Managing Partner: Lac La Biche County  
Participating Municipalities: Heart Lake First Nation  
Inter-jurisdictional Access Road Feasibility Study

2. Provide a description of the project.  
- What is the purpose of the project?  
- What activities will the partnership undertake to complete the project?  
- What are the project's outputs and expected concrete results?  

(Limit 4000 characters)

Lac La Biche County and the Heart Lake First Nation recognize the importance of a safe and viable transportation network. Presently, Heart Lake First Nation has just a single main access road. Any additional access road would need to pass through Lac La Biche County. Because of this, the potential for developing any such road depends on a partnership between both parties.

The proposed project (to be funded by ACP) is to identify and assess considerations related to the development of another access road. This includes emergency service access into Heart Lake First Nation, environmental considerations and implications of the potential project, stakeholder considerations, location suitability, project costing, and other relevant considerations.

This project will provide information and recommendations on critical geotechnical and environmental concerns, cost models, and will generally inform any future construction of an inter-jurisdictional access road into the Nation.

The partnership will undertake the following activities:

1. Data collection, and review and analysis of background information including Lidar, aerial photography, utility mapping, and land use analysis.
2. Engineering analysis and location study to incorporate existing land uses, identify planned developments, conduct a geotechnical review, develop alignment options, and related cost model.
3. Environmental review to determine potential environmental impacts including wetlands, wildlife, and historical resources.
4. Stakeholder engagement to facilitate input from councils, administration, residents, local industry, and provincial representatives to assess road needs and impacts.
5. Recommendations to ensure a safe access and to connect communities for fire protection and access to services.

The expected project outputs are:

1. Inter-jurisdictional access road location and alignment study.
2. Geotechnical and environmental impact analysis.
4. Inter-jurisdictional access Road Feasibility Study, including cost models, and recommendations.

3. Why are the project and grant needed?
   
   a) Does the project help to resolve an outstanding service gap or problem for the communities within the partnership? If so, please explain.

   (Limit 3000 characters)

There is a significant service gap and safety risk as currently there is only one road that connects the county and the Heart Lake First Nation for access in and out of the reserve. This affects vital services such as emergency services, water treatment, sewage lagoons, landfill, and recreation. This road crosses the Piche River Bridge which has undergone a bridge replacement study. The study identified the lack of a secondary road access increased the vulnerability and isolation of residents and potential barrier to access vital services.

This study will identify and assesses the considerations surrounding the possibility of building another access road. It was determined that an access road feasibility study would provide the partnership with any needed considerations to address this gap.

Elected officials have identified the evaluation of an additional access road into Heart Lake First Nation as an important service area for future collaboration since it is a service that required the joint cooperation of both parties.

   b) What is preventing the partnership from undertaking the project in-house or from obtaining the resources or expertise needed for the project? How will the grant be used to resolve these barriers?

   (Limit 3000 Characters)

There are several factors affecting the partnerships ability to undertake this project that include:

- Requirement for specialized knowledge and expertise that is not available within the partnership related to professional engineering analysis and technical stakeholder engagement. The grant will be used to obtain technical experts capable of completing the required work.
- Use of funding from reserves for this project would place additional financial strain on financial resources with balancing lower revenues and delivery of vital services.
- The partnership employees already have strained time commitments and high workload expectations with the ongoing delivery of day to day municipal operations and do not have the capacity to engage in the time expectations this project requires.

The use of grant-funded external resources is the only effective way to ensure project success.

4a. How will each participating municipality be involved in the project planning, administration, and decision making? Provide a brief description of the project roles and responsibilities for each partner. What arrangements and processes are in place to ensure that the interests of each member municipality will be met in the final outcomes of the project?

   (Limit 2000 characters)

Lac La Biche County is the managing partner on this grant application for the sole purpose of the grant submission and the future grant administration and reporting if grant is approved. Lac La Biche County
will also oversee and manage the project, including the procurement of contractors, and overall financial components.

While the County will take the lead, decision making will employ a collaborative process as it relates to project planning, administration, and decision making. The partnership will establish a working group that will have representatives from each partner where both are actively engaged in project progress and will have input and influence on project outcomes. Mechanisms that will support this include open discussions, input from senior administration, and an agreed upon decision making process.

Once the baseline data is collected and the access road feasibility plan and recommendations is developed, the information will be presented to respective councils to guide future decisions pertaining to the possibility of developing an access road.

4b. How will conflict be resolved to ensure a successful outcome which meets the interests of all project participants? Provide details on any dispute resolution mechanisms that may be in place between the partner municipalities. 

The partnership will follow the resolution process similar to what is in the ICF structure.

Any new access road leading into Heart Lake First Nation would need to pass through Lac La Biche County. Therefore, it is imperative that both parties have input and are consulted in the future possible development of this project.

In the event that conflict occurs, all efforts will be made to resolve the issue administratively. If required, the issue will be elevated in the following sequence: senior managers, and joint meetings of both councils.

5a. Provide a concise overview of the project workplan, timeline, and project risk mitigation strategies that are in place.

The partnership is proposing the following project workplan:

1. Consultant conducts a preliminary assessment, data collection, and analysis.
2. Stakeholder consultation.
3. Location study to review existing land uses.
4. Geotechnical and environmental impact review.
5. Road network alignment study
6. Development of an Inter-jurisdictional Access Road Feasibility Study that identifies geotechnical and environmental concerns, stakeholder input, cost models, and guidelines for future infrastructure requirements.

The following timelines are high level estimates and may overlap and be modified as project proceeds:

1. Data collection and analysis (April – May 2020)
2. Stakeholder engagement (May – October 2020)
3. Engineering analysis: location study, environmental impact review, alignment study, and development of models (May – October 2020)
4. Development of an Inter-jurisdictional Access Road Feasibility Study and recommendations (October – November 2020)
5. Presentations to councils (December 2020 – January 2021)
6. Updates to policies, bylaws, and procedures (February 2021)

Risks associated with this project include:

1. Municipal support and cooperation – this will be mitigated through targeted stakeholder engagement and information sessions to determine needs, strategies on addressing these needs, and identification of potential impacts to the transportation network.
2. Availability of funding for related infrastructure upgrade requirements – this will be mitigated through the Inter-jurisdictional Access Road Feasibility Study itself that will provide councils with critical information when deliberating over capital priority projects.

MPE Engineering Ltd. has provided Lac La Biche County with preliminary budget (identified in section 6) and has identified high level project requirements. Cost are estimates based on similar projects.

The partnership will follow required procurement practices should this project be approved for funding. This may include advertising on Alberta Purchasing Connection (APC) in compliance with the North West Partnership and Trade Agreement (NWPTA).

6. Provide a comprehensive, itemized breakdown of all your estimated project costs and expenditures in the table below. Use the [*] button to add line items to specifically identify the types of consultant activities and vendor costs (advertising, printing, venue rental), insufficient or incomplete project cost information will impact the evaluation of your grant application.

Only list the project cost information associated with the scope of work under this grant request.

Refer to the ACP Program Guidelines, Schedule 1A for full information on eligible and ineligible costs under the IC component.

Note: Capital expenditures are not eligible under the IC component.

<table>
<thead>
<tr>
<th>Item Description</th>
<th>Estimated Item Cost</th>
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<tbody>
<tr>
<td>Data collection and land use analysis</td>
<td>$22,000</td>
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<tr>
<td>Stakeholder engagement</td>
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<tr>
<td>Location Study</td>
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<tr>
<td>Geotechnical and Environmental Impact Review</td>
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<tr>
<td>Road Network Alignment Study</td>
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</tr>
<tr>
<td>Development of Inter-jurisdictional Access Road Feasibility Study and Recommendations</td>
<td>$25,000</td>
</tr>
<tr>
<td><strong>Total Project Costs</strong></td>
<td><strong>$200,000</strong></td>
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