

List of Agenda Additions and Handouts for August 18, 2020

- 6. Delegations
RCMP Drayton Valley Crime Statistics Report (**Pages 2 - 8**)
- 8. Public Works
 - g) Municipal Stimulus Program (**Pages 9 - 11**)
- 13. General Matters
 - c) Alberta Health Services Air Ambulance
- Public Webinar Questions and Answers (**Pages 12 - 18**)
 - e) Public Strategy Committee - B. Guyon

Drayton Valley Provincial Crime Gauge

2020 vs. 2019
January to July

Criminal Code Offences



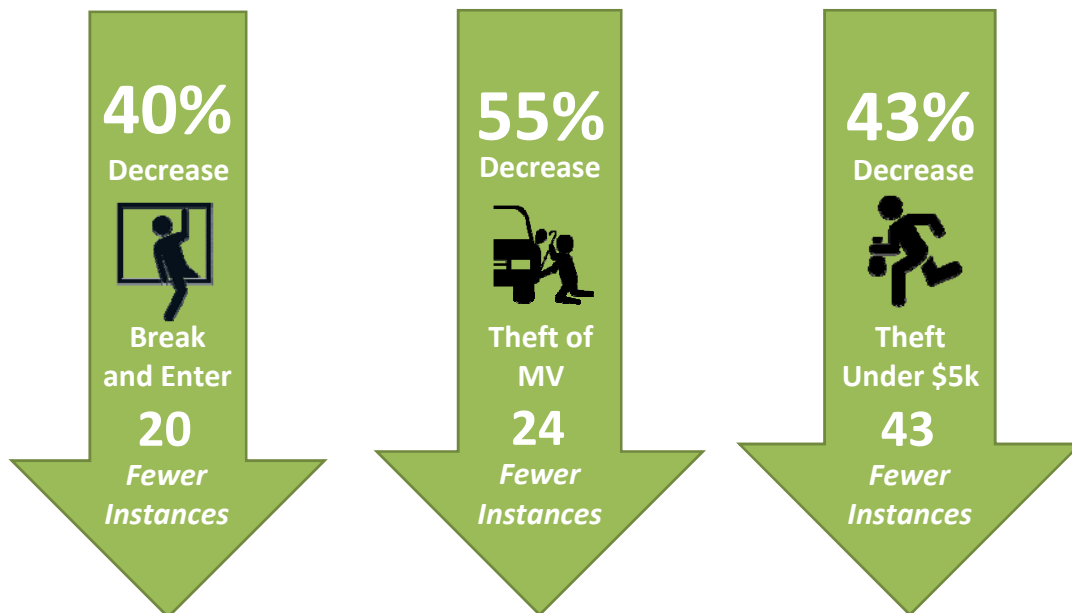
**Total
Criminal Code
Offences:**

22%

Decrease

When compared to
January to July, 2019

Select Property Crime



NOTE: If in both 2019 and 2020 a category had fewer than 20 offences, a percent change is not shown. All numbers without a '%' beside them represent counts.

Drayton Valley Provincial Detachment

Crime Statistics (Actual)

January to July: 2016 - 2020

All categories contain "Attempted" and/or "Completed"

August-06-20

CATEGORY	Trend	2016	2017	2018	2019	2020	% Change 2016 - 2020	% Change 2019 - 2020	Avg File +/- per Year
Homicides & Offences Related to Death		0	0	0	0	0	N/A	N/A	0.0
Robbery		2	2	2	1	0	-100%	-100%	-0.5
Sexual Assaults		3	5	3	2	1	-67%	-50%	-0.7
Other Sexual Offences		2	3	0	0	4	100%	N/A	0.1
Assault		36	19	20	15	16	-56%	7%	-4.4
Kidnapping/Hostage/Abduction		0	0	0	0	3	N/A	N/A	0.6
Extortion		0	1	0	0	1	N/A	N/A	0.1
Criminal Harassment		9	9	17	6	5	-44%	-17%	-1.1
Uttering Threats		17	10	9	12	10	-41%	-17%	-1.2
TOTAL PERSONS		69	49	51	36	40	-42%	11%	-7.1
Break & Enter		52	59	102	50	30	-42%	-40%	-5.3
Theft of Motor Vehicle		31	38	45	44	20	-35%	-55%	-1.6
Theft Over \$5,000		14	10	13	9	8	-43%	-11%	-1.3
Theft Under \$5,000		89	103	140	100	57	-36%	-43%	-6.7
Possn Stn Goods		21	29	20	35	27	29%	-23%	1.8
Fraud		12	13	18	11	13	8%	18%	0.0
Arson		4	4	7	9	4	0%	-56%	0.5
Mischief To Property		71	31	34	45	49	-31%	9%	-3.0
TOTAL PROPERTY		294	287	379	303	208	-29%	-31%	-15.6
Offensive Weapons		15	10	11	6	12	-20%	100%	-1.0
Disturbing the peace		3	10	5	6	6	100%	0%	0.2
Fail to Comply & Breaches		24	11	25	21	19	-21%	-10%	0.0
OTHER CRIMINAL CODE		16	8	16	8	13	-19%	63%	-0.6
TOTAL OTHER CRIMINAL CODE		58	39	57	41	50	-14%	22%	-1.4
TOTAL CRIMINAL CODE		421	375	487	380	298	-29%	-22%	-24.1

Drayton Valley Provincial Detachment
Crime Statistics (Actual)
January to July: 2016 - 2020

All categories contain "Attempted" and/or "Completed"

August-06-20

CATEGORY	Trend	2016	2017	2018	2019	2020	% Change 2016 - 2020	% Change 2019 - 2020	Avg File +/- per Year
Drug Enforcement - Production		0	0	1	0	0	N/A	N/A	0.0
Drug Enforcement - Possession		6	9	11	3	2	-67%	-33%	-1.4
Drug Enforcement - Trafficking		3	0	3	0	3	0%	N/A	0.0
Drug Enforcement - Other		0	0	0	0	0	N/A	N/A	0.0
Total Drugs		9	9	15	3	5	-44%	67%	-1.4
Cannabis Enforcement		0	0	0	0	0	N/A	N/A	0.0
Federal - General		2	2	3	4	4	100%	0%	0.6
TOTAL FEDERAL		11	11	18	7	9	-18%	29%	-0.8
Liquor Act		6	1	2	2	2	-67%	0%	-0.7
Cannabis Act		0	0	0	0	1	N/A	N/A	0.2
Mental Health Act		37	38	22	28	25	-32%	-11%	-3.4
Other Provincial Stats		83	47	59	56	75	-10%	34%	-0.7
Total Provincial Stats		126	86	83	86	103	-18%	20%	-4.6
Municipal By-laws Traffic		2	1	2	0	2	0%	N/A	-0.1
Municipal By-laws		20	14	7	10	9	-55%	-10%	-2.6
Total Municipal		22	15	9	10	11	-50%	10%	-2.7
Fatals		1	0	0	0	1	0%	N/A	0.0
Injury MVC		5	10	13	16	14	180%	-13%	2.4
Property Damage MVC (Reportable)		141	115	128	98	82	-42%	-16%	-13.5
Property Damage MVC (Non Reportable)		30	20	24	30	21	-30%	-30%	-0.8
TOTAL MVC		177	145	165	144	118	-33%	-18%	-11.9
Provincial Traffic		227	152	478	461	337	48%	-27%	52.9
Other Traffic		10	6	3	4	12	20%	200%	0.2
Criminal Code Traffic		31	39	25	34	25	-19%	-26%	-1.7
Common Police Activities									
False Alarms		109	82	79	29	12	-89%	-59%	-24.7
False/Abandoned 911 Call and 911 Act		22	13	20	28	54	145%	93%	7.9
Suspicious Person/Vehicle/Property		31	25	49	42	38	23%	-10%	3.1
Persons Reported Missing		13	11	3	2	5	-62%	150%	-2.5
Search Warrants		0	0	0	0	0	N/A	N/A	0.0
Spousal Abuse - Survey Code (Reported)		70	45	56	40	37	-47%	-8%	-7.1
COVID-19 Files (Reported)		-	-	-	-	0	-	-	-

Drayton Valley Provincial Detachment

Crime Statistics (Actual)

July: 2016 - 2020

All categories contain "Attempted" and/or "Completed"

August-06-20

CATEGORY	Trend	2016	2017	2018	2019	2020	% Change 2016 - 2020	% Change 2019 - 2020	Avg File +/- per Year
Homicides & Offences Related to Death		0	0	0	0	0	N/A	N/A	0.0
Robbery		0	0	0	0	0	N/A	N/A	0.0
Sexual Assaults		0	1	1	0	0	N/A	N/A	-0.1
Other Sexual Offences		0	0	0	0	0	N/A	N/A	0.0
Assault		2	2	7	1	6	200%	500%	0.7
Kidnapping/Hostage/Abduction		0	0	0	0	0	N/A	N/A	0.0
Extortion		0	0	0	0	0	N/A	N/A	0.0
Criminal Harassment		0	1	0	2	0	N/A	-100%	0.1
Uttering Threats		4	1	3	3	0	-100%	-100%	-0.6
TOTAL PERSONS		6	5	11	6	6	0%	0%	0.1
Break & Enter		11	13	10	8	3	-73%	-63%	-2.1
Theft of Motor Vehicle		6	10	2	10	3	-50%	-70%	-0.6
Theft Over \$5,000		2	2	3	2	0	-100%	-100%	-0.4
Theft Under \$5,000		13	13	24	9	4	-69%	-56%	-2.2
Possn Stn Goods		7	8	2	4	3	-57%	-25%	-1.2
Fraud		3	4	3	0	0	-100%	N/A	-1.0
Arson		1	1	1	0	0	-100%	N/A	-0.3
Mischief To Property		6	5	8	2	5	-17%	150%	-0.5
TOTAL PROPERTY		49	56	53	35	18	-63%	-49%	-8.3
Offensive Weapons		1	1	4	2	0	-100%	-100%	-0.1
Disturbing the peace		1	3	1	3	2	100%	-33%	0.2
Fail to Comply & Breaches		3	3	5	3	3	0%	0%	0.0
OTHER CRIMINAL CODE		4	2	2	2	0	-100%	-100%	-0.8
TOTAL OTHER CRIMINAL CODE		9	9	12	10	5	-44%	-50%	-0.7
TOTAL CRIMINAL CODE		64	70	76	51	29	-55%	-43%	-8.9

Drayton Valley Provincial Detachment
Crime Statistics (Actual)
July: 2016 - 2020

All categories contain "Attempted" and/or "Completed"

August-06-20

CATEGORY	Trend	2016	2017	2018	2019	2020	% Change 2016 - 2020	% Change 2019 - 2020	Avg File +/- per Year
Drug Enforcement - Production		0	0	0	0	0	N/A	N/A	0.0
Drug Enforcement - Possession		1	4	0	1	0	-100%	-100%	-0.5
Drug Enforcement - Trafficking		0	0	0	0	0	N/A	N/A	0.0
Drug Enforcement - Other		0	0	0	0	0	N/A	N/A	0.0
Total Drugs		1	4	0	1	0	-100%	-100%	-0.5
Cannabis Enforcement		0	0	0	0	0	N/A	N/A	0.0
Federal - General		0	0	2	0	0	N/A	N/A	0.0
TOTAL FEDERAL		1	4	2	1	0	-100%	-100%	-0.5
Liquor Act		1	0	0	0	2	100%	N/A	0.2
Cannabis Act		0	0	0	0	0	N/A	N/A	0.0
Mental Health Act		4	6	9	6	2	-50%	-67%	-0.4
Other Provincial Stats		8	15	10	13	16	100%	23%	1.4
Total Provincial Stats		13	21	19	19	20	54%	5%	1.2
Municipal By-laws Traffic		1	0	0	0	0	-100%	N/A	-0.2
Municipal By-laws		5	1	0	1	2	-60%	100%	-0.6
Total Municipal		6	1	0	1	2	-67%	100%	-0.8
Fatals		0	0	0	0	0	N/A	N/A	0.0
Injury MVC		1	0	2	0	2	100%	N/A	0.2
Property Damage MVC (Reportable)		11	13	24	10	14	27%	40%	0.3
Property Damage MVC (Non Reportable)		2	8	2	3	2	0%	-33%	-0.5
TOTAL MVC		14	21	28	13	18	29%	38%	0.0
Provincial Traffic		37	26	59	69	84	127%	22%	13.7
Other Traffic		1	1	1	0	5	400%	N/A	0.7
Criminal Code Traffic		6	9	8	7	1	-83%	-86%	-1.2
Common Police Activities									
False Alarms		15	22	18	8	3	-80%	-63%	-3.8
False/Abandoned 911 Call and 911 Act		5	1	6	5	8	60%	60%	1.0
Suspicious Person/Vehicle/Property		3	6	6	12	6	100%	-50%	1.2
Persons Reported Missing		3	5	1	1	2	-33%	100%	-0.6
Search Warrants		0	0	0	0	0	N/A	N/A	0.0
Spousal Abuse - Survey Code (Reported)		6	5	9	10	6	0%	-40%	0.5
COVID-19 Files (Reported)		-	-	-	-	0	-	-	-

Drayton Valley Provincial Detachment
Crime Statistics (Actual)
January to July: 2016 - 2020

All categories contain "Attempted" and/or "Completed"

August-06-20

Category	Trend	2016	2017	2018	2019	2020	FLAG
Theft Motor Vehicle (Total)		31	38	45	44	20	Within Norm
Auto		2	2	2	3	2	Within Norm
Truck		19	19	19	28	12	Within Norm
SUV		2	1	3	0	0	Within Norm
Van		0	0	1	0	0	Within Norm
Motorcycle		0	1	1	0	0	Within Norm
Other		8	14	17	12	5	Within Norm
Take Auto without Consent		0	1	2	1	1	Within Norm
Break and Enter (Total)*		52	59	102	50	30	Within Norm
Business		38	28	55	19	5	Within Norm
Residence		8	17	17	14	3	Within Norm
Cottage or Seasonal Residence		2	1	3	1	1	Within Norm
Other		4	11	23	15	17	Within Norm
Theft Over & Under \$5,000 (Total)		103	113	153	109	65	Within Norm
Theft from a motor vehicle		14	14	21	26	13	Within Norm
Shoplifting		6	1	1	0	2	Within Norm
Mail Theft (includes all Mail offences)		3	27	14	1	5	Within Norm
Theft of bicycle		0	1	1	1	2	Issue
Other Theft		80	70	116	81	43	Within Norm

Mischief To Property		71	31	34	45	49	Within Norm
Suspicious Person/ Vehicle/ Property		31	25	49	42	38	Within Norm
Fail to Comply/Breach		24	11	25	21	19	Within Norm
Wellbeing Check		9	8	16	13	20	Issue
Mental Health Act		37	38	22	28	25	Within Norm
False Alarms		109	82	79	29	12	Within Norm

Traffic	Trend	2016	2017	2018	2019	2020	FLAG
Roadside Suspensions - alcohol related - No grounds to charge*		2	1	3	2	2	Within Norm
Occupant Restraint/Seatbelt Violations*		4	0	13	13	3	Within Norm
Speeding Violations*		16	12	181	177	134	Within Norm
Intersection Related Violations*		5	2	8	3	6	Within Norm
Other Non-Moving Violation*		58	43	140	140	102	Within Norm
Pursuits**		2	2	1	5	5	Issue
Other CC Traffic**		2	2	3	6	10	Issue

*"Actual" **"Reported"

Categories flagged with "Issue" only indicate that the current number of offences are higher the statistical norm based on previous years.

Drayton Valley Provincial Detachment - Break and Enters (includes unlawfully in a dwelling place)

All categories contain "Attempted" and/or "Completed"

August-06-20

2019												
Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Actuals	10	6	2	4	12	8	8	16	10	10	6	1
Running Total	10	16	18	22	34	42	50	66	76	86	92	93
Quarter	18			24			34			17		
2020												
Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Actuals	3	6	6	6	3	3	3					
Running Total	3	9	15	21	24	27	30					
Quarter	15			12			TBD			TBD		
Year over Year % Change	-70%	-44%	-17%	-5%	-29%	-36%	-40%					

Drayton Valley Provincial Detachment - Theft Under \$5,000

All categories contain "Attempted" and/or "Completed"

August-06-20

2019												
Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Actuals	16	5	15	19	28	8	9	11	16	8	3	4
Running Total	16	21	36	55	83	91	100	111	127	135	138	142
Quarter	36			55			36			15		
2020												
Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Actuals	12	3	10	10	10	8	4					
Running Total	12	15	25	35	45	53	57					
Quarter	25			28			TBD			TBD		
Year over Year % Change	-25%	-29%	-31%	-36%	-46%	-42%	-43%					

Drayton Valley Provincial Detachment - Theft of Motor Vehicles (includes taking without consent)

All categories contain "Attempted" and/or "Completed"

August-06-20


2019												
Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Actuals	6	4	6	5	3	10	10	5	4	7	2	2
Running Total	6	10	16	21	24	34	44	49	53	60	62	64
Quarter	16			18			19			11		
2020												
Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Actuals	4	2	2	1	3	5	3					
Running Total	4	6	8	9	12	17	20					
Quarter	8			9			TBD			TBD		
Year over Year % Change	-33%	-40%	-50%	-57%	-50%	-50%	-55%					

Drayton Valley Provincial Detachment - Theft from Motor Vehicles

All categories contain "Attempted" and/or "Completed"

August-06-20

2019												
Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Actuals	2	0	6	5	12	0	1	1	2	3	1	1
Running Total	2	2	8	13	25	25	26	27	29	32	33	34
Quarter	8			17			4			5		
2020												
Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Actuals	7	1	0	0	1	3	1					
Running Total	7	8	8	8	9	12	13					
Quarter	8			4			TBD			TBD		
Year over Year % Change	250%	300%	0%	-38%	-64%	-52%	-50%					

BRAZEAU COUNTY REQUEST FOR COUNCIL DECISION		
SUBJECT:	Municipal Stimulus Program (MSP)	
DATE TO COUNCIL:	August 18, 2020	
SUBMITTED BY:	Adam Saltesz, Project Manager, Public Works & Infrastructure	
ENDORSED BY:	Lynden Fischer, Director, Public Works & Infrastructure	
REVIEWED BY CAO:	J. Whaley, CAO	
FILE NO:		

RECOMMENDED ACTIONS:

Council directs Administration to submit a project application and Memorandum of Agreement under the Municipal Stimulus Program (MSP) for overlaying the roads within the Hamlet of Lodgepole in 2021, with a MSP funding contribution of \$923,732.00 and Brazeau County contribution of \$226,268.00 taken from Roads Restricted Surplus.

1. TOPIC DEFINED

Executive Summary

Through the MSP, the Government of Alberta is providing additional capital infrastructure funding to municipalities with the primary objective to sustain and create local jobs, enhance provincial competitiveness and productivity, position communities to participate in future economic growth, and reduce municipal red-tape to promote job-creating private sector investment.

MSP funding is allocated to municipalities based on a per capita basis, according to the 2019 Municipal Affairs Population List. Based on the aforementioned allocation, Brazeau County has a maximum MSP allocation of \$923,732.00. Submissions of project applications and an executed Memorandum of Agreement are due October 1, 2020, with MSP funds required to be expended by the end of 2021.

MSP funding is limited to projects that would not go forward in the absence of support through the stimulus program. In order to ensure success in receiving approved MSP funding, the project selected for MSP funding should be one that has never been previously considered or committed to due to budget constraints.

The Hamlet of Lodgepole has seen its roadway surface deteriorate and reach the end of its expected life, having been paved last in 1996, the surface is 24 years old. The Hamlet of Lodgepole has seen numerous repairs completed on the asphalt surface over the past few years, however, future maintenance activities will be limited due to the extent and cost of repairs.

Relevant Policy:

N/A

Strategic Relevance:

Brazeau County is strategically assigning financial and physical resources to meet ongoing service delivery to ensure the success of our greater community.

2. ANALYSIS OF RECOMMENDED ACTION

Council directs Administration to submit a project application and Memorandum of Agreement under MSP for overlaying the roads within the Hamlet of Lodgepole in 2021, with a MSP funding contribution of \$923,732.00 and Brazeau County contribution of \$226,268.00 taken from Roads Restricted Surplus.

Advantages	Disadvantages
<ul style="list-style-type: none">- Complete a needed overlay without the full impact to the budget.- Improved winter maintenance- Protecting County infrastructure- More efficient to overlay now than to wait for it to fail completely and require a full rebuild.	<ul style="list-style-type: none">- None Identified

3. IMPLICATIONS OF RECOMMENDATION

Operational:

Required maintenance activities including pot-hole patching, crack sealing, and paver patching would see a decrease and result in lower required funding for maintenance in the area.

Financial:

The total estimated project costs for overlaying the roads in the Hamlet of Lodgepole is \$1,150,000.00. Brazeau County would be required to contribute \$226,268.00 from Roads Restricted Surplus.

Attachments:

Attachment 1 - Proposed Lodgepole Overlay Map



Proposed Lodgepole Overlay

— Proposed

BASE FEATURES

Property Boundaries

ROADS

- County Paved
- County Cold Mix
- County Gravel
- - - Other Cold Mix
- - - Other Gravel
- - - Other Paved
- Provincial Paved
- - - Provincial Gravel

30cm Imagery, 2017

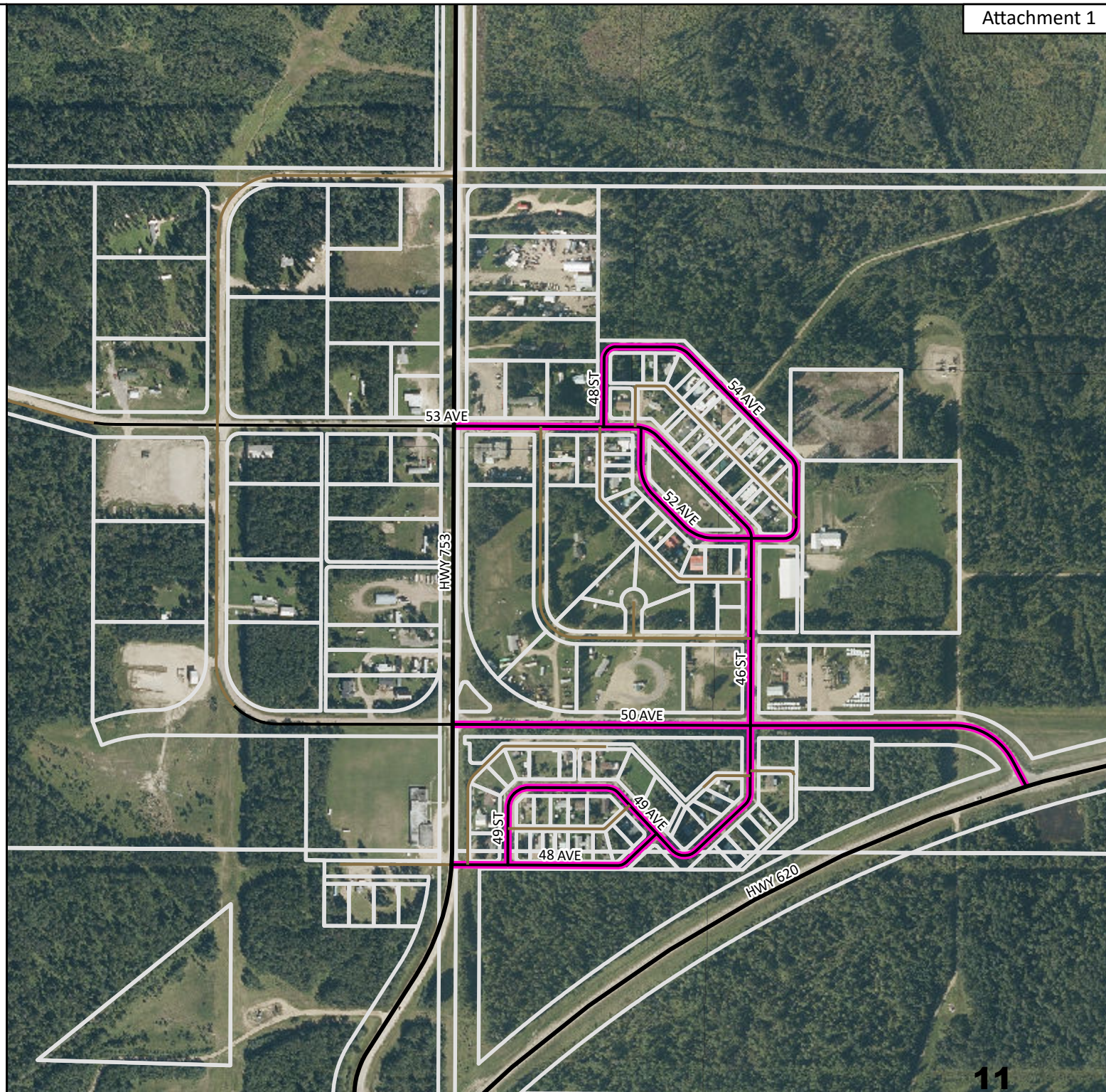
Scale: 1:6,500

PRODUCED BY BRAZEAU COUNTY

This map is intended for advisory purposes only.
It is based on data deemed reliable but Brazeau
County is not responsible for errors or omissions.

Cadastral data is downloaded from Altalis.
The accuracy of the cadastral fabric is +/- 3 m in rural areas
and +/- 15 cm in most urban centres.

Projection:
NAD 83 UTM 11N GCS80



Questions from HEMS Review Public Webinars

This document aims to encompass all questions received during the HEMS public Webinars held Thursday, July 16, 2020 at 1:00 p.m. and 7:00 p.m. Questions are in **bold**, and responses from the HEMS review team are below each question.

The questions received relate to several themes and have been grouped accordingly.

Dispatch

Criteria

Q: Within our municipality we are served by both STARS and HALO, depending on the circumstances. A question that has arisen in many conversations is the dispatch decision. Through the review process will it be possible to be provided with the detailed criteria of how these decisions are made? The intent is not to provide critique of a complex decision making process, but would be valuable in helping Council to understand the process, and make decisions if they are willing to provide financial support to either of the operators that provide service in our area.

- The key focus is on the patient and what their needs are. There is an algorithm used based on patient need and their specific medial circumstances. Factors in this decision include the medical needs of the patient, whether a critical care transport team may be needed, as well as the location. Air medical crews and/or transport physicians may also be brought in to determine suitability of a HEMS response.

Q: I understand STARS are the dispatchers. Is this not a conflict?

- STARS operates the Link Centre, which dispatches helicopters in Alberta, and follows AHS approved provincial dispatch protocols, integrated with AHS dispatch centers. AHS has oversight for all helicopter response in Alberta, and reviews all such dispatches to ensure that the most appropriate resources are being used.

Q In your “goals of the HEMS review” slide you listed address patient care, overall safety, efficiency, reliability, and equity for helicopter response in remote and rural areas...can you define what “equity for helicopter response in remote and rural area” means? Is that simply time? (I.e. -12 min vs 86 min) Please explain.

- Equity means that the HEMS review gives the same considerations provincially and assesses the needs. Equity does not necessarily mean equal but it does mean that our provincial healthcare system will mobilize the most appropriate resources according to patient need. That may include helicopter response.

Q: Why would STARS get dispatched if HALO is clearly closer and would arrive on scene quicker?

- A variety of scenarios could require the dispatch of the STARS helicopter to a scene, rather than HALO. These might include the need for critical care skills on-scene, the need for blood product administration on-scene, and the need for a Transport Physician to be transported to the accident scene. In most cases however, the priority with scene response to a trauma event is timely transport to an appropriate nearby hospital.

Q: HALO response in our area is handled by STARS and HALO. In at least one instances in 2019, STARS was not available to be dispatched. HALO was available, but was not dispatched. Reason was not clear, but a territorial issue was suggested after the event.

- The use of STARS and HALO is monitored by AHS EMS, and questions around resource utilization are reviewed by AHS EMS. Our goal is to ensure that the patient receives the best care possible. Dispatch sees our Province as a whole, with various resources available depending upon proximity to the patient. Aside from AHS zone-based operational and medical leadership structures, ambulances are not defined by territory.

Q: Who decides which HEMS is called to scene? (E.g. – when HALO is closer to call sometimes STARS is called.)

- Using provincial response criteria, information received from those on scene, zone EMS Supervisors, disposition of all available resources; the provincial air ambulance Transport Physician will provide direction based on patient need.

Location/bases

Q: Is the intention to go to a single provider to service the entire province?

- There is no mandate for a single provider or any other model. The intent of the HEMS review is to review existing resources and processes, and to determine an optimal path forward.

Q: Is the number of bases (5) set, or will that be reviewed also?

- We are looking at resources across the Province in order to ensure that all areas are served optimally. It is too early to speculate what the recommendations for a provincial model will be.

Q: Why are some of the helicopter bases in major centres, when most of the criteria for HEMS is for rural and remote?

- HEMS agencies have largely evolved due to perceived local need, and a desire by local agencies to support care. Helicopters in Centralized bases can respond in all directions using a “hub and spoke” model. The HEMS team is reviewing the effectiveness of base locations.

Q: Curious on what standards or measurements are used by AH/AHS to support HEMS in a key area of the hospital? Obviously we can't expect a helicopter in every city or large town but the public should have access to the criteria to provide awareness and comparisons as to their current situation as per their location.

- HEMS operators/programs have developed differently and at different times. They were developed independent of AHS. A goal of the HEMS review is to make

recommendations that align HEMS operations with a provincial strategy. This question is noted and will be addressed as part of the HEMS review.

Q: Has the geographic base for helicopter station ever been considered when determining whether a better location should be considered to be able to reach the corners of the province?

- We are looking at geographic considerations as part of the HEMS review.

Stakeholder Consultation

Q: Is there a list of stakeholders who have been consulted already?

- Stakeholders are noted on the Together4Health portal. The HEMS report will provide more detail once consultation and engagement is complete.

Q: How are you reaching on-the-ground users for their feedback. (I.e. - those who are working with the services.)

- A survey has been deployed for EMS practitioners.
- Notification of the HEMS review and an invitation for engagement was sent to all Medical First Responders (Fire Departments).

Q: Will you be communicating with Sask Health Authority regarding serving the Lloydminster AB/SK?

- Alberta residence access the Lloydminster Hospital and this will be taken into account in the HEMS review. It is common that these patients are brought into Edmonton.

Q: Does AHS funding also provide HEMS support to NWT as well as neighbouring provinces?

- Neighbouring provinces are responsible for funding their own emergency response, however reciprocal agreements and/or mutual aid processes are in place to support the care of patients in neighbouring Provinces and Territories. Any AHS response to other provinces/territories is invoiced at cost recovery.

Canadian Expert Advisory Panel

Q: Why was Saskatchewan not asked to provide info as they also have very rural and remote needs?

- All provinces and Territories were invited to participate on the Canadian Panel. Those who offered to assist were accepted.
- The HEMS agency that supports Saskatchewan is STARS, who are being engaged in this review.

Funding

Q: Does the \$8.5M in HEMS funding include the fee for service paid to some operators?

- Yes.

Q: Is there any idea of the total cost of the service? If AHS's portion is \$8.5M, how much is needed from other sources?

- A financial review and total cost of the program is also part of the HEMS review process and all funding aspects are being considered.
- Current providers advise that they require a combined \$36M (approximate) to operate.

Q: Does AHS funding also provide HEMS support to NWT as well as neighbouring provinces?

- No, neighbouring provinces are responsible for funding their own emergency response. Reciprocal agreements and/or mutual aid processes with neighbouring provinces allow for our province to be reimbursed when transporting patients from other provinces.

Q: Which helicopter services get government funding? Is it the same for each provider?

- All helicopter agencies are reimbursed for their services.
- Funding is not the same for each provider and there is no strategy or standard to achieve this
- This review will identify opportunities to improve upon our current funding model.

Q: Would that be stand-by funding or per call funding?

- The HEMS review will review and recommend a funding model

Q: Many municipalities have in the past and continue to support operational and now capital replacement of HEMS. Will that be the model on a go forth basis or will the goa fully pay for operational and capital renewal if all HEMS are governed together?

- All potential funding models are under consideration.
- AHS has indicated that no new funding is available.
- Governance and funding are separate considerations.

Q: What has been the budget for HEMS the past 5 years?

- The HEMS review team will assess operating budgets as part of the review. This will be addressed in the final report.

Q: Who pays when HEMS is called? Private Citizens or AHS? Ground ambulance is paid by patient, is it the same for HEMS?

- Private Citizens do not pay for helicopter services. AHS pays an annual amount to STARS and HERO (through the Regional Municipality of Wood Buffalo) and pays HALO each time they are used. The HEMS review will recommend a standard approach for a provincial funding model.

Q: Why are HEMS funded differently? (HALO, HERO, STARS)

- HEMS operators/programs have developed differently and at different times. They were developed independent of AHS and provide different services.

- A goal of the HEMS review is to make recommendations that align HEMS operations with a provincial strategy. This question is noted and will be addressed as part of the HEMS review.

HEMS Providers

Equipment

Q: My concern is regarding operations/capital of STARS air ambulance. A now being cut and sold off due to increased cost of fuel & maintenance. This now cuts out a large part of our municipality? We are extremely concerned about the downgrade in service levels.

- STARS advises that the AW139 helicopters are being replaced by new Airbus H145 helicopters. The H145 helicopters are slightly slower and have a slightly smaller flight radius than the AW139, but they are more capable when it comes to scene response, and more agile in their ability to land on rural hospital helipads. The transition will also allow STARS to standardize their fleet, thereby maintaining lower long-term operating costs, and standardizing pilot and crew training. STARS believe that the advantages of this new helicopter will outweigh its disadvantages.
- The HEMS review will review opportunities to recommend a strategic path forward that identify required resources to meet identified needs.

Operations

Q: Will financial efficiencies of operations be part of the recommendations / feedback?

- Yes. The review will look at all financial components and identify opportunities for efficiency
- We will seek feedback around optimization of operating costs.

Q: Do all HEMS have the same cost to call ratio? What is the cost versus call ratio of HERO, STARS, HALO?

- The HEMS review team will assess cost of current HEMS operations. Most costs of HEMS operations tend to be fixed costs, but some costs – fuel for example – do vary depending upon utilization. This question is noted and will be addressed as part of the HEMS review.

Governance

Q: Are all HEMS providers governed the same? (Volunteer boards?)

- All HEMS provider Non-profit organizations have a board of directors specific to their individual program.
- AHS EMS has some operational oversight such as standards and provincial response criteria.
- The HEMS review will recommend a provincial governance model.

General

Q: Will the report be publicly available?

- We expect that the results of this review will be made available to the public.
- We will submit our findings to our leadership within Alberta Health Services, and to Alberta Health and they will determine process.

Q: Will AHS also be reviewing ground ambulance?

- No. The HEMS review will focus upon helicopter operations.
- We do recognize the integration of ground and fixed wing with HEMS

Q: Who managed the air ambulance program before goa since stars was established in 1985?

- A variety of operators existed prior to 1985 for the purpose of scene rescues.

Q: How many calls have been made for HEMS?

- Approximately 1,400 patients a year are transported by helicopter.

Q: How many lives have been saved because of HEMS?

- This is not a statistic that is measured. HEMS responds based on information provided at the time of request which may turn out to be life or limb threatening, or minor in nature. A HEMS response means there is potential for serious injury or illness.

Other Comments Received

Note that all comments and recommendations will be considered as part of the HEMS review.

- Just want to add, a stronger voice with federal government on changing regulations.
- I would like to add an option. International visitors should pay immediately.
- I support the concept of standardization of service, I also believe the largest funder should have the most input. If AH/AHS does not take a funding leadership role, it might seem disingenuous to have them controlling the operational portion of the service. Curious how others might comment.
- HEMS response in rural and remote are sometimes the only appropriate response.
- As a municipality presently funding both operations and capital I would support a declining support scale until AHS would provide the majority of the funding
- Helicopter rescue services should be available to all Albertans regardless of where they live, even in the remote corners of the province. Each helicopter service should be funded the same or the ones serving the real remote areas should have assured funding.