. emails go to spam folder and Elders do not have email accounts) and requested that physical meeting invites dropped off door-to-door would be preferred.

Examples were provided of recent experience with housing contractors.

A: The Project Team member will take the recommendation back and look into how door-to-door notices can be provided for future meetings.

C: Community members noted that viewing maps should include the names of creeks and streams for legibility, including Marten Falls (the actual falls) and Wabassi Lake. A note that Calbert Creek was shown in the wrong location.

A: The Project Team member noted the comments and will request maps to be updated.

C: Some individuals were confused between the Northern Road Link, Webequie Supply Road and Community Access Road. It was noted the Community Access Road should consider bringing maps showing the three road projects for clarification.

A: The recommendation was noted.

C: Community members noted that the band office is not open regularly. For this reason, community members do not have access to the Draft EA / IS. A contact was provided with the suggestion to have the Draft EA / IS available for review at the nursing station.

Q: An individual inquired about the timelines for the Community Access Road.

A: It was noted that the review of the EA / IS could take another two years, and that construction will take approximately five years.

Cultural Heritage

C: Community members indicated that clear areas near where larger bodies of water meet and where streams narrow are preferred for burial sites.

A: The Project Team member acknowledged the comment and discussed how Indigenous Knowledge and feedback from MFFN community members informed engineering particularly when selected a preferred route. It was noted that the community feedback outweighed the engineering and cost considerations.

In-Community Road

C: Community members expressed interest in sharing and reviewing community values related to the in-community road currently being considered for upgrades. The discussion included consideration of the road's location in relation to the graveyard and sweat lodges.





C: A community member shared that the in-community road is sometimes referred to as “Lovers Lane” or “Dolly Parton Road”.

C: Community members had discussions on the location of graveyard relative to the in-community road.

A: A map was used to help orient community members and assist with the conversation.

Q: An individual inquired how the route into the community was chosen.

A: It was noted that a route has not been chosen and that conversations with the Community are ongoing.

C: Community members expressed support for the in-community road. They indicated that they were pleased that the route followed the existing disturbance. They appreciate that the design was aiming to lower the speed at which vehicles could drive as they approached the Community. Some members indicated that upgrading the in-community road within the community would allow them access to the cemetery in the winter.

C: A community member noted that the in-community road is on good high ground.

Other

Q: An individual inquired about Bill 5 and the impacts on the Community Access Road.

A: There will be no change to the Community Access Road as planning for it started a long time ago.

Next Steps

The Draft EA / IS is available online. Feedback from community members was welcomed between February 18, 2025 and until the end of the review period on June 23, 2025. Community input during this time will help shape the Final EA / IS, targeted for release in 2026. Upcoming engagement opportunities were shared including a webinar on Land and Resource Use scheduled for Thursday, June 5, 2025.





Marten Falls First Nation Community Meetings

Community Access Road Draft Environmental Assessment / Impact Statement

Marten Fall First Nation Community members are invited to join the Community Access Road Project Team to discuss the Draft Environmental Assessment / Impacts Statement and review process.

Thunder Bay, Ontario
Tuesday, May 27, 2025

Time: 5:00 p.m. to 8:00 p.m.

Location: Italian Cultural Centre
132 Algoma St. S
Thunder Bay, Ontario

Dinner served at 6:00 p.m.

Marten Falls First Nation
Wednesday, May 28, 2025

Time: 12:00 p.m. to 2:00 p.m.

Location: Henry Coaster Memorial
School - Gymnasium, Marten Falls
First Nation

Lunch served at 12:30 p.m.

Learn about:

- What is the Draft Environmental Assessment / Impact Statement?;
- Understanding identified project effects and proposed impact management measures;
- Update on socio-economic studies and the Community Well-Being Report;
- Country Foods Sampling Program;
- Cumulative effects; and
- Next steps and future opportunities to get involved.

Contact info@martenfallsaccessroad.ca or Niki at [REDACTED] to book complimentary taxi service to and from the meeting in Thunder Bay.

- Prizes including gift cards!
- Kids Zone

Contact information

Website: <https://eais.martenfallsaccessroad.ca/get-involved/>

Email: info@martenfallsaccessroad.ca

Phone: [REDACTED]



Scan the QR to learn more, and for other ways to Get Involved.

MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD



PIC #6 - Draft Environmental
Assessment / Impact Statement:

MFFN Community Meeting

May 27, 2025 – Thunder Bay
May 28, 2025 – Ogoki

What we will discuss today

- Introductions and Opening Remarks
- The Draft Environmental Assessment / Impact Statement
- What we heard since the release of the Draft EA / IS
- How to get involved in the review process
- Community Well-Being
- Cumulative Effects Assessment and Results
- We want to hear from you: The In-Community Connection Road & Engineering
- Next Steps

Visit the booths around the room to learn more about these topics and speak with the team!

Meet Our Team



Bob Baxter
MFFN Councillor and
Senior Community Member Advisor



Lawrence Baxter
Senior Community
Member Advisor



Rowena Moonias
CAR Community Coordinator



Jennifer Bruin
Technical Advisor



Qasim Saddique
Project Director

Meet Our Team



Ingrid Trimble
Environmental Assessment



Dan Kuenstler
Engineering



Crista Gladstone
Community Well-being



Tatianna Brierley
Community Well-being

Meet Our Team



Victoria Anderson
Social Impact



Lesley Reid
Human Health



Chelsea Leblanc
Land & Resource Use



Niki Angelis
Consultation



Jaimie Cugnet
Consultation

Building the Community Access Road

"As we move forward to now begin to consider road construction and operations, our commitment remains to be strong stewards of our lands and our environment, in balance with being active partners in growing economic opportunities and benefits for both our communities and other First Nation communities."

- Chief Bruce Achneepineskum, July 2024.



The Draft Environmental Assessment / Impact Statement



Why is it important to provide your comments on the Draft Environmental Assessment / Impact Statement?

The purpose of releasing a Draft Environmental Assessment / Impact Statement to Indigenous communities, the public and regulators is to allow for an early review of our information, approach and findings.

Your input on the Draft Environmental Assessment / Impact Statement will allow another opportunity for your voice to be heard and will inform the preparation of the Final Environmental Assessment / Impact Statement.

What we've heard so far:

- Impact to traplines
- Road access and ownership
- How the road will benefit community life in Marten Falls
- Training and job opportunities
- Safety and traffic concerns
- Translation availability

Get Involved in the Review Process!

Ways to review the Draft Environmental Assessment / Impact Statement:

- Visit our website: eais.martenfallsaccessroad.ca
- Read the **Assessment Summary** documents that include:
 - Executive Summary
 - Frequently Asked Questions
- Learn more about our studies with **Plain Language Summaries**
- Find all the details in our full **Technical Reports** available for download
- Book a **meeting** with the Project Team

Comments, questions and feedback can be sent to:
eaisinput@martenfallsaccessroad.ca



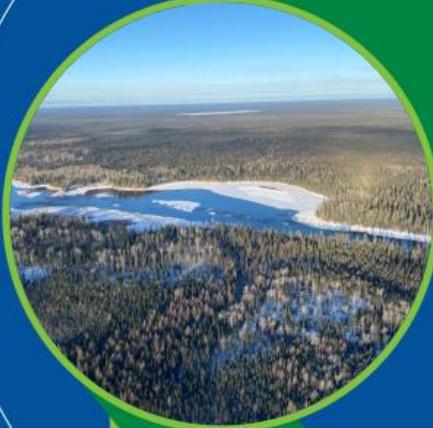
Submit your feedback on the Draft Environmental Assessment / Impact Statement by **JUNE 23, 2025!**

Draft Environmental Assessment / Impact Statement Schedule

Once the Final EA / IS is submitted there will be additional opportunities to comment directly to government agencies.



Community Well-Being

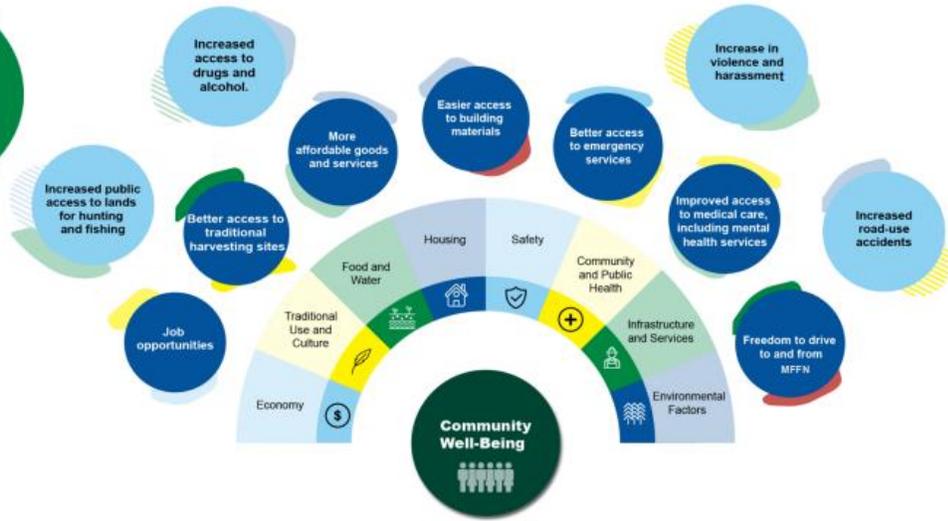


The Road to Community Well-Being

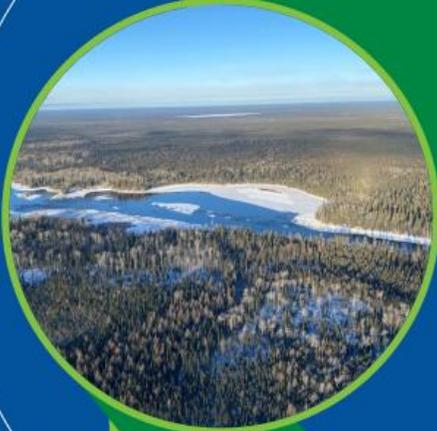
Community Well-being looks at how the road may affect everyday life in Marten Falls and nearby communities, including health, safety, jobs, housing, and connection to culture and land.



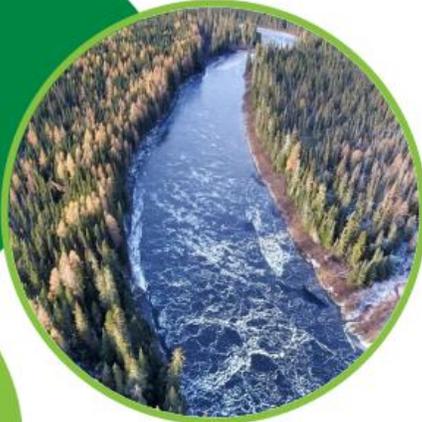
Understanding Community Well-Being



Cumulative Effects



Cumulative Effects



Cumulative effects consider the combined impact of the Community Access Road with other existing and future developments.

We study cumulative effects to understand:

- How this project fits into the bigger picture
- Whether regional projects might lead to broader or long-term impacts
- What additional actions or monitoring might be needed

What is the Cumulative Effects Process?



Temporal Overlap



Spatial Overlap



Reasonably Foreseeable Projects

To understand cumulative effects, we would need to:

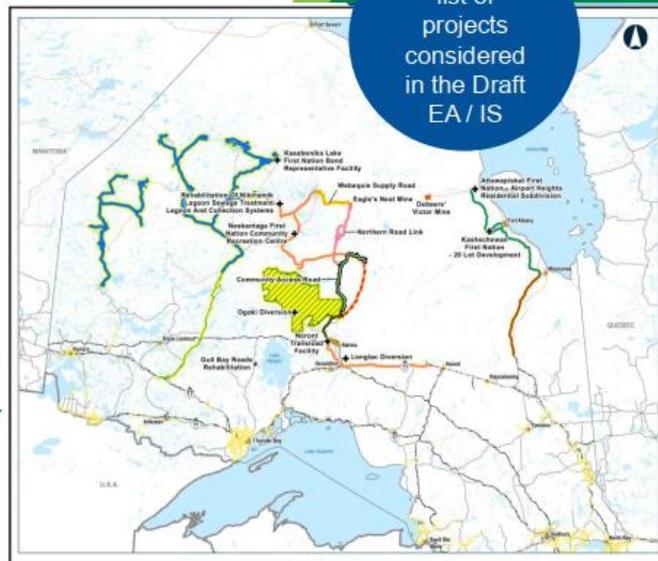
- Understand existing conditions, potential effects and mitigation measures.
- After applying mitigation measures, we assess the left over effects or residual effects.
- Look at all reasonably foreseeable projects and prepare project inclusions list.
- Assess cumulative effects.

If you want more information on Cumulative Effects check out the Plain Language Summaries.

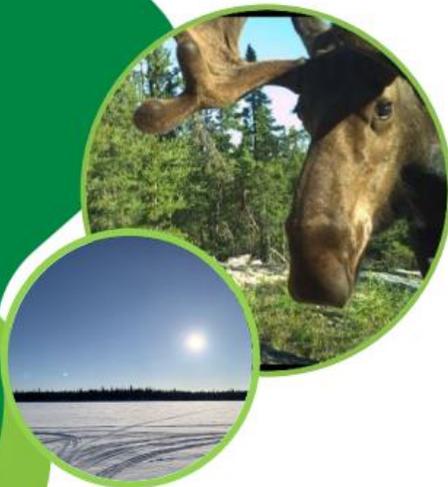
Final projects / activities considered as part of the cumulative effects assessment

- Northern Road Link
- Webequie Supply Road
- Anaconda and Painter Lake Forestry Access Road Upgrades
- Esnagami Road Bypass Upgrade
- RapidLynx Broadband Project – Phase 1 & 2
- Mushkegowuk James Bay All-Season Road Feasibility Study – Coastal
- Mushkegowuk James Bay All-Season Road Feasibility Study – Inland • Gull Bay Roads Rehabilitation
- Accelerated High-Speed Internet Program
- Mine Projects (e.g. Eagles Nest, Debeers Victor Mine)
- Ogoki Forest Management Plans
- Wataynikaneyap Powerline – Phase 1 & 2
- Other Projects and Activity Buffers

See the full list of projects considered in the Draft EA / IS



Visit the booths to provide input on the...



- The In-Community Road
- Bridges & Culvert Locations – Navigability of waterways
- Land & Resource Use
- Country Foods Program

Upcoming Activities



- Public Information Centre #6
 - Monday May 26 (Thunder Bay)
 - Thursday May 29 (Geraldton)
- Next Webinar is Thursday June 5 at 4pm EST on Land and Resource Use
- Submit feedback on the Draft Environmental Assessment and Impact Statement (by June 23, 2025)

Miigwetch! Stay Involved:

Website: www.martenfallsaccessroad.ca
Email us at: info@martenfallsaccessroad.ca
Call us at [REDACTED]



MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD



MFFN Community Meeting Update

July 4, 2025 – Thunder Bay

What We Will Discuss Today

- Introductions and Opening Remarks
- Overview of the Draft Environmental Assessment / Impact Statement
- Feedback received
- The Schedule
- Engagement Activities
- Program Updates
- What's next

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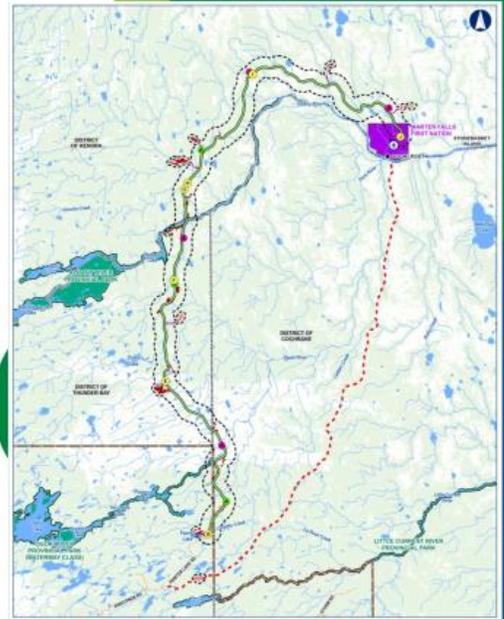


The Community Access Road

Marten Falls First Nation has a winter access road but it's not reliable and makes transportation of goods and people difficult. An all-season road that connects to the existing provincial highway network is needed to improve the well-being of the community.

Components of the Community Access Road:

- Approximately 190 km of a two-lane gravel road;
- Quarries, borrow areas and aggregate sources;
- Bridges for river and stream crossings; and
- Temporary construction access roads, work areas and camps



Environmental Assessment / Impact Assessment Process

- We are conducting a coordinated provincial Environmental Assessment and federal Impact Assessment.
- This involves many years of planning, technical studies, data collection, community meetings and interviews.
- The release of the Draft Environmental Assessment / Impact Statement was a major milestone for the Community Access Road.



The Draft Environmental Assessment / Impact Statement

The review period is now closed!

- The Indigenous communities and groups we are engaging received early access to the Draft Environmental Assessment / Impact Statement on February 18, 2025, for a 120-day review period.
- The general public and government regulators it on April 22, 2025, for a 60-day review period.
- The comment period ended on June 23, 2025.



Feedback Received

We have received almost 1000 comments on the Draft Environmental Assessment / Impact Statement to date.

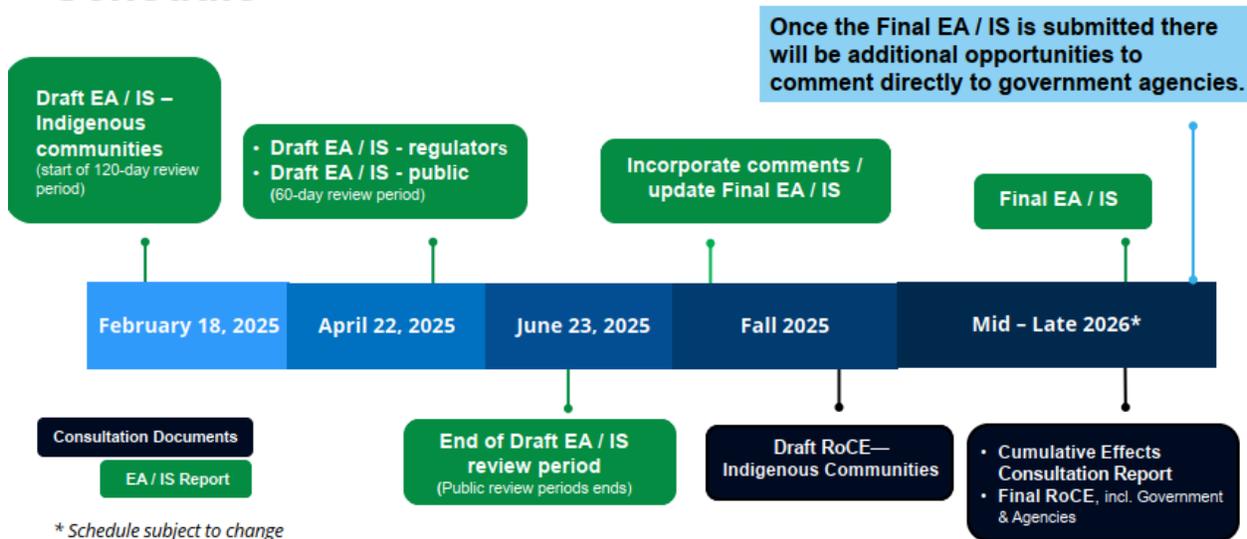
We have heard from:

- 10 Indigenous Communities;
- Ministry of Environment, Conservation and Parks;
- Interested Persons (e.g. outfitters and NGOs); and
- Federal agencies will not comment on the Draft.

Communities we've heard from:

- Animbiigoo-Zaagi'igan Anishinaabek First Nation
- Aroland First Nation
- Attawapiskat First Nation
- Constance Lake First Nation
- Fort Albany First Nation
- Ginoogaming First Nation
- Kashechewan First Nation
- Mushkegowuk Council
- Nibinamik First Nation
- Weenusk First Nation

Environmental Assessment / Impact Statement Schedule



Engagement Activities

- Delivered the Draft EA / IS to MFFN in February 2025.
- Released the Draft EA / IS to Indigenous Communities.
- Three Roads Forum in February 2025.
- Two MFFN Community Meetings in May.
- Two Aroland Community Meetings in May.
- Two Public Information Centres in Thunder Bay and Geraldton.



What We've Heard from Marten Falls community members:

- Support for the road and optimism about the future;
- Concerns about road access and safety;
- Interest in job opportunities and training;
- Comments on the in-community connection road; and
- Interest in the sampling programs.

Country Foods Program

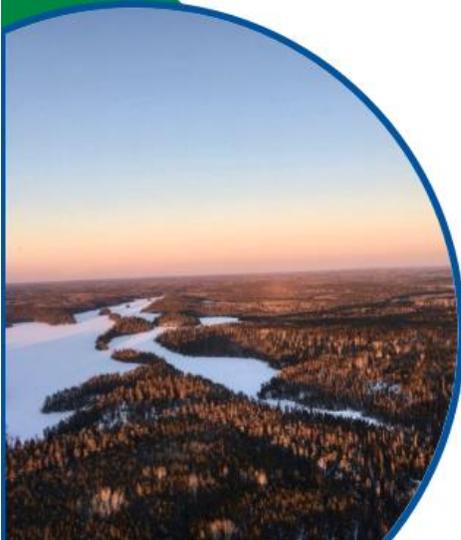
Community members provided samples of:

- Moose meat;
- Beaver meat;
- Pickerel / walleye;
- Goose meat; and
- Wild blueberries.

The samples are currently being tested. Once the results of the program are received, we will share them with the community.



What's Next



- Review comments from the Draft EA / IS.
- Release of the Record of Consultation and Engagement for Indigenous Communities this fall.
- Summer / Fall 2025 Field Programs.
- Release of the Final EA / IS mid to late 2026.

Miigwetch! Stay Involved:

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