

RMA Spring 2022 Submitted Resolutions

- 1) Call to Order
- 2) Acceptance of Order Paper
- 3) Resolution Session

- 1-22S A More Equitable Funding Model for Municipalities** *(MD of Smoky River)*
- 2-22S Negative Impact of Carbon Tax on Rural Albertans** *(Northern Sunrise County)*
- 3-22S Attraction and Retention of Veterinarians to Rural Veterinary Practice** *(Mountain View County)*
- 4-22S Continued Support for the Royal Canadian Mounted Police in Alberta** *(Northern Sunrise County)*
- 5-22S Rural Crime Watch App Pilot Project** *(Lamont County)*
- 6-22S Responsiveness of Service Delivery by Quasi-independent Agencies in Alberta** *(MD of Willow Creek)*
- 7-22S Helicopter Emergency Medical Services (HEMS) Report Funding Recommendations** *(County of Grande Prairie)*
- 8-22S Reversing Changes to Aerodrome Standards Implemented by Transport Canada** *(MD of Smoky River)*
- 9-22S COVID-19 Mandates and Vaccine Passports** *(Saddle Hills County)*
- 4) Vote on Emergent Resolutions
 - 5) Closing of Resolution Session

A More Equitable Funding Model for Municipalities

MD of Smoky River

Endorsed by District 4 (North West)

WHEREAS municipalities benefit from long-term and stable financial commitments from the Government of Alberta; and

WHEREAS municipal costs have increased recently due to a higher demand for services, inflation, COVID-19 and increased downloading of service requirements by the provincial and federal governments; and

WHEREAS municipal revenues have decreased recently due to a widespread energy sector crisis (both lower activity and energy sector non-payment of taxes) as well as decreased funding from the provincial and federal governments to municipalities; and

WHEREAS some municipalities are able to adapt to increased costs and lower revenues due to high assessment levels and limited infrastructure responsibilities; and

WHEREAS in 2001 the RMA Advisory Committee on Targeted Investment released its report recommending a funding model known as the **Targeted Investment Program** (TIP) which was based on need; and

WHEREAS funding through TIP was later replaced by the **Municipal Sustainability Initiative** (MSI); and

WHEREAS although MSI was intended to ensure municipalities remained sustainable, allocation of MSI funding relies on a formula based primarily on a municipality's assessment and did not consider a municipality's infrastructure costs; and

WHEREAS the MSI formula does not equitably distribute provincial funding based on need; and

WHEREAS municipalities that receive disproportionately lower funding for infrastructure and economic ventures have higher mill rates, which places their residents at a financial disadvantage while also reducing the likelihood of attracting industry; and

WHEREAS this inequity places an increased burden on the Government of Alberta and neighboring municipalities; and

WHEREAS the **Local Government Fiscal Framework Act** (LGFF) which is anticipated to take effect in 2024 or 2025 to replace MSI funding is expected to help address the disparity with a funding formula that takes into consideration both assessment and the kilometres of roads being maintained by a municipality; and

WHEREAS many of the rural municipalities in Alberta are desperately in need of a revised, more equitable funding formula and require immediate funding interventions prior to the anticipated LGFF introduction in 2024 or 2025; and

WHEREAS allocating funding more equitably does not increase the financial burden on the Government of Alberta, but would significantly improve the financial sustainability of the majority of rural municipalities;

THEREFORE, BE IT RESOLVED that the Rural Municipalities of Alberta request the Government of Alberta to introduce the Local Government Fiscal Framework starting in 2023, using an allocation formula based on equalized assessment per kilometer of open road maintained by the municipality.

Member Background

Municipalities rely on provincial revenue sharing to help with the maintenance of their infrastructure and improve their financial sustainability. In 2001, the RMA Advisory Committee released a report that addressed the fiscal inequalities of rural municipalities by recommending a funding model, the Targeted Investment Program (TIP) which was based on need. In that report, RMA identified municipalities with limited revenue by recognizing two main factors:

1. Revenue generation capabilities are limited by the size of the local assessment base in comparison to the local population and the local road network; and

2. Local ratepayers pay a higher than average tax rate in order to support the cost of municipal services.

The same factors are more prevalent in today's economic environment due to a dwindling energy sector, unpaid taxes by an energy sector which is only now recovering, reduced provincial and federal funding with increased downloading of service requirements from the provincial and federal governments on municipalities, as well as the strain caused by the COVID-19 pandemic. The TIP model was replaced by the Municipal Sustainability Initiative (MSI), which provided municipalities *some* ability to address their infrastructure priorities. The Strategic Transportation Infrastructure Program (STIP) also allowed municipalities to address certain basic responsibilities to maintain airports, bridges and road development.

The *Local Government Fiscal Framework Act*, SA 2019, c. L-21-5 stands to provide another new framework for infrastructure funding. Given the mounting losses of oil and gas revenues, unpaid taxes, and arrears from energy companies, not to mention the burden municipalities have taken on from towns and villages dissolving into hamlets, the financial challenges are staggering.

These challenges necessitate a rollback to the older approach to municipal funding first suggested in 2001.

Implementing the Local Government Fiscal Framework funding formula that allocates funding based on equalized assessment per kilometre of open road maintained by municipalities would offer more funding for struggling municipalities.

In light of the ongoing challenges that "in need" municipalities face, the district supports an allocation in line with the 2001 recommended report.

Supporting Documentation

- Proposed Capital Funding Model (for LGFF) based on 2020 Assessment figures and including a minimum funding level per municipality of \$1,852,048.27

Proposed Capital Funding Model

	A	B	C	D	E	F	G	H	I	J	K	L
		Total Equalized Assessment (2020)	Km of Roads (2020)	Per km Equalized Assessment	MSI Capital Funding Component (2021)	BATC Funding Component (2022)	Operating Funding (2023)	Total Capital Funding (2022)	Per Km Factor (\$ variation from average)	Funding Share	New Funding Model	Capital Funding Change (%)
Municipality (M.D.s and Counties)		Average	Average	Average	Average	Average	Average	Total:	Total Factor:			
Total		\$3,141,650,758.88	1953.21	\$1,647,367.94	\$3,011,736.44	\$358,366.31	\$155,993.78	\$233,154,082	25.9441505142559			
1	ACADIA NO. 34, M.D. OF	86,547.613	552.00	\$156,789.16	\$346,328.00	\$153,223.00	\$39,517.00	\$539,040	91.51%	0.03527	\$5,067.671	1002.00%
2	RICH HILLS COUNTY	303,231.377	1,388.00	\$413,660.36	\$783,874.00	\$413,713.00	\$84,025.00	\$1,181,197	86.00%	0.03592	\$5,009,753	383.5%
3	TWO HILLS NO. 21, COUNTY OF	651,126.944	2,532.00	\$257,222.15	\$1,596,091.00	\$597,737.00	\$198,065.00	\$1,991,881	86.00%	0.03518	\$5,723,181	139.24%
4	HORTH RIVER NO. 8, COUNTY OF	798,987.718	2,923.89	\$273,261.89	\$1,884,552.00	\$999,088.00	\$171,214.00	\$2,854,854	85.21%	0.03384	\$5,644,133	99.1%
5	SMOKEY MILE NO. 130 M.D. OF	538,270.920	1,784.20	\$302,469.70	\$1,054,231.00	\$757,318.00	\$107,491.00	\$1,919,040	83.64%	0.03274	\$5,613,565	192.35%
6	WARNER NO. 5, COUNTY OF	703,281.789	2,303.00	\$305,267.48	\$1,499,121.00	\$892,031.00	\$156,102.00	\$2,447,134	83.48%	0.03218	\$5,606,217	138.8%
7	MINNIBURN NO. 27, COUNTY OF	862,186.270	2,447.92	\$351,201.48	\$1,531,666.00	\$535,780.00	\$151,355.00	\$2,218,741	80.94%	0.03120	\$5,491,957	147.5%
8	SPIRIT RIVER NO. 133, M.D. OF	331,729.683	605.10	\$187,960.98	\$465,559.00	\$168,681.00	\$76,888.00	\$671,004	78.79%	0.03055	\$5,127,000	707.3%
9	PARMER NO. 136, M.D. OF	347,675.194	887.25	\$349,897.53	\$455,559.00	\$284,676.00	\$40,764.00	\$1,034,111	76.67%	0.03037	\$5,295,432	421.7%
10	STARLAND COUNTY	75,803.418	1,753.28	\$431,079.20	\$1,196,523.00	\$420,832.00	\$111,814.00	\$1,719,189	76.67%	0.02955	\$5,395,928	208.3%
11	SMOKEY LAKE COUNTY	691,486,794	2,619.00	\$445,545.61	\$1,121,377.00	\$457,250.00	\$107,402.00	\$1,686,879	75.68%	0.02935	\$5,264,712	212.1%
12	BEAVER COUNTY	1,121,980.818	2,619.00	\$466,582.46	\$1,074,412.00	\$505,129.00	\$205,129.00	\$1,881,299	74.42%	0.02881	\$5,191,770	80.9%
13	PLANTATION NO. 18, COUNTY OF	1,117,305.136	2,619.00	\$472,633.13	\$1,344,466.00	\$368,076.00	\$190,402.00	\$1,840,004	74.42%	0.02868	\$5,186,956	182.5%
14	WESTLOCK COUNTY	1,045,456.706	1,189.00	\$427,595.57	\$1,008,483.00	\$751,301.00	\$209,341.00	\$1,969,224	73.41%	0.02858	\$5,168,692	74.7%
15	CADDOON COUNTY	668,155.440	1,347.00	\$490,23.13	\$1,369,340.00	\$405,446.00	\$134,311.00	\$1,805,166	73.47%	0.02832	\$5,116,275	135.0%
16	PEACE NO. 135, M.D. OF	288,766.660	560.00	\$211,654.73	\$604,595.00	\$156,643.00	\$63,141.00	\$823,378	72.09%	0.02778	\$5,094,401	512.9%
17	FLASSTAFF COUNTY	1,432,041.072	2,744.00	\$536,458.17	\$1,132,311.00	\$669,820.00	\$236,254.00	\$1,837,385	70.96%	0.02735	\$5,043,401	65.0%
18	STETTER NO. 6, COUNTY OF	1,495,116.150	2,779.00	\$538,005.09	\$1,443,350.00	\$560,057.00	\$252,422.00	\$1,745,185	70.88%	0.02732	\$5,039,631	50.6%
19	LANOINT COUNTY	1,198,533.914	2,118.75	\$565,880.07	\$1,508,681.00	\$506,192.00	\$159,816.00	\$2,401,491	69.31%	0.02674	\$4,927,776	102.0%
20	CLEAR HILLS COUNTY	1,111,672.123	1,898.75	\$589,162.41	\$1,741,484.00	\$419,003.00	\$137,004.00	\$2,664,671	68.11%	0.02635	\$4,915,679	138.1%
21	YULCAN COUNTY	1,589,754.473	2,670.18	\$595,173.17	\$1,902,973.00	\$794,377.00	\$179,958.00	\$2,789,258	67.76%	0.02612	\$4,949,976	156.8%</

1	SHOOT HILLS COUNTY	2,724,561,968	1,868.00	\$1,456,544.99	\$2,037,121.00	\$79,205.00	\$3,494,765	21.05%	0.00811	\$1,798,656	12.2%
2	WHEATLAND COUNTY	4,222,166,909	2,716.00	\$1,554,553.35	\$3,801,718.00	\$500,562.00	\$4,541,155	15.85%	0.00611	\$2,564,991	43.5%
3	MOUNTAIN VIEW COUNTY	4,644,756,215	2,914.30	\$1,593,781.08	\$4,673,179.00	\$168,326.00	\$5,362,428	11.73%	0.00529	\$2,469,494	55.9%
4	PONOMA COUNTY	3,102,589,611	1,939.00	\$1,600,097.27	\$3,208,414.00	\$521,702.00	\$3,848,918	13.39%	0.00516	\$2,454,058	36.2%
5	BIGBEND NO. 8, M.D. OF	1,275,989,932	107.30	\$1,891,798.06	\$785,958.00	\$555,842.00	\$900,706	-543.71%		\$1,852,048	105.6%
6	BOONVILLE NO. 87, M.D. OF	2,604.65	2,604.65	\$3,239,454.34	\$5,575,155.00	\$198,812.00	\$6,329,809	-21.22%		\$1,852,048	70.7%
7	BRANZEAU COUNTY	3,637,073,543	1,049.20	\$3,466,520.72	\$3,105,401.00	\$115,319.00	\$3,510,578	-87.64%		\$1,852,048	-47.2%
8	CLEARWATER COUNTY	7,141,581,897	2,225.00	\$3,206,699.73	\$5,408,550.00	\$590,023.00	\$6,181,753	-73.74%		\$1,852,048	-70.0%
9	COPPERS COUNTY	5,156,218,372	2,479.00	\$3,086,295.34	\$3,368,912.00	\$661,319.00	\$5,148,270	-13.47%		\$1,852,048	-64.3%
10	FOOT HILLS COUNTY	8,118,320,019	2,105.00	\$3,856,684.09	\$7,308,693.00	\$609,160.00	\$8,115,062	-108.76%		\$1,852,048	-77.3%
11	GRAND PRairie NO. 1, COUNTY OF	8,892,050,813	3,668.00	\$2,424,223.23	\$8,083,080.00	\$283,595.00	\$8,367,652	-31.27%		\$1,852,048	-80.3%
12	GREENVIEW NO. 16, M.D. OF	12,181,785,038	2,284.00	\$3,333,532.85	\$7,131,596.00	\$722,398.00	\$8,115,761	-188.71%		\$1,852,048	-77.2%
13	LACOMBE COUNTY	6,716,245,677	2,193.08	\$3,062,471.81	\$2,886,466.00	\$689,580.00	\$3,683,964	-65.77%		\$1,852,048	-49.7%
14	LESSER SLAVE RIVER NO. 124, M.D. OF	1,576,500,163	696.43	\$2,263,687.90	\$7,050,994.00	\$226,804.00	\$7,878,672	-113.87%		\$1,852,048	76.3%
15	NEWELL, COUNTY OF	1,692.17	1,692.17	\$2,521,608.05	\$3,804,428.00	\$521,723.00	\$4,465,103	-22.53%		\$1,852,048	15.1%
16	NORTHERN SURREY COUNTY	2,201,237,116	1,158.00	\$1,900,895.61	\$1,657,702.00	\$292,348.00	\$2,015,736	-36.50%		\$1,852,048	-58.5%
17	OPPORTUNITY NO. 17, M.D. OF	2,869,137,756	267.00	\$10,745,834.28	\$2,192,748.00	\$348,893.00	\$2,626,107	-2.90%		\$1,852,048	-29.5%
18	PARKLAND COUNTY	10,742,417,778	2,140.66	\$5,018,273.20	\$9,555,973.00	\$793,696.00	\$10,691,395	-84.46%		\$1,852,048	-82.7%
19	RED DEER COUNTY	6,451,350,128	3,103.36	\$2,078,830.41	\$6,642,175.00	\$234,884.00	\$7,670,922	-17.61%		\$1,852,048	-75.9%
20	ROCKY VIEW COUNTY	18,651,390,415	2,565.00	\$2,721,458.26	\$14,892,463.00	\$1,041,154.00	\$16,452,967	-281.61%		\$1,852,048	-78.7%
21	STURGEO COUNTY	7,460,521,976	1,776.00	\$4,144,441.40	\$6,185,171.00	\$656,854.00	\$7,059,956	-124.34%		\$1,852,048	-73.8%
22	WOODLAND COUNTY	2,354,976,650	736.50	\$3,197,455.00	\$1,841,705.00	\$743,010.00	\$2,157,314	-73.08%		\$1,852,048	-44.2%
23	YELLOWHEAD COUNTY	9,600,396,791	2,284.00	\$4,203,316.09	\$6,464,580.00	\$683,657.00	\$7,377,580	-127.53%		\$1,852,048	-74.9%

Under this model, additional funding will be given to the 43 municipalities with a lower than average equalized assessment per kilometre of open road (EA/KM). Funding will be distributed based on the variation from the provincial EA/KM average. The 20 municipalities that have a higher than average EA/KM will only receive the base funding amount of \$1,852,750 (50% of the total capital funding in 2020 distributed evenly between all 63 municipalities. The other 43 municipalities will receive the base funding amount + the additional funding based on equalized assessment per kilometre of open road

ONLY Base Funding (Grey):	
Funding	Municipalities
Amount	20

Additional EA/KM Funding (White)	
Funding	Municipalities
Amount	43

When Compared to the MSI Capital Funding Model:

40 municipalities will get MORE capital funding

23 municipalities will get LESS capital funding

Specialized Municipalities

A	B	C	D	E
Municipality	Total Equalized Assessment (2020)	Km of Roads (2020)	Per Km Equalized Assessment	Total Capital Funding (2023)
CROWNEST PASS, Municipality of	\$60,791,983	184.50	\$5,207,544.62	\$2,277,461
JASPER, Municipality of	1,521,859,114	52.75	\$28,850,409.74	\$1,858,738
LAC LA PUCHE COUNTY	4,592,459,505	1188.74	\$3,863,300.22	\$4,051,432
MACKENZIE COUNTY	2,433,723,918	2060.00	\$1,181,419.38	\$4,011,146
STRATHCONA COUNTY	33,928,133,975	1733.00	\$19,577,688.39	\$30,476,159
WOOD BUFFALO, Regional Municipality of	61,716,998,140	618.00	\$99,865,692.78	\$32,531,321

Column A	Lists all <i>Rural Municipalities</i> (Municipal Districts and Counties). There are a total of 63 M.D.'s and Counties in Alberta (excluding Improvement Districts, Special Areas, and Specialized Municipalities).
Column B	Lists the <i>Total Equalized Assessment</i> for each Municipality (2020) ¹
Column C	Lists the <i>Kilometres of Open Municipal Road</i> for each Municipality (2020) ²
Column D	Lists the <i>Per Kilometre Equalized Assessment</i> of each Municipality. The formula Equalized Assessment (Column B) / Kilometres of Open Road (Column C) = <i>Per Kilometre Equalized Assessment (EA/Km)</i>
Column E	Lists the <i>MSI Capital Funding Component</i> for the Municipal Sustainability Initiative (2021) ³
Column F	Lists the <i>Operating Funding Component</i> for the Municipal Sustainability Initiative (2021) ³
Column G	Lists the <i>Operating Funding Component</i> for the Municipal Sustainability Initiative (2021) ³
Column H	Lists the <i>Total MSI Funding</i> received by each municipality (2021) ³ The formula is expressed as the sum of MSI Capital Funding Component (Column E) + BMIS Funding Component (Column F) + Operating Funding Component (Column G)
Column I	Lists the <i>Per Km Factor</i> for each municipality. This factor measures the percentage (%) variation of the EA/Km (Column D) from the provincial average (\$1,847,387.94). The formula is [(Provincial EA/Km - Individual EA/km)/Provincial EA/Km] = Per Km Factor
Column J	Lists the proportion of <i>Funding Share</i> for each municipality under the new funding model. The total capital funding amount for 2021 (Column H) is used for the funding model. 50% of the total capital funding (\$116,679,082) is distributed amongst the municipalities that have a lower on average EA/Km than the other municipalities. The formula is $\frac{\text{Funding Share}}{\text{Total Capital Funding}}$
Column K	Lists the <i>Total Funding Amount</i> under the new funding model. This number includes the base amount given to each municipality (\$1,852,048.27) + the EA/Km Funding formula for EA/Km funding is Funding Share (Column J) * 50% of the total capital funding (\$116,679,082) = EA/Km Funding
Column L	Lists the <i>Percentage Change in the Total Capital Funding</i> the Municipality receives under the proposed funding model compared to MSI funding model (2021). The formula is (Column H - Column K)/Column K = % Change
	(1) 2019 Municipal Financial and Statistical Data
	(2) Ibid
	(3) 2020 Municipal Sustainability Initiative Allocations.

Lists all Rural Municipalities (Municipal Districts and Counties). There are a total of 63 M.D.'s and Counties in Alberta (excluding Improvement Districts, Special Areas, and Specialized Municipalities).

lists the **Total Equalized Assessment** for each Municipality (2020)¹

Lists the Kilometres of Open Municipal Road for each Municipality (2020)²

lists the *Per Kilometre Equalized Assessment* of each Municipality. The formula Equalized Assessment (Column B) / Kilometres of Open Road (Column C) = *Per Kilometre Equalized Assessment (Ea/Km)*

Lists the *MSI Capital Funding Component* for the Municipal Sustainability Initiative (2021)³

Lists the Operating Funding Component for the Municipal Sustainability Initiative (2021)³

lists the **Operating Funding Component** for the Municipal Sustainability Initiative (2021)³

lists the *Total MSI Funding* received by each municipality (2021).³ The formula is expressed as the sum of MSI Capital Funding Component (Column E) + BMTG Funding Component (Column F) + Operating Funding Component (Column G)

Lists the **Per Km Factor** for each municipality. This factor measures the percentage (%) variation of the EA/Km (Column D) from the provincial average (\$1,847,387.94). The formula is $\frac{(\text{Provincial EA/Km} - \text{individual EA/Km})}{\text{Provincial EA/Km}} = \text{Per Km Factor}$

Lists the proportion of **Funding Share** for each municipality under the new funding model. The total capital funding amount for 2021 (Column H) is used for the funding model. 50% of the total capital funding (\$116,679,082) is distributed amongst the municipalities that have a lower on average EA/KM than the other municipalities. The

lists the **Total Funding Amount** under the new funding model. This number includes the base amount given to each municipality (\$1,852,048.27) + the EA/KM Funding. The formula for EA/KM funding is Funding Share (Column J) * 50% of the total capital funding (\$116,679,082) = EA/KM Funding

Lists the **Percentage Change in the Total Capital Funding** the Municipality receives under the proposed funding model compared to MSJ funding model (2021). The formula is: $(\text{Column H} - \text{Column K}) / \text{Column K} = \% \text{ Change}$

(1) 2019 Municipal Financial and Statistical Data

(2) Ibid

(3) 2020 Municipal Sustainability Initiative Allocations.

RMA Background

RMA has no active resolutions directly related to this issue.

Negative Impact of Carbon Tax on Rural Albertans

Northern Sunrise County

Endorsed by District 4 (North West)

WHEREAS the *Greenhouse Gas Pollution Pricing Act* (the Act) received Royal Assent and came into force on June 21, 2018; and

WHEREAS the Act is commonly referred to as the “carbon tax”; and

WHEREAS the Government of Alberta challenged the constitutionality of the carbon tax to the Supreme Court of Canada (SCC), and the SCC determined the carbon tax to be constitutional; and

WHEREAS the 2016 *Pan-Canadian Framework on Clean Growth and Climate Change: Canada’s Plan to Address Climate Change and Grow the Economy* recognized the need to avoid carbon pricing that creates a disproportionate burden on vulnerable groups and Indigenous peoples; and

WHEREAS Alberta’s Court of Appeal recognized in its decision in *Reference re Greenhouse Gas Pollution Pricing Act*, 2020 ABCA 74 that the Act does not take into account regional differences in terms of inclemency of weather, longer travel distances for work and transport of goods, and the sparseness of population (which leads to incrementally higher costs for transportation); and

WHEREAS rural Albertans need to heat their homes during the long winter months and therefore cannot freely choose to reduce their carbon footprint in this way; and

WHEREAS rural Albertans do not have access to public transportation comparable to Albertans in urban centers, and therefore are forced to pay higher taxes by using more fuel to travel; and

WHEREAS the carbon tax rate will rise to \$50 per ton by April 2022 and will continue to rise \$15 per ton every April until reaching \$170 by 2030; and

WHEREAS utility costs are becoming disproportionately unaffordable for rural residents as compared to urban residents in Alberta due to a myriad of factors, including the carbon tax; and

WHEREAS no federal, provincial, or municipal government has collected analysis or data to determine the impact of the carbon tax on the livelihoods of rural Albertans; and

WHEREAS such analysis is required to understand the impacts and challenges created by the carbon tax on rural residents in Alberta;

THEREFORE, BE IT RESOLVED that the Rural Municipalities of Alberta (RMA) conduct a rural impact analysis on the federal carbon pollution pricing system to determine how the system is negatively impacting rural Albertans and rural municipalities and share the analysis with the governments of Alberta and Canada; and

FURTHER BE IT RESOLVED that the RMA advocate to the Government of Canada for the amendment to the *Greenhouse Gas Pollution Pricing Act* to halt carbon tax increases on fuel.

Member Background

The *Greenhouse Gas Pollution Pricing Act* (the Act) which implements the federal carbon pollution pricing system, came into effect on June 21, 2018. The fuel charge began to apply in Alberta on January 1, 2020, which meant that Albertans had an added tax of \$30 per ton with rates increasing every April thereafter. The carbon tax is expected to increase \$15 per ton every year beginning in 2023 and continue increasing until 2030. As a result, Canadians will be paying \$170 per ton by 2030.

Ontario, Saskatchewan, and Alberta have challenged the constitutionality of the carbon tax. On March 25, 2021, the Supreme Court of Canada ruled in favour of the federal carbon tax citing climate change as a matter of national importance that justified the carbon tax. Advocacy work needs to be undertaken at the federal level as the provinces have no power to repeal federal carbon taxes.

As it stands, the carbon tax has the potential to affect rural Albertans disproportionately compared to urban Albertans as rural residents use more fuel because of their transportation, and heating needs as well as the nature of their livelihoods in heavier industries, and large agriculture operations.

The Carbon Tax Rebate Program was introduced in the Fall of 2021 to help farming communities offset the high costs of the carbon tax as a direct result of their higher energy output required to produce various food products. This program does not go far enough to alleviate the disproportionate effects that the carbon tax has on rural Albertans and stands to only minimize impact on one rural Alberta population while ignoring other industries equally affected.

Direct advocacy is difficult in the absence of data. Anecdotes and personal experiences are unable to demonstrate the breadth of the unique circumstances and challenges faced by rural communities. The carbon tax is intended to reduce the carbon footprint of all Canadians by making fuel usage more expensive. Those living in urban centers have alternatives including public transportation, working from home, and other carbon reduction options, however these same solutions to reduce a carbon footprint are simply impossible in rural communities. Data supporting these assertions is necessary in order to advocate for change at the federal level.

RMA Background

RMA has no active resolutions directly related to this issue.

Attraction and Retention of Veterinarians to Rural Veterinary Practice

Mountain View County

Endorsed by District 2 (South Central)

WHEREAS over the past 30 years increasing demand in Alberta for rural based veterinary medical professionals (veterinarians and veterinary technologists) combined with most veterinary students choosing urban centered careers has created a labour shortage that has reached a crisis level; and

WHEREAS veterinary medicine is critical to rural Alberta's economy, rural community sustainability and quality of life via its contributions to agriculture, food safety, and animal health and welfare; and

WHEREAS rural veterinary practices are located outside of major urban centers and provide services to four common domestic species (Bovine, Equine, Canine and Feline); and

WHEREAS students choosing to locate and remain in rural veterinary practice are more likely to be those originating from and living in rural Alberta and/or having significant interest in and experience with rural veterinary practice and the rural lifestyle; and

WHEREAS there are not enough training spaces in Alberta veterinary medicine and animal health technology programs (including at the University of Calgary Veterinary Medicine Faculty) for Alberta students choosing a career in rural veterinary medicine; and

WHEREAS in 2020, veterinary medicine in Alberta generated 10,211 full time employees who contributed over \$206 million in federal, provincial and municipal taxes; and

WHEREAS rural municipalities have a considerable role in attracting and retaining a local and regional workforce including veterinary medical professionals;

THEREFORE, BE IT RESOLVED that the Rural Municipalities of Alberta (RMA) supports attraction and retention actions to reduce veterinary professional shortages, especially in rural Alberta; and

FURTHER BE IT RESOLVED that the RMA urge the Government of Alberta to improve veterinary education opportunities and officially support the development of new programs at the University of Calgary Veterinary Medicine Faculty (UCVM) through actions that include:

1. Development of a rural practitioner stream;
2. Participation of RMA in UCVM programs of outreach to rural municipalities to encourage and support successful rural student admission to UCVM;
3. Increasing the number of Alberta training spaces for veterinarians by doubling the number of UCVM graduates from 50 to 100 students per year;
4. Development of an online veterinary support program to help support veterinarians in practice, increasing retention of veterinary professionals;
5. Development of a stackable clinical certificate program allowing for certification of foreign trained veterinarians and providing a structured process for career diversification and/or re-entry into the work force after career break; and
6. Participation of RMA in a committee pursuing recruitment of foreign veterinarians from high quality universities to help ensure "a good fit" in rural communities; and

FURTHER BE IT RESOLVED that the RMA work with UCVM to expand the UCVM admissions committee and provide, on an ongoing basis, a selected number of committee members who are located in, and familiar, with rural Alberta needs; and

FURTHER BE IT RESOLVED that the RMA examine and implement best practices to conduct outreach to recruit veterinary students and retain veterinary professionals who will work and reside in rural Alberta.

Member Background

Definitions:

ABVMA – Alberta Veterinary Medical Association

GOA – Government of Alberta
GPA – Grade Point Average
MCAT- Medical College Admissions Test
MMI – Multiple Mini Interview
RMA – Rural Municipalities of Alberta
UCVM – University of Calgary Faculty of Veterinary Medicine

There is a crisis level global shortage of veterinarians and veterinary technologists, affecting Alberta. It is estimated that there are currently at minimum 864 veterinary professional vacancies in Alberta (377 veterinarians and 487 veterinary technologists). The job vacancy rates for veterinarians (16.7%) and veterinary technologists (18.8%) far exceeds the provincial average of 2.6% for all professions. The April 2021 ABVMA/ABVTA Veterinary Professional Workforce Study projected that due to increasing expansion demand (demand for service increases due to pet ownership, increased disposable income and increasing livestock numbers) and due to replacement demand, the shortage of professionals will increase more than 3.5 times by 2040. Using current trends, in 18 years, the shortage of veterinary professionals is estimated to be more than 3371 people (1331 veterinarians and 2407 technologists).

While the labour shortage is an issue throughout Alberta, rural practices are particularly impacted due partly to recruitment and admissions challenges. Further, rural communities are impacted acutely in the current environment and face restricted economic growth post-COVID without targeted and immediate actions to address the shortages. Attraction and retention of rural based veterinary medical professionals has not been keeping pace with increasing demand.

UCVM is one of five veterinary schools in Canada and was the last Canadian veterinarian program to begin operations. It was developed to meet Alberta's need for highly skilled veterinary graduates to support rural Alberta, production animal and equine industries, animal and human health research, and public health. In the 15 years since inception, UCVM has become one of the top 40 veterinary schools in the world. In 1999, RMA passed resolution 3-99F "Establishment of a School of Veterinary Medicine in Alberta."

Established in 2005, UCVM commenced with a class of 30 students which was augmented by the transfer of the 20 funded Alberta students at Saskatchewan's Western College of Veterinary Medicine (WCVN). In 2017, Alberta's government reduced funding for the 20 WCVN seats and transferred the funding to UCVM. These 50 seats for veterinary education of Alberta students have remained unchanged despite shifting demand pressures. The RMA passed resolution 16-01F that urged "the Government of Alberta to provide additional funding to the Western College of Veterinary Medicine in order to ensure future accreditation and to provide sufficient veterinary graduates to meet Alberta's needs." Today, UCVM needs RMA's support to expand its capacity and to adapt its programming.

Currently, UCVM selects 50 Alberta students per year to enter the four-year veterinary medicine program. In August 2021, there were 5.4 qualified applicants for every educational seat at UCVM. Alberta students are demanding veterinary education be available at home rather than pursuing their education and career in other jurisdictions.

Starting with the incoming class for 2022, all applicants must write the Medical College Admission Test (MCAT). A pre-determined minimum MCAT score is required to advance to the interview stage of the application process. This minimum score is to ensure that successful applicants can handle the academic requirements of the curriculum. Applicants who successfully meet the pre-determined MCAT score then enter an interview process that involves multiple mini interview (MMI) scenarios. The MMI is designed to gauge a successful applicant's knowledge of a career in veterinary medicine and their likelihood to succeed in such a career. It would be advantageous for RMA to establish a strong relationship with UCVM which would provide opportunity for RMA to be part of the recruitment, selection and retention of UCVM graduates.

The long-standing shortage of rural veterinary practitioners in Alberta is well known. It has been shown that the likelihood of someone entering and succeeding in rural veterinary practice is much higher if they have significant knowledge and experience with rural practice and the rural lifestyle. A UCVM partnership with RMA will assist in identifying suitable candidates for the DVM program. Members of these communities are in the ideal position to judge "best fit". The "grow your own vet" model will increase the likelihood that veterinary students will go back to their home community after graduation.

In 2020, there were 1832 registered veterinarians in Alberta and 1852 registered veterinary technologists, working in 554 veterinary practices, employing over 6600 full time equivalent employees. The total output

of Alberta veterinary practices was estimated to be \$2.021 billion. This does not include the contributions made by veterinarians to Alberta's agriculture sector, which contributed \$9.68 billion in GDP and employed 69,800 Albertans. As such, access to local veterinary services for farmers and livestock producers is essential for the sustainability of the primary agriculture industry as well as Alberta's overall economy. Further, sustainability and growth of our rural communities is dependent on access to veterinary services both today and in the foreseeable future.

Supporting Documentation

- Letter of support from Alberta Milk
- Letter of support from Alberta Beef Producers



Strategic partner in Canada's dairy industry

January 6, 2022

Gordon Krebs
MountainView County Councillor

Via email gkrebs@mvcountry.com

Dear Gordon,

This letter of support is to acknowledge the long-term trend of fewer veterinary practices in Alberta's rural communities and to encourage initiatives aimed at reversing this trend and improving the situation. Alberta Milk represents the nearly 500 dairy farm families across the province.

Veterinary medicine is an important element of dairy farming and the Alberta rural lifestyle because it supports farmer sustainability, food safety, and animal health and welfare.

Dairy farmers across Canada participate in a mandatory consumer assurance program called proAction®. This program requires each dairy farmer in Alberta to have a Veterinary Client Patient Relationship (VCPR), meaning each dairy farmer must engage with a dairy herd health veterinarian to help ensure the best possible herd health assistance and management. The reality of fewer veterinary practices in rural communities means dairy farmers will be hard-pressed to continue to be able to access and have a working relationship with a dairy veterinarian for their herd.

The dairy industry is a significant contributor to the Alberta economy with annual total net farm cash receipts (including genetics) over \$650 million and dairy manufacturing more than \$1.4 billion.

Alberta Milk acknowledges the shortage of veterinary professionals in rural communities has been occurring over many years and that it is a complex matter. We also recognize that this situation requires a wide scope of actions to reverse the trend. To that end, Alberta Milk wholeheartedly supports the commitment and leadership demonstrated by the rural counties and the Rural Municipalities of Alberta as they begin to address this matter.

Sincerely,

A handwritten signature in blue ink, appearing to read "Mike Slomp", with a stylized flourish underneath.

Mike Slomp
Manager, Producer Services





January 6, 2022

Dr. Gord Krebs, DVM
Councillor
Mountainview County, Alberta

RE: Letter of Support for the Attraction and Retention of Veterinarians to Rural Veterinary Practice Submitted to Government of Alberta.

To the project review committee,

Alberta Beef Producers (ABP) is a democratic and representative organization that speaks and works on behalf of approximately 18,000 cattle and beef producers from all sectors of primary beef production (seedstock, cow/calf, cattle feeders) and all areas of Alberta. ABP is an organization of producers, led by producers, working for producers. The ABP mission is to strengthen the sustainability and competitiveness of the beef industry for the benefit of beef producers and all citizens in Alberta.

ABP is a strong supporter of rural Veterinary practice. Rural Veterinary practice provides service to the four common domestic species (Bovine, Equine, Canine, and Feline). This service is critical in sustaining the current Alberta Beef Industry's substantial economic contribution to the province as the cattle sector generates \$13.6 billion in sales, contributing \$4 billion to the provincial GDP, including \$2.7 billion in labor income. The sector is responsible for generating 55,125 full-time equivalent jobs (including farm level plus backward and forward linked industries). In addition, every job in the sector yields another 2.7 jobs elsewhere in the economy.

Our industry depends on rural Veterinary medicine and practice, to maintain cattle vaccination programs to ensure optimal health of the Alberta herd. Veterinary medicine is a critical component of rural lifestyle and animal health, and as we see the shortage becoming a crisis in rural Alberta, it could potentially lead into increasing bovine diseases and animal welfare issues.

One last added benefit for the beef industry is that attracting and retaining Veterinarians and their families to rural areas increases the population in rural areas of Alberta, in turn, increasing the need to add further amenities resulting in greater social interaction and retention of farmers and cow/calf producers.

165, 6815 - 8 Street NE, Calgary, AB Canada T2E 7H7
tel 403. 275.4400 fax 403. 274.0007

www.albertabeef.org



We believe the “Attraction and Retention of Veterinarians to Rural Veterinary Practice” has substantial benefits for the Alberta and Canadian beef industry. We are very supportive of graduating additional Veterinarians more apt to reside and practice in rural communities and ABP strongly supports any government action to rectify the Veterinarian shortage across the province with a focus in rural Alberta.

Sincerely,

Brad Dubeau
General Manager

RMA Background

RMA has no active resolutions directly related to this issue.

Continued Support for the Royal Canadian Mounted Police in Alberta

Northern Sunrise County

Endorsed by District 4 (North West)

WHEREAS the majority of rural municipalities support the continuation of the **Royal Canadian Mounted Police** (RCMP) as Alberta's primary municipal police service provider; and

WHEREAS Alberta had its own provincial police service in the early twentieth century; and

WHEREAS Alberta's previous provincial police service was replaced by RCMP contract policing due to economic hardships experienced in the province resulting in the provincial police service becoming unsustainable; and

WHEREAS RCMP detachments are established and well respected in communities across Alberta; and

WHEREAS municipalities should not face increased costs to support the shift to a provincial police service; and

WHEREAS the Government of Alberta has not released a detailed funding model to account for who will be covering the costs of transitioning to an **Alberta Provincial Police Service** (APPS) or the operation of the service; and

WHEREAS support for the Alberta RCMP has held strong in ongoing surveys over the past year despite the heavy politicization on the issue; and

WHEREAS creating a provincial police service remains very low priority for Albertans, with one recent public survey reporting 70% opposition to the replacement of the RCMP and 80% satisfaction with current RCMP policing; and

WHEREAS the APPS Transition Study, developed by PricewaterhouseCoopers on behalf of the Government of Alberta, does not include statistics, surveys conducted, or any evidence of engagement with municipalities, citizens, or specific communities; and

WHEREAS the APPS Transition Study cost over two million dollars, which is ultimately paid for by the Alberta taxpayers;

THEREFORE, BE IT RESOLVED that the Rural Municipalities of Alberta request that the Government of Alberta not create an Alberta Provincial Police Service.

Member Background

The Government of Alberta has moved quickly on the Fair Deal Panel's (FDP) recommendation of creating an Alberta Provincial Police Service (APPS). The Panel's report was released in May of 2020 and later in the year, PricewaterhouseCoopers (PwC) was selected to conduct the APPS Transition Study. The Transition Study was slated to be released by April 2021 but was not released to the public until the end of October, six months later.

Dozens of municipalities have opposed the creation of an APPS, as evidenced by letters sent to the Minister of Justice and Solicitor General expressing their concerns over having to bear the cost of the APPS with no assurance of it being a more beneficial police service. Rather than replacing the RCMP, rural Albertans are more concerned about the "revolving door" of crime and would like to see improvements made to the provincial justice system, social safety nets, and to have poverty and addictions issues addressed. The FDP conducted polls and surveys regarding its recommendations and found that creating an APPS was ranked second last in terms of priority among all issues they were considering.

The PwC transitional study shows that creating an APPS will cost Albertans more than \$188.3 million per year in lost federal contributions with a transition cost of over \$366 million while getting less fully trained officers than the RCMP.

RMA Background

RMA has no active resolutions directly related to this issue.

Rural Crime Watch App Pilot Project

Lamont County

Endorsed by District 5 (North East)

WHEREAS property crimes in rural Alberta are causing severe emotional and economic damages to rural residents and businesses; and

WHEREAS police response times to rural property crimes may be one hour or longer, resulting in many property crimes remaining unsolved; and

WHEREAS several rural municipalities and rural crime watch organizations have successfully piloted or are currently using smartphone applications, mapping vehicle GPS tracking, and other technological solutions to enhance public vigilance of criminal activity and better protect rural residents and businesses; and

WHEREAS the companies responsible for this technology are in the process of developing additional tools (such as dashcam apps) to further reduce rural property crime rates; and

WHEREAS those municipalities and organizations that have embraced the use of technology to reduce incidences of rural crime have generally reported positive results; and

WHEREAS providing municipalities and organizations across the province with an opportunity to learn about and pilot such technology is an effective non-police approach to supporting safer rural communities;

THEREFORE, BE IT RESOLVED that the Rural Municipalities of Alberta (RMA) request the Government of Alberta to fund 100% of the cost of 10 pilot projects involving rural municipalities and the providers of various rural crime reduction app software options; and

FURTHER BE IT RESOLVED that upon the successful completion of the 10 pilot projects, RMA request the Government of Alberta to fund 75% of the overall costs of the solution that was most successful in the pilot project for all RMA members for five years.

Member Background

Rural crime has been a major concern to rural residents and businesses. The slowdown in oil and gas industry and the COVID-19 pandemic has resulted in increasing rates of rural property crime.

Due to the limited number of RCMP detachments and the vast land area serviced by each RCMP detachment, many thieves are not caught.

Many Alberta rural municipalities have tried various crime reduction solutions with limited success. Some attempted solutions include:

- Facebook groups to share property crime information.
- Email lists to share property crime information.
- Citizen on patrol volunteers.
- Rural crime watch associations.
- Home security and office security systems.

Most of the property crimes involve the use of vehicles. Vehicle thefts are on the rise. Many thieves know how to disable or uninstall vehicle GPS tracking devices.

Lamont County has implemented mapping, vehicle GPS tracking, agricultural applications, public works applications, planning applications, timesheet applications and community peace officer applications and has achieved significant productivity gains and improved services to the residents and businesses in Lamont County.

RMA Background

RMA has no active resolutions directly related to this issue.

Responsiveness of Service Delivery by Quasi-independent Agencies in Alberta

MD of Willow Creek

Endorsed by District 1 (South)

WHEREAS the Government of Alberta has established a number of arms-length quasi-independent agencies, including Alberta Health Services, the Alberta Utilities Commission and the Natural Resources Conservation Board; and

WHEREAS the administration and regulation of core public services pertaining to health, utilities and the environment has resulted in a framework of unelected officials with little accountability to the public making decisions which impact the lives, property and environment of Albertans; and

WHEREAS the lack of accountability and responsiveness by Alberta Health Services to repeated and widespread concerns regarding the efficient and effective delivery of emergency medical services have resulted in service delays creating serious public safety concerns; and

WHEREAS the lack of accountability and responsiveness by the Natural Resource Conservation Board to municipal concerns regarding the approval of confined feeding operations prior to *Water Act* approvals being issued by Alberta Environment and Parks is a failure of fundamental planning practice; and

WHEREAS the lack of accountability and responsiveness by the Alberta Utilities Commission to the community planning and environmental sustainability concerns repeatedly expressed by municipalities and citizens pertaining to the approval of large renewable energy projects on prime agricultural land does not align with good planning practice; and

WHEREAS the implementation of arms-length quasi-independent agencies to administer critical public services, regulations and policy is becoming increasingly common; and

WHEREAS these types of agencies do not provide the level of public accountability for their decisions that is required of public bodies;

THEREFORE, BE IT RESOLVED that the Rural Municipalities of Alberta request that the Government of Alberta review the continued use of unelected, quasi-independent agencies for the administration and delivery of essential public services, with the results of the review published for public examination.

Member Background

"It is so easy to be wrong – and to persist in being wrong – when the costs of being wrong are paid by others." - Thomas Sowell.

The establishment of quasi-independent agencies has been described by detractors as an ability for government officials to opt out of the myriad of legal requirements that constrain public administration especially where public oversight may constrain decision making. Such agencies allow government officials to bypass public accountability requirements which typically apply to decision making within government. To supporters, the use of these types of organizations have been described as a way to reduce bureaucratic 'red tape' and to make decisions based upon independently derived criteria outside of any real or perceived political bias. Based upon the recent decisions being made by these organizations in Alberta, the characterization of quasi-independent agencies made by detractors appears to be the most correct.

Alberta Health Services (AHS) was established on May 15, 2008 under the *Regional Health Authorities Act* and is an arms-length quasi-independent agency of the Government of Alberta with a mandate to deliver public health services throughout the province. AHS is administered by the Alberta Health Services Board reporting to the Alberta Minister of Health.

Escalating challenges with Alberta's AHS-managed emergency medical services (EMS) system, including increased event volume, prolonged hospital wait times, EMS staffing issues and substandard dispatching are resulting in extended ambulance wait times, service shortages and outages which have combined to create public safety concerns. Plans developed by AHS to address these issues have not been adequately outlined to municipalities.

The Natural Resources Conservation Board (NRCB) is an arms-length quasi-independent agency of the Government of Alberta reporting to the Minister of Environment and Parks. The NRCB was established in 1991 under the *Natural Resources Conservation Act* to determine the public interest of proposed natural resource projects. In 2002, the NRCB was given additional responsibility for regulating Alberta's confined feeding operations under the *Agricultural Operations Practices Act*.

The *Alberta Utilities Commission Act* was passed in 2008, dissolving the Energy and Utilities Board (AEUB) to create two separate regulatory agencies: the Alberta Utilities Commission (AUC) which regulates the utilities industry and the Energy Resources Conservation Board (ERCB) (now known as the Alberta Energy Regulator [AER]) which regulates the oil and gas industry.

Section 619 of the *Municipal Government Act* allows a license, permit, approval or other authorization granted by the NRCB, the ERCB, the AER, the AEUB or the AUC to supersede municipal authority over land use planning, including any statutory plan, land use bylaw, subdivision decision or development decision by a subdivision authority, development authority, subdivision and development appeal board or the Municipal Government Board.

When these provincial agencies consider the issuance of licenses, permits, approvals and other authorizations, they have few statutory requirements to consider municipal planning documents which outline land use priorities and plans – particularly those which include the protection of agricultural land including fragmentation and conversion to non-agricultural uses.

Resolution 7-20F was passed by the Rural Municipalities of Alberta in 2020. This resolution was intended to initiate a discussion on the amendment of the *Municipal Government Act* to require the consideration of municipal planning documents with respect to the protection of agricultural land when considering applications for licenses, permits, approvals or other authorizations by the NRCB, ERCB, AER, AEUB or AUC. The RMA has determined that the response from the province has not met the intent of the resolution.

This resolution requests a review of the use of quasi-independent agencies for decision making and delivery of essential public land use planning and the provision of emergency service delivery.

RMA Background

7-20F: Amendments to Municipal Government Act Section 619

THEREFORE, BE IT RESOLVED that the Rural Municipalities of Alberta urge the Government of Alberta to amend Section 619 of the Municipal Government Act to clearly state that the Natural Resources Conservation Board, the Energy Resources Conservation Board, the Alberta Energy Regulator, the Alberta Energy and Utilities Board or the Alberta Utilities Commission must consider municipal statutory land use planning related to the protection of productive agricultural lands when making decisions on licenses, permits, approvals and other authorizations under their jurisdiction.

[Click here](#) to view the full resolution.

Helicopter Emergency Medical Services (HEMS) Report Funding

Recommendations

County of Grande Prairie

Endorsed by District 4 (North West)

WHEREAS the membership of the Rural Municipalities of Alberta requested that the province review the funding models for regional air ambulance through *Resolution 14-19F: Provincial Funding for Regional Air Ambulance*; and

WHEREAS the June 2021 **Helicopter Emergency Medical Services (HEMS)** report by Alberta Health identifies HEMS as an integral part of emergency medical services at a critical care level; and

WHEREAS locally and regionally operated air ambulance service complements ground ambulance, and is provided to central and northwestern Alberta by **Shock Trauma Air Rescue Society (STARS)** at a critical care level; to northeastern Alberta by the **Helicopter Emergency Response Organization (HERO)** at an advanced life support level from Fort McMurray; and to southeastern Alberta by the **Helicopter Air Lift Operation (HALO)** at an advanced life support or basic life support level from Medicine Hat; and

WHEREAS the Government of Alberta provides limited funding through Alberta Health Services to support locally or regionally operated air ambulance services, with any additional required support coming from municipalities and private and corporate donations; and

WHEREAS many municipalities contribute a significant amount of funding to support locally and regionally operated air ambulance services under the current funding model, despite the fact that emergency medical services are a provincial responsibility; and

WHEREAS HEMS providers have demonstrated a proven ability to raise funds to help support operations; and

WHEREAS more stable and sustainable funding of HEMS will support quality assurance and ongoing improvement, ensuring HEMS remains viable, safe and effective in alignment with a coherent provincial strategy for air and ground ambulance;

THEREFORE, BE IT RESOLVED that the Rural Municipalities of Alberta urge the Government of Alberta and Alberta Health Services to proceed with the development and implementation of necessary policy and standard changes towards further critical care integration across the EMS system, including consistently funding a minimum of 50 per cent of an air ambulance provider's operating costs, as recommended in the Helicopter Emergency Medical Services report.

Member Background

In recognition of the crucial life-saving service provided by STARS, the County of Grande Prairie has granted the organization approximately \$2.75 million in community funding since 2007, including a five-year capital funding commitment of \$500,000 during 2020-2024 to the STARS Fleet Renewal Campaign.

Municipalities across Alberta contribute just over \$2 million annually to STARS' capital and operational costs, with \$1.2 million coming from municipalities in the North Zone.

The Government of Saskatchewan provides approximately half of the funding for STARS operations in Saskatchewan, with the other half provided by support from private and corporate donations, service clubs and municipalities.

In the attached presentation to the County of Grande Prairie Council in 2021, STARS identified that 80 per cent of its fiscal funding is attributable to fundraising efforts, in addition to the 20 per cent provided by Alberta Health Services. While their proven ability to raise funds to support operations is commendable, it is not sustainable, especially during the recent economic downturn. Operational data included in the presentation noted the added challenges of the pandemic, with one in five STARS missions being a COVID-19-related case.

Helicopter Emergency Medical Services (HEMS) is particularly vital in rural areas of Alberta where access to critical care is not always feasible using ground ambulance services.

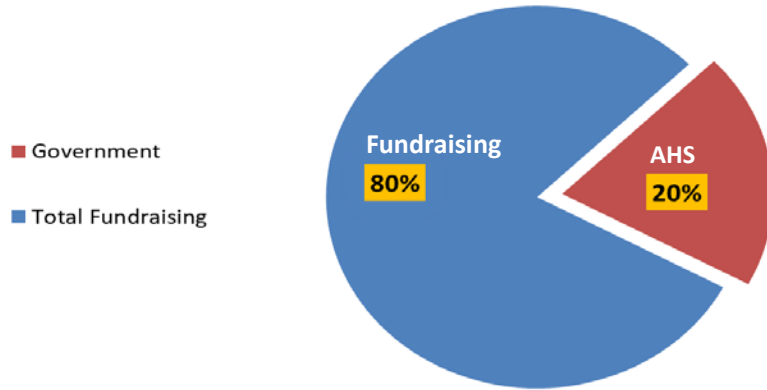
An increase in provincial funding could contribute to an expanded service delivery to ensure equitable emergency response for all of Alberta's rural residents inclusively and may reduce the need for ongoing municipal contributions.



CRITICAL CARE, ANYWHERE.

WE ARE ALL STARS®

STARS Alberta Funding Fiscal 2021



Funding in Thousands

AB Government Funding	\$	7,354
Total Operating Costs /Capital Expenditures **	\$	36,700
AB Government Funding as a Percent of Costs		20%

STARS Gross Fundraising	\$	7,321
AB Lottery	\$	10,358
Calendar	\$	381
Site Registration / Emergency Contact Centre	\$	3,077
Other Revenue	\$	664

** Excludes capital expenditures for fleet renewal

THINK OUTSIDE THE BOX

IDENTIFY EFFICIENCIES

- Operational
- Fund-raising
- Downsize staff - specific areas affected

STARS LOTTERY

- Single largest funding source for STARS
- 2021 Lottery Sold Out

STARS Calendar Campaign

- New municipal partnerships

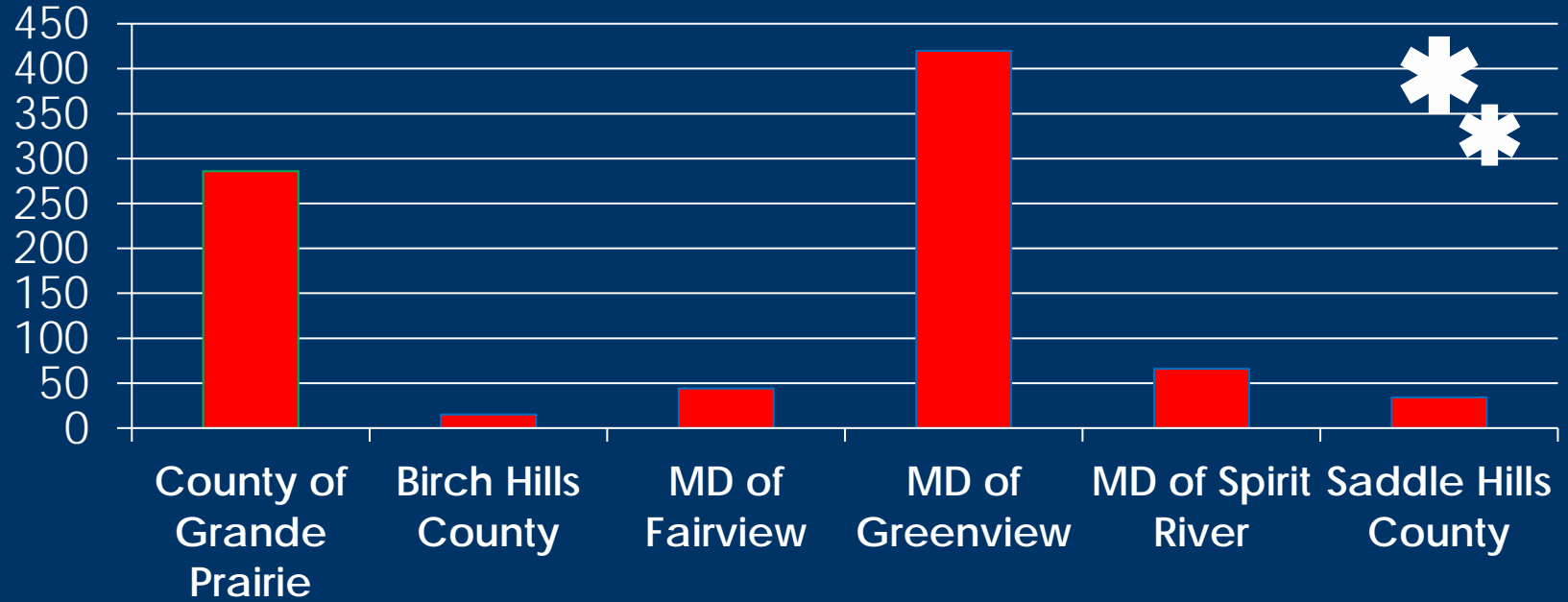
PIVOT TO SAFE ONLINE EVENTS

- Community-hosted 50/50's & raffles
- SAVE the DATE! October 6, 2021 – 2nd Radiothon
- GPPA Hangar Dance Cancelled for 2022

County of Grande Prairie @ August 31, 2021	2016	2017	2018	2019	2020	2021	TOTAL
Beaverlodge Hospital (critical inter-facility transfers)	3	2	2	2	2		11
Near Beaverlodge (scene and search & rescue)	12	6	10	2	6	3	39
Near Bezanson (scene and search & rescue)	1	5	3	1	2	2	14
Near Clairmont (scene and search & rescue)		1					1
Near Demmitt	1	1	2			2	6
Near Goodfare (scene and search & rescue)			1	3	1	2	7
Grande Prairie QEII (critical inter-facility transfers)	8	10	7	12	11	9	57
Near Grande Prairie (scene and search & rescue)	6	9	7	5	8	5	40
Horse Lake FN	2	3	3	5	4	1	18
Near Hythe	6	7	7		2	5	27
Near LaGlance	4	1	1	1	3		10
Near Pipestone Creek				1			1
Near Sexsmith	6	5	4	4		1	20
Near TeePee Creek (scene and search & rescue)	1	2		3	3	3	12
Near Valhalla		1	3	1	2	2	9
Near Wembley (scene and search & rescue)	4		2	6	2		14
TOTAL	54	53	52	46	46	35	286

Neighbors Helping Neighbors = 865 Missions

@ 2016 – August 31, 2021



A GENERATIONAL INVESTMENT FOR THE FUTURE

\$135M Fleet Campaign

- \$65M Federal Government (5)
- \$13M Saskatchewan (1)
- \$13M Alberta (1)
- \$19.5M Corporate, Individuals
- \$1.6M Northern Municipalities (GP)
 - \$1M Corporate (GP)
- \$15M Possible BK117 proceeds

\$6.9M Remaining Campaign



FLEET CAMPAIGN CONTINUES

WE ARE ALL STARS®

H145 UPDATE



H145 FOR GRANDE PRAIRIE & NORTHERN REGION

WE ARE ALL STARS®

#1 PRIORITY UNINTERRUPTED OPERATIONS

Remains under strict protocol
COVID-related cases

- * 1 –in- 5 STARS missions

STARS Transport Physicians

- * Medical Guidance
- * Airway management
- * Ventilation/resuscitation procedures
- * Increasing stress-related missions





Emergency Communications Centre (ECC)

- * Immediate safety network 24/7
- * 24/7 Live person contact
- * Access to all available resources
- * Dispatch appropriate level of response

BEHIND THE SCENES

WE ARE ALL STARS®



ECC AND TRANSPORT PHYSICIAN - PILOT PROJECT

WE ARE ALL *STARS*®



County of Grande Prairie No.1 *Milestones to Celebrate!*

15-year Partnership!
4,300 missions (flown from GP base)
A robust health & safety network
Service to all - No cost to the patient

OUR REQUEST

\$200,000 per year (GP operations)
3-year term (2022, 2023, 2024)

Steadfast funding ensures that
STARS will be there for the next patient
who needs us . . .

YOU are **STARS** reason for being.



RMA Background

14-19F: Provincial Funding for Regional Air Ambulance

THEREFORE, BE IT RESOLVED that the Rural Municipalities of Alberta request that the Government of Alberta provide funds to locally- and regionally-operated emergency response air ambulance services at the same ratio as Shock Trauma Air Rescue Society (STARS) funding;

FURTHER BE IT RESOLVED that the Government of Alberta commissions an independent review, which includes engagement with the public, industry stakeholders and municipalities across Alberta, of the helicopter emergency medical services system in Alberta.

[Click here](#) to view the full resolution.

Reversing Changes to Aerodrome Standards Implemented by Transport Canada

MD of Smoky River

Endorsed by District 4 (North West)

WHEREAS aerodromes are non-certified facilities that provide essential transportation services such as emergency services, medical services, and wildfire suppression; and

WHEREAS section 803.02 of the Canadian Aviation Regulations provides the development and publication of instrument procedure requirements for aerodromes in Canada; and

WHEREAS Transport Canada's TP312 5th Edition Aerodrome Standards introduced changes relating to the physical characteristics for aerodromes; and

WHEREAS the AC 301-001 Advisory Circular changed the Instrument Approach Procedures ("IAP") requirements for aerodromes; and

WHEREAS the AC 803-007 Advisory Circular changed the Aerodrome Operator Attestation requirements; and

WHEREAS the changes for aerodromes will increase the approach and departure minimum weather requirements for runways; and

WHEREAS the requirements will reduce accessibility for aircraft, including air ambulances, to approach and depart aerodromes;

THEREFORE, BE IT RESOLVED that the Rural Municipalities of Alberta requests that the Government of Canada either reverse the newly amended Instrument Approach Procedures to maintain aircraft accessibility to community aerodromes in Alberta, or suspend the new requirements to carry out the necessary studies such as a risk assessment or impact assessment associated with the new standards.

Member Background

In 2015, TP312 5th Edition Aerodrome Standards and Recommended Practices document introduced changes relating to the physical characteristics needed to support Instrument Approach Procedures for airports. While it was not binding on aerodromes, it established a new standard for runways.

In 2017, Transport Canada introduced changes to aerodrome standards in order to align with international standards reflected in the International Civil Aviation Organization (ICAO). At that time, Transport Canada did not complete an impact assessment to determine the affect the proposed requirements may have on aerodromes across Canada. Despite the lack of evaluation and reporting, the changes created more onerous requirements for physical characteristics of aerodrome runways as compared to those introduced in 2015 (TP312 5th Edition Aerodrome Standards and Recommended Practices) for airports. Transport Canada gave aerodromes until December 31, 2020 to comply. In response to COVID-19, Transport Canada amended the deadline to September 30, 2021. That deadline had been extended to December 31, 2021, then again to March 31, 2022.

Section 803.02 of the *Canadian Aviation Regulations* (CARs) regulates the development of instrument approach procedures in Canada through the standards manual entitled *Criteria for the Development of Instrument Procedures*, known as TP308. At paragraph 120(a) of the manual, the aerodrome minimum physical characteristics are set out requiring an obstacle-free environment in the vicinity. An aerodrome must meet these infrastructure requirements prior to publishing instrument approach procedures.

By linking the physical characteristics of an obstacle-free zone with the instrument approach procedures, the requirements severely impacted the elevation threshold for aircraft arrivals and departures to aerodromes. For a given aerodrome to obtain a minimum elevation threshold **lower** than 500 feet for restricted instrument approach procedures at non-certified aerodromes, the obstacle environment must be compatible with the requirements.

Some aerodromes cannot complete physical works due to financial or topographical constraints, and therefore cannot meet the obstacle-free requirement. Other aerodromes are unable to comply because of

immovable infrastructure such as hangers or gasoline tanks. In those circumstances, aircraft access to those aerodromes is set at the 500 foot mark with regard to the weather elevation threshold. The 500 foot limit for instrument approach procedures is projected to decrease accessibility to a given aerodrome by 4% over the course of 365 days, given Alberta's weather and cloud conditions. In other words, an aerodrome that is unable to meet the physical characteristics required cannot then obtain a minimum elevation threshold lower than 500 feet, and as a result will not be accessible by aircraft for approximately 14 days per year given Alberta's climate.

Because it is weather dependent, this impacts all aircrafts, including air ambulance aircrafts. Most rural communities in Alberta are dependent upon an aircraft medical evacuation system that is reliable, safe and dependable because these communities do not have major hospitals in close proximity. In an emergency situation, air ambulances may be prohibited to land at a non-certified aerodrome that has not obtained a minimum lower than 500 feet if the weather conditions are not appropriate. That circumstance will not change whether someone's life is in the balance or not.

While not as severe, these new requirements will also have dire consequences for those working at remote resource sites, or for those businesses dependent upon tourism.

Recent activities by the aviation community such as JetPro and others, have gone unnoticed by Transport Canada. NAV Canada has had a similar result when addressing the issue with Transport Canada.

Supporting Documentation

- Advisory Circular (AC) No.301-00: <https://tc.canada.ca/en/aviation/reference-centre/advisory-circulars/advisory-circular-ac-no-301-001>
- JETPRO Letter to Federal Transport Minister Hon. Omar Alhabra: see following page

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January 11, 2022

Honourable Omar Alghabra
Transport Minister
House of Parliament
Ottawa, Ontario
K1A 0A6

Transport Canada – Aviation and Airport Access,

Sir,

Further to my letter of December 10, 2021, regarding this issue of Transport Canada's proposed changes to aerodrome standards, I am writing to express my concern on behalf of aerodromes across this country about the impact Transport Canada's changes to these facilities and their users including time-critical medivac flights, resource company crew changes, tourism and a variety of other uses.

Transport Canada – Aviation announced via an Advisory Circular that there has been a pause of the implementation of the changes to aerodrome standards – Advisory Circular (AC) 301-001 Issue 4. This AC has paused the implementation of these changes *"by 3 months while it undertakes the process of amending the attestation specifications. The intent is to reduce its impact on aerodrome access while at the same time harmonizing the level of safety offered at all Canadian airports with regards to the obstacle free environment needed to support instrument approach procedures. Publication of the revised specifications is planned for the first quarter of 2022"*¹.

The fundamental mistake made by Transport Canada – Civil Aviation in this whole affair beginning in 2018 is that it failed to follow a proper and rational process in contemplating changes to the aerodrome standards. With a three-month timeline to review this issue and promulgate a new standard, the same mistake is happening again.

In order to properly implement any changes to the aerodrome standards, Transport Canada, at a minimum, has to do the following:

¹ AC 301-001 Issue 4 3.0 Background Paragraph (2).



1. **Risk Assessment:** a proper and comprehensive Risk Assessment has to be performed to understand what, if any, risks the existing standards pose aviation safety. In other words, is there an unacceptable risk to aviation safety and this would have to be demonstrated by any known accidents or incidents with the existing standards or is this a solution looking for a problem.
2. **Impact Assessment:** to understand the impact these changes will have upon the user community. This includes the decrease in aerodrome access and other effects. These include the economic cost to move obstacles such as buildings, fuel tanks, terrain, etc. to satisfy the new obstacle clearance standards and return the aerodrome to its former level of service, the economic cost of aircraft not being able use the aerodrome and the human cost of seriously ill patients not being able to be airlifted to major treatment centres. While Transport Canada – Civil Aviation's focus is the narrow aviation considerations, other, broader considerations including economic development of resource facilities, tourism and health also have to be taken into consideration. With respect to the health issue, the health ministries of each province need to be consulted as the health care needs of its citizens are profoundly affected when medevac aircraft are unable to access these aerodromes.
3. **Industry Consultation:** the original industry consultation process consisted of presenting the old and new standards to industry groups with information provided regarding the real-world implications of reduced airport access nor the cost to upgrade aerodromes to comply with the new standards. Meaningful industry consultation means providing to knowledgeable industry members the impact of the proposed changes.
4. **Meaningful Recognition of Canada's Unique Circumstances:**
 - a. The previous justification for the changes to aerodrome standards was to comply with International Civil Aviation Organization (ICAO) and Federal Aviation Administration (FAA) standards. Canada is



not compelled to follow either of these organizations. Canada has filed hundreds of "Differences" with ICAO and this is a normal practice.

- b. ICAO and FAA standards that make sense for major airports like London (Heathrow) and Toronto (Pearson) make no sense for smaller aerodromes.
- c. Credit has to be given for the use of modern, satellite-based navigation technology which have provided a hitherto fore level of navigation accuracy.
- d. Grandfathering the current standards to aerodromes – it is instructive to note that certified airports were able to use grandfathering provisions when Transport Canada changed TP 312 from Edition 4 to Edition 5 yet grandfathering is not being offered to aerodromes with its aerodrome standards changes. It cannot be forgotten that aerodromes across this country based their development upon a certain set of conditions and changes the standards will cause this development to be offside and require millions of dollars of work to move hangars, fuel tanks, etc.
- e. Recognition of Canada's unique sparsely populated areas and our reliance upon reliable air transport for medevacs and other applications such as resource aerodromes– Canada is not the US nor Britain nor the other countries that comprise of ICAO.
- f. While Transport Canada – Civil Aviation's narrow focus is aviation safety a *wholistic* assessment of this issue is needed – these changes may theoretically prevent an airplane accident sometime in the future, it is not a theoretical possibility that medevac patients will not be airlifted to major treatment centres if the aircraft cannot access the aerodrome in poor weather. To be blunt, sick and injured people are going to die when they cannot get medevac'd out in a timely manner.



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The three-month timeline that Transport Canada – Civil Aviation has allotted to revisit this issue is simply inadequate. Reliable air transportation is a vital service in Canada and changes that will adversely affect it demand a proper and thorough examination of the risks, costs and benefits of change. This takes more than three months and, as indicated by the advisory circular itself, none of the steps such as risk assessment, etc. are part of that review.

It should be noted that when Transport Canada wishes to change the Canadian Air Regulations, a full and proper review is required with the some of the steps above as a mandatory part of the process. This was done with TP 312, Airport Standards, since is part of CARS. Since aerodrome standards is not part of CARS, the advisory circular method is being used to make changes. This is simply an end run around doing a proper and professional analysis.

I would strongly urge you to have your department undertake the steps outlined above in an unbiased and thorough manner before any making any changes.

Sincerely,

Ed McDonald, P.Eng. MBA

CC: Annie Koutrakis, Parliamentary Secretary to the Transport Minister
Melissa Lantsman, Shadow Minister for Transport
Blaine Calkins, MP Red Deer – Lacombe
Nicholas Robinson, Transport Canada
Felix Meunier, Transport Canada
JetPro Clients



RMA Background

RMA has no active resolutions directly related to this issue.

COVID-19 Mandates and Vaccine Passports

Saddle Hills County

Endorsed by District 4 (North West)

WHEREAS COVID-19 mandates and vaccine passports infringe on Canadians' rights and freedoms; and

WHEREAS the Government of Alberta continues to limit citizens' rights and freedoms despite its February 8, 2022 announcement ending its vaccine passport program; and

WHEREAS Government of Canada restrictions on travellers entering or re-entering the country continue to restrict the freedoms of Canadians;

THEREFORE, BE IT RESOLVED that the Rural Municipalities of Alberta (RMA) advocate to the governments of Alberta and Canada for the elimination of all COVID-19 mandates and the elimination of vaccine passports and the QR code database.

Member Background

History

Vaccine mandates and passports have been used by the provincial and federal governments at various stages and in varying degrees from the beginning of COVID-19 in 2020 through to the winter of 2022.

Impacts

The negative economic impacts of both mandates and passports have been felt by citizens, businesses and industry as the economic consequences of mandates and passports have spread throughout the province and the country. Businesses and industry have been forced to lay off workers, reduce production and in some cases close altogether leading to serious loss of employment.

The negative and divisive social impacts have been felt throughout society, but the loss of rights and freedoms have been particularly acutely felt in rural municipalities as restrictions on gatherings and participation in social interactions have been dramatically curtailed.

RMA Background

RMA has no active resolutions directly related to this issue.