volumes they were handling. They were not overly concerned that a handibus system would provide significant competition to them and understood that there was an acute need among smaller proportion of seniors for more specialized support.

One of the employers had an agreement with a local cab company to provide transportation for their employees. The other offered support for setting up a bus shelter on their property. The number of staff identified as requiring transportation service was below 15.

Interviews with Other Communities

The information supplied by other communities was helpful, and general research found that there is no set guidelines or population size that triggers the development of a transportation system.

A number of agencies offered support in the form of policies, and administrative guidelines etc should the Brazeau County and Drayton Valley choose to develop a transportation system.

Each community has responded slightly differently in meeting the needs of their residents. Hinton has provided both a public transit system as well as a handibus. Devon with a population of approximately 6,500 has provided a dial-a-bus service that is available to all community residents. A smaller community like Wildwood is providing transportation to seniors for specific types of trips and events.

5 Options Considered

The following are four distinct transportation options developed based on interviews with local and regional stakeholders, input form the Transportation Committee, research into transportation in other communities, survey responses, and the local community context. There are of course a number of derivatives of these options, which could be considered. These four are intended to spark conversation and provide a sense of what is available.

Other options considered included the development of partnerships with not-for profit organizations within the community.

A number of potential opportunities exist for partnerships that could be mutually beneficial to the municipalities and a third party organization, but it was found that in one case a potential agency was not interested, and in another case the interested agency was going through a time of uncertainty and may not have the resources and required focus to assure success in the short-term.

5.1 *Benefits and Challenges of Partnerships*

Benefits

There are a number of benefits to a partnership with a not-for profit organization. The right organization will already have strong ties to the population that would be served by a transportation system and would have a good sense of what the needs are and how they could best be met.

Additionally, a not-for profit has a much greater chance of leveraging funding from other sectors in support of the transportation service. It is more likely that a corporation will provide sponsorship to an agency working the seniors or individuals with disabilities, than it will to a municipality.

A not-for profit will also be in a better position to leverage volunteer resources. It is more likely that an individual will volunteer to provide additional program support to a not-for profit than they would to a municipal government.

Challenges

The challenges to partnering with a not-for profit is that the municipality loses some control over the delivery of the service. The municipality is likely to continue to be required to provide monitory support but is likely to have less say over how the service is delivered and who is hired to provide the service.

If something goes wrong with the service, the public relations liability to the municipality is still quite high, as citizens will see the donor as being responsible for the program.

Third party not-for profit organizations often exert greater influence on Council than Administration, and its possible that requests from a not-for profit organization for more funding may be agreed to whereas the same request from administration may be declined. This could lead to cost escalations to the programs that may be greater than would be experienced if the program were run internally.

Option A - Dial-a-Bus

The Dial-a-Bus service is a door-to-door service usually offered between 8 AM and 4 PM. This service is often found in smaller communities that do not have a full-fledged transportation system. In larger urban areas, this service supplements the transit bus system.

This service is typically limited to seniors, and individuals with disabilities. In some instances, the program is extended to low-income individuals. In rare circumstances, the service is made available to all residents.

The service is typically provided by a bus that is wheelchair accessible and coordinated or managed by either a municipality or a not-for profit society.

Government, sponsorships or fundraising, heavily subsidizes this system. In some cases, memberships are sold to track the number of users utilizing the system and to generate nominal revenue.

Fees for the system are generally based on a flat rate per one-way trip. In some cases, where longer travel is required the fee may be based on a per kilometer fee.

Advantages and Disadvantages

This system is well suited to meeting the needs of vulnerable individuals such as seniors, or individuals with disabilities. The service provides a sense of safety to riders, attempts to work with their schedules and needs, can provided more personalized service such as assisting with groceries etc.

The system can work effectively and relatively efficiently with consistent group of users. The system is becomes increasingly costly when providing the service over longer distances and if there were a significant increase in users dispersed throughout the two municipalities.

Capital Costs

For the Dial-a-Bus system, a 10 to 14-passenger system with 2 wheelchair spots is recommended. The estimated costs are between $45,000 and $75,000 depending on the options chosen, type of engine etc.

Operating Costs

Operating costs for the service will depend on the schedule adopted. Wages and benefits for drivers is the single highest cost in delivering the service. The costing below is based on a system that would operate 7.5 hours during weekdays. The budget is based on a full-year

operating cycle. Detailed information on the budget is provided in Appendix C.

Option A: Dial-a-Bus Service	
Income	**2013**
Fees	$11,850
Municipal Grants	$50,224
Other Government Grants	$2,500
Sponsorships	$6,500
Local Community Grants	$3,000
TOTAL Income	**$74,074**

Expenses	**2013**
Wages and Benefits	$61,224
Driver Wages	$41,600
Driver Benefits	$12,064
Casual Driver	$2,880
Administrative Wages / Benefits	$4,680
Fuel	$5,500
Repairs/Maintenance	$1,500
Insurance	$2,600
Lifecycle Replacement	
Advertising / Marketing	$750
Miscellaneous	$2,500
TOTAL Expenses	**$74,074**

Cost Per Hour of Operation	$40.31
Anticipated Revenue Per Hr (Fees)	$20.00
Hourly Subsidy	$(20.31)
Annual KM	22575
Fuel Rate (Regular Gasoline)	$1.06

Option B – Bus Loop

A bus loop service is the service most associated with a public transit system. This is service is not typically found in communities under 10,000 population.

The service is characterized by a fixed route, fixed schedule basis operating the entire week, and available to all residents.

The system outlined in this Option is based on a 15-hour day with the bus operating from 6:30 AM to 9:30 PM from Monday to Friday. The suggested hours would attempt to capture employees working an early shift starting at 7 AM, and employees working a late shift ending at 9 PM.

Advantages and Disadvantages

While the bus loop would provide a service that would be available to all residents, it requires a high number of users to make the system cost effective.

The disadvantage to this more universal system is that individuals with the highest needs, that is wheelchair bound individuals or others with mobility issues, are not well served in the system. Getting to and from the bus stops along the route could be too cumbersome for these individuals.

The system is less effective in areas highly dispersed areas with low population densities.

Capital Cost

The capital cost for a bus loop system is significantly higher than capital costs for any of the other systems. With a transit system of this nature the need for a second bus is more critical than in the dial-a-bus system. Additionally, there are costs associated with the bus stops. Depending on the vehicle there could also be a greater need for some kind of parking facility.

The cost of a bus is suggested at between $45,000 to $500,000 for a hybrid bus. The capital cost depends on the nature of the system that is being provided. Will the bus be wheelchair accessible? Will it be low floor? How many people should it be ready to accommodate?

Operating Costs

Based on the recommended scheduling of the bus loop the operating cost is estimated at over $154,000. This cost does not include lifecycle or capital replacement of the vehicle.

Option B: Bus Loop	
Income	**2013**
Fees	$64,292
Municipal Grants	$78,000
Other Government Grants	
Sponsorships	$10,000
Local Community Grants	$2,500
TOTAL Income	**$154,792**
Expenses	**2013**
Wages and Benefits	$117,768
Driver Wages	$83,200
Driver Benefits	$24,128
Casual Driver	$5,760
Administrative Wages / Benefits	$4,680
Fuel	$27,424
Repairs/Maintenance	$3,000
Insurance	$2,600
Lifecycle Replacement	
Advertising / Marketing	$1,500
Miscellaneous	$2,500
TOTAL COSTS	**$154,792**

Cost Per Hour of Operation	$41.71
Anticipated Revenue Per Hr (Fees)	$21.00
Hourly Subsidy	$(20.71)
Annual KM	117600
Fuel Rate	$1.12

Option C – Taxi Subsidy

Taxi subsidies are a common, low cost way that some municipalities have used to assist seniors, individuals with disabilities, and low-income families to address their transportation needs.

Typically, the municipality has some form of eligibility requirement that identifies individuals who can access tickets that would provide them with a discounted service. The discount usually provides $1 to $2 relief to the regular cost of the taxi. The taxi service then submits tickets to the municipality who reimburses the value of the ticket.

Advantages and Disadvantages

The advantage to this system of course is the relatively low-cost to the municipality. The taxi service already exists, is responsible for the capital investment, and has the administrative infrastructure in place to provide the service.

The challenges tend to arise with high needs individuals who may require wheelchair accessible vehicles, or may require assistance with walking, or transporting their goods. The taxi companies are unlikely to invest in wheelchair accessible vehicles, and often see the needs of a frail senior as a possible liability.

In order to reduce costs to the programs the municipality will likely need to impose an arbitrary ceiling to the number of tickets that are made available to citizens. This arbitrary number may provide too many to some individuals, and too few to others.

Capital Costs

A municipality may want to provide a cash incentive to a taxi service that is willing to purchase a wheelchair accessible vehicle, so long as the vehicle is available for hire through the taxi service by residents. The capital cost would be under $35,000.

Operating Costs

A municipality can control the operating costs of this service by limiting the subsidy. This can be done by providing a maximum number of tickets per month or year, or by narrowing the eligibility criteria so that few individuals qualify for the service.

Taxi Subsidy	
Income	**2013**
Municipal Grants	$27,300
Local Community Grants	$1,500
TOTAL Income	**$1,500**
Expenses	**2013**
Taxi Subsidy	$28,800
TOTAL Expenses	**$28,800**

Taxi Ticket (1200 seniors @ 20% Usage Limit of 5 per month)	
Number of Subsidized Rides	28,800
Subsidy Value of $2/ride	

Option D – Transportation to Major Centres

The Survey findings and conversations with individuals and agencies identified a growing need for transportation to major centres for medical purposes. Edmonton, Red Deer, Wetaskiwin, Leduc, and Devon were identified as destinations for certain medical services.

The loss of Greyhound services was identified by some as an issue, but in reality, the actual usage of the service was low, and the likelihood that it was or would be used for individuals seeking medical support in major centres would be extremely low.

This option focuses specifically on providing subsidies to eligible individuals to travel to major centres for medical appointments. This subsidy could be administered through Family and Community Support Services (FCSS) but would require support over and above the required 20% municipal contribution to FCSS.

The subsidy would be offered to volunteer drivers who would provide a ride to eligible individuals.

Advantages and Disadvantages

This service would help address the needs of a small but highly vulnerable portion of the population. The advantage to the program is that it would help address a very specific need that might otherwise go unmet.

The disadvantage, if only this program were implemented, is that a large number of people with less acute needs would not have their issues and concerns addressed. The demand for transportation to major centres is far less than the demand for day-to-day transportation with the Brazeau – Drayton region. A much larger group of individuals would likely feel that their particular need has gone unaddressed.

Capital Cost

While this program would generally expect that drivers would provide their own vehicle, another way to reduce costs for volunteers would be for the municipality to purchase a vehicle that could be used to transport individuals. It is likely that such a vehicle would garner enough support from the community and businesses that the capital cost to the municipalities would be minimal. The cost of a wheelchair accessible vehicle could range up to $45,000.

Operating Cost

Limiting the number of eligible individuals, subsidized trips, or the amount of the subsidy could control the operating cost of this type of service. The costing below is based on only 36 individuals being eligible for up to $100 per trip for a maximum of 4 trips a year.

Subsidy to Major Centres	
Income	**2012**
Municipal Grants	
Local Community Grants	$1,500
TOTAL	**$1,500**
Expenses	
Subsidy	$14,400
TOTAL COSTS	**$14,400**

#of Subsidized Rides (1200 @ 3% x 4)	144
Subsidy Value	$100
Est. Cost Per Trip (Gas: $35, Hr $15 @ 5 hrs)	$110
Est. Based on Govt Rates ($.52/km)	$152

Option E – Status Quo

Another option that can be considered is staying with the status quo. While interviews with agencies painted a picture of real and immediate need for specialized transportation services, the wider youth and community surveys did not provide a sense of the same urgency.

While the wider surveys did not convey a sense of urgency, there is wide belief among respondents (**70.1%**) that there is community support for a specialized transportation system. Additionally, Brazeau County and Drayton Valley will find themselves as part of a continually shrinking minority of municipalities that do not support some form of specialized transportation in their community. With a growing population of seniors, Brazeau County and Drayton Valley should expect to see increasing demands for transportation support in the near future.

Developing the capacity to meet the growing needs today may result in better preparation and programs in the future when the demand is anticipated to increase significantly.

Drayton Valley - Brazeau County Transportation Survey

SurveyMonkey

1. Tell us if you strongly agree, agree, disagree, strongly disagree, or are not sure about each of the following statements.

	Strongly Agree	Agree	Disagree	Strongly Disagree	Not Sure	Response Count
I feel independent and able to get around in the community.	**42.6% (104)**	37.7% (92)	6.6% (16)	11.5% (28)	1.6% (4)	244
I feel that transportation options are available to me.	11.7% (28)	**31.7% (76)**	23.3% (56)	22.9% (55)	10.4% (25)	240
I feel that current transportation options are affordable.	7.5% (18)	20.9% (50)	**28.0% (67)**	20.5% (49)	23.0% (55)	239
I feel that current transportation options are accessible.	7.2% (17)	**30.1% (71)**	25.4% (60)	22.0% (52)	15.3% (36)	236
Transportation around the community is an issue for me.	19.0% (44)	19.4% (45)	**35.3% (82)**	19.4% (45)	6.9% (16)	232
I see myself moving to a larger centre in the next 5 years.	7.1% (17)	11.8% (28)	21.4% (51)	**31.9% (76)**	27.7% (66)	238
I am worried that transportation will be an issue an issue for me in the next 5 years.	25.2% (61)	**26.0% (63)**	16.5% (40)	13.2% (32)	19.0% (46)	242
					answered question	**250**
					skipped question	**1**

2. What times of the day would you MOST want to use the transportation service (such as a cab or bus)? (Please check all that apply.)

	Response Percent	Response Count
6 AM to 9 AM	33.3%	48
9 AM to 12 PM (Noon)	50.7%	73
12 Noon to 4 PM	**63.9%**	**92**
4 PM to 7 PM	38.9%	56
7 PM to 10 PM	22.9%	33
10 PM to 6 AM	13.9%	20
	answered question	144
	skipped question	107

3. What days of the week would you be MOST likely to travel locally using a transportation service (such as a cab or bus)? (Please check all that apply)

	Response Percent	Response Count
Monday	73.4%	94
Tuesday	70.3%	90
Wednesday	77.3%	99
Thursday	71.1%	91
Friday	**85.2%**	**109**
Saturday	40.6%	52
Sunday	23.4%	30
	answered question	128
	skipped question	123

4. Do you need any of the following assistance when you travel locally? (Please check all that apply)

	Response Percent	Response Count
Help getting into and out of a vehicle	27.1%	16
A helper to accompany you	35.6%	21
Help loading and unloading packages	**67.8%**	**40**
Door-to-door service	59.3%	35
A wheelchair lift or ramp	16.9%	10
Space for a fold-up wheelchair or walker	22.0%	13
Other (please specify)		18
answered question		**59**
skipped question		**192**

5. In an average week, how many vehicle trips (include a round trip as two trips) do you take? (Please check the ONE that most applies)

	Response Percent	Response Count
None	4.7%	7
1 to 3	22.7%	34
4 to 7	23.3%	35
8 to 14	23.3%	35
More than 14	**26.0%**	**39**
answered question		**150**
skipped question		**101**

6. If you had additional transportation options (such subsidized cab or a handibus), how many MORE trips would you take per week? (Please check the ONE that most applies)

	Response Percent	Response Count
None	**48.3%**	**83**
1 to 3	23.3%	40
4 to 7	13.4%	23
More than 7	15.1%	26
	answered question	**172**
	skipped question	**79**

7. How often do you take the following types of trips?

	Once a week	2 to 4 times a week	Once a month	Four times a year	Once a year	Response Count
Medical Appointments (Dental, Health etc)	8.2% (16)	5.1% (10)	**39.8% (78)**	35.2% (69)	11.7% (23)	196
Personal care appointments (hair cuts etc):	7.9% (15)	5.8% (11)	**55.6% (105)**	25.9% (49)	4.8% (9)	189
Shopping	39.5% (75)	**52.1% (99)**	7.4% (14)	1.1% (2)	0.0% (0)	190
Meeting with friends	38.5% (69)	**49.2% (88)**	10.6% (19)	1.7% (3)	0.0% (0)	179
Meeting with family	**38.1% (69)**	35.9% (65)	15.5% (28)	8.3% (15)	2.2% (4)	181
Leisurely outings	31.0% (57)	**41.8% (77)**	19.0% (35)	6.5% (12)	1.6% (3)	184
					answered question	**201**
					skipped question	**50**

8. How much is a reasonable amount to pay for transportation service each way in Drayton Valley or Brazeau County? (Please only mark ONE (1) box for each column)

	Drayton Valley	Brazeau County	Response Count
Less than $3.00	**97.2% (69)**	11.3% (8)	71
$3.00 to $5.00	**73.4% (80)**	34.9% (38)	109
$5.01 to $7.00	43.5% (27)	**66.1% (41)**	62
More than $7.00	21.4% (9)	**90.5% (38)**	42
		Other (please specify)	20
		answered question	**203**
		skipped question	**48**

9. Do you require transportation services to a major centre?

		Response Percent	Response Count
Yes		42.1%	96
No		**57.9%**	132
		answered question	**228**
		skipped question	**23**

10. Do you know of a friend or family member that requires transportation services to a major centre?

	Response Percent	Response Count
Yes	64.7%	145
No	35.3%	79
answered question		224
skipped question		27

11. What is a reasonable fee to pay for a roundtrip transportation service to a major centre?

	Response Percent	Response Count
$25	29.9%	60
$50	39.8%	80
$75	20.4%	41
$150	2.0%	4
Users should pay the full cost of the service.	8.0%	16
Other (please specify)		36
answered question		201
skipped question		50

12. How do you currently make trips into major centres?

	Response Percent	Response Count
Drive yourself	**57.1%**	**117**
Family or friend drives you	35.1%	72
An organization or volunteer group drives you	6.8%	14
You hire a private individual or company (example cab service) to drive you.	1.0%	2
Other (please specify)		19
answered question		**205**
skipped question		**46**

13. How often do you make trips for medical appointments to major centres?

	Response Percent	Response Count
More than once a week	0.0%	0
Once a week	1.8%	4
Once a month	16.0%	35
Four times a year	**51.1%**	**112**
Once a year	31.1%	68
answered question		**219**
skipped question		**32**

14. In addition to medical appointments what other services do you travel to a major centre to access?(Please choose the top 3 reason you travel to a major centre.

	First Choice	Second Choice	Third Choice	Rating Average	Response Count
a. Shopping	**59.9% (106)**	25.4% (45)	14.7% (26)	2.45	177
b. Sports events	25.9% (15)	31.0% (18)	**43.1% (25)**	1.83	58
c. Entertainment (movies, theatre, concerts)	23.2% (26)	**38.4% (43)**	**38.4% (43)**	1.85	112
d. Dining out	19.0% (12)	38.1% (24)	**42.9% (27)**	1.76	63
e. Participating in sporting activities (golf, soccer, hockey)	23.1% (9)	35.9% (14)	**41.0% (16)**	1.82	39
f. Family visit	**59.3% (73)**	26.8% (33)	13.8% (17)	2.46	123
g. Sight seeing	**36.4% (20)**	29.1% (16)	34.5% (19)	2.02	55
h. I do not generally leave the community.	**46.7% (21)**	13.3% (6)	40.0% (18)	2.07	45
			Other (please specify)		14
			answered question		**203**
			skipped question		**48**

15. How important would each of the following characteristics be in your decision to use a transportation service (such as a cab or bus)?

	Very Important	Important	Somewhat Important	Not Important	Rating Average	Response Count
Affordability	**64.3% (137)**	25.4% (54)	8.0% (17)	2.3% (5)	3.52	213
Service from home to work	26.6% (49)	17.9% (33)	10.3% (19)	**45.1% (83)**	2.26	184
Flexibility	32.5% (64)	**41.6% (82)**	18.8% (37)	7.1% (14)	2.99	197
Evening service	17.5% (34)	24.7% (48)	**32.0% (62)**	25.8% (50)	2.34	194
Late-night service	13.6% (25)	14.1% (26)	20.1% (37)	**52.2% (96)**	1.89	184
Weekend service	18.3% (35)	**33.0% (63)**	28.8% (55)	19.9% (38)	2.50	191
Guaranteed ride home	**48.7% (96)**	28.4% (56)	13.2% (26)	9.6% (19)	3.16	197
Very few stops	13.2% (25)	22.2% (42)	29.6% (56)	**34.9% (66)**	2.14	189
Clear fare structure	**47.6% (90)**	34.9% (66)	10.6% (20)	6.9% (13)	3.23	189
Same day scheduling	**36.2% (71)**	**36.2% (71)**	14.8% (29)	12.8% (25)	2.96	196
Wheelchair accessible	24.1% (42)	16.7% (29)	17.2% (30)	**42.0% (73)**	2.23	174
				Other (please specify)		8
				answered question		**216**
				skipped question		**35**

16. If you had access to transportation service (such as a cab or bus), which of the following would be MOST accurate? (Check the ONE that applies most)

	Response Percent	Response Count
I would make more trips	40.0%	84
I would make fewer trips	4.3%	9
I would make the same number of trips	55.7%	117
answered question		210
skipped question		41

17. Do you think there is community support for a specialized transportation service?

	Response Percent	Response Count
Yes	70.1%	136
No	29.9%	58
Please Explain		71
answered question		194
skipped question		57

18. Who do you think should be involved in the delivery of specialized transportation service? (Please check ALL that apply)

	Response Percent	Response Count
Alberta Government	65.0%	145
Local municipalities (Brazeau County / Town of Drayton Valley / Village of Breton)	**81.2%**	**181**
Local businesses	22.0%	49
Not-for profit organizations	30.0%	67
Individuals should be responsible for their own transportation needs	22.4%	50
	answered question	223
	skipped question	28

19. Would you support an increase in property taxes to help pay for a coordinated specialized transportation in Drayton Valley / Brazeau County?

	Response Percent	Response Count
Yes	44.0%	85
No	**56.0%**	**108**
	Please Explain:	51
	answered question	193
	skipped question	58

20. Where is your primary residence?

	Response Percent	Response Count
Drayton Valley	**62.2%**	**125**
Brazeau County	32.3%	65
Village of Breton	5.5%	11
Other (please specify)		7
answered question		**201**
skipped question		**50**

21. How long have you lived in your primary residence?

	Response Percent	Response Count
1 to 3 years	14.3%	29
4 to 7 years	20.7%	42
7 to 10 years	9.9%	20
over 10 years	**54.7%**	**111**
I do not live in Drayton Valley or Brazeau County	0.5%	1
answered question		**203**
skipped question		**48**

22. Which category below includes your age?

	Response Percent	Response Count
12 to 18	1.5%	3
19 to 25	2.9%	6
26 to 35	9.8%	20
36 to 55	17.6%	36
55 to 65	20.1%	41
66 or older	48.0%	98
answered question		204
skipped question		47

23. What is your gender?

	Response Percent	Response Count
Male	27.0%	54
Female	73.0%	146
answered question		200
skipped question		51

24. Are you a caregiver for a person over the age 60 or for a person with a disability?

	Response Percent	Response Count
Yes	17.8%	36
No	82.2%	166
answered question		202
skipped question		49

25. What is your PRIMARY means of transportation? What would your SECONDARY means of transportation be?

	Primary	Secondary	Rating Average	Response Count
Personal automobile	**96.1% (172)**	3.9% (7)	1.00	179
Friend, relative or neighbour	23.9% (32)	**76.1% (102)**	1.00	134
Volunteer driver	40.5% (15)	**59.5% (22)**	1.00	37
Taxi	22.0% (11)	**78.0% (39)**	1.00	50
Bus service	31.0% (13)	**69.0% (29)**	1.00	42
Walking	36.6% (26)	**63.4% (45)**	1.00	71
		Other (please specify)		14
		answered question		**219**
		skipped question		**32**

26. If you don't drive a vehicle, why not? (Please check all that apply.)

	Response Percent	Response Count
Cannot drive due to medical / physical condition	**58.9%**	**33**
Cannot afford a vehicle	32.1%	18
Cannot afford gas / insurance	21.4%	12
Do not have a driver's license	55.4%	31
No need to have a vehicle. I can access everything I need without a vehicle	5.4%	3
	Other (please specify)	14
	answered question	**56**
	skipped question	**195**

27. What would be the best system for providing specialized transportation for the Town of Drayton Valley and Brazeau County?

	Response Percent	Response Count
Dial-a-Bus Service: A service provided during the week where riders would call and make an appointment for pick-up.	**49.5%**	**95**
Bus Loop: A service where individuals could be picked up and dropped off at designated stops twice a week.	32.3%	62
Subsidies for the use of local taxi services	18.2%	35
Other system (please specify)		27
answered question		**192**
skipped question		**59**

28. What is your annual household income before taxes?

	Response Percent	Response Count
up to $22,300	18.9%	35
$22,301 to $27,000	9.2%	17
$27,001 to $35,000	16.8%	31
$35,001 to $42,000	11.4%	21
$42,001 to $60,000	10.8%	20
$60,000+	**33.0%**	**61**
answered question		**185**
skipped question		**66**

Page 3, Q4. Do you need any of the following assistance when you travel locally? (Please check all that apply)		
1	Space for cane	Mar 7, 2012 10:44 AM
2	not needed at present	Feb 7, 2012 11:04 AM
3	None	Feb 7, 2012 10:44 AM
4	None of the above.	Feb 3, 2012 3:31 PM
5	Someone to take me from house and back to house.	Feb 3, 2012 2:25 PM
6	For the time being, I still drive myself around town.	Feb 3, 2012 1:37 PM
7	None	Feb 3, 2012 10:59 AM
8	Stroller space	Feb 3, 2012 8:36 AM
9	None	Feb 2, 2012 3:29 PM
10	Not at this time only 88	Feb 1, 2012 12:01 AM
11	None	Jan 31, 2012 11:55 PM
12	Do Not Apply	Jan 31, 2012 3:31 PM
13	There again one never knows the situation	Jan 31, 2012 1:31 PM
14	None Yet	Jan 31, 2012 11:48 AM
15	N/A at this time	Jan 27, 2012 11:06 PM
16	I drive I do not need assistance right now.	Jan 24, 2012 4:28 PM
17	Don't need help now	Jan 23, 2012 10:55 AM
18	n/a	Jan 18, 2012 10:13 PM

Page 4, Q8. How much is a reasonable amount to pay for transportation service each way in Drayton Valley or Brazeau County? (Please only mark ONE (1) box for each column)

1	Depends on how far you go	Mar 7, 2012 11:10 AM
2	depends on distances traveled	Feb 7, 2012 11:16 AM
3	Not sure.	Feb 3, 2012 4:25 PM
4	No idea.	Feb 3, 2012 4:06 PM
5	I don't know.	Feb 3, 2012 3:18 PM
6	Low as possible I am a senior with disabilities.	Feb 3, 2012 2:01 PM
7	Not sure	Feb 3, 2012 1:49 PM
8	Have never used any	Feb 3, 2012 11:48 AM
9	Due to inability to walk long distances	Feb 1, 2012 2:13 PM
10	Not sure - have never used it as yet	Jan 31, 2012 11:48 PM
11	I've heard from some Seniors that cab cost is high in D.V. however, no personal experience	Jan 31, 2012 3:28 PM
12	Don't know	Jan 31, 2012 2:27 PM
13	Dpends on location	Jan 31, 2012 1:31 PM
14	If every person pays $30.00	Jan 31, 2012 1:16 PM
15	According to Income	Jan 31, 2012 11:57 AM
16	Depends how far it is, this is a big country. You could go 2 miles or 40 miles	Jan 31, 2012 11:43 AM
17	stupid question ; when distance varies	Jan 27, 2012 11:09 PM
18	Cabs charge $8 one way, Bus cheaper. Monthly passes/ Yearly passes for seniors/physically/mentally challenged	Jan 24, 2012 3:53 PM
19	Edmonton, Leduc, Wetaskiwin, Medical	Jan 23, 2012 10:56 AM
20	whatever it would take	Jan 18, 2012 2:19 PM

Page 5, Q11. What is a reasonable fee to pay for a roundtrip transportation service to a major centre?		
1	Plus a time fee (per hour)	Mar 7, 2012 11:11 AM
2	Bussed to cost $29 one way to edmonton	Mar 7, 2012 11:06 AM
3	Plus user should pay for meals for themselves, the driver and caregiver, parking meter fees, and 1 or 2 stops for washroom breaks.	Mar 7, 2012 10:49 AM
4	For seniors	Mar 7, 2012 10:34 AM
5	This makes it affordable for many more peope to visit Drayton Valley etc.	Mar 7, 2012 10:31 AM
6	Should be based on income	Feb 8, 2012 3:27 PM
7	Depend on their income	Feb 7, 2012 2:34 PM
8	limited income/can't afford a lot	Feb 7, 2012 11:05 AM
9	and gas.	Feb 3, 2012 4:29 PM
10	$75 - Group and $150 - Single	Feb 3, 2012 4:03 PM
11	Is more than enough.	Feb 3, 2012 3:11 PM
12	depends on mileage of gas	Feb 3, 2012 2:36 PM
13	Not sure	Feb 3, 2012 2:01 PM
14	Depends who pays for parking	Feb 3, 2012 1:21 PM
15	Never used any	Feb 3, 2012 11:48 AM
16	I do not know	Feb 3, 2012 11:25 AM
17	dependent on income?	Feb 3, 2012 10:34 AM
18	Depending on Income	Feb 2, 2012 3:30 PM
19	Depend on a number of people	Feb 1, 2012 12:03 AM
20	Not sure - have never used it as yet	Jan 31, 2012 11:49 PM
21	$25 - Group Rate, $75 - Individual Rate, and Users should pay the full cost of the services, if it divided by the number of participants	Jan 31, 2012 3:58 PM
22	even $25 is too much to pay for a person on government pension	Jan 31, 2012 3:17 PM
23	Depending on how many people go on the same trip	Jan 31, 2012 2:20 PM
24	Depends! Some can't afford much - if any	Jan 31, 2012 1:33 PM
25	Again depending on # of passengers	Jan 31, 2012 1:18 PM
26	If more than 1 person on a bus - costs less	Jan 31, 2012 11:44 AM

Page 5, Q11. What is a reasonable fee to pay for a roundtrip transportation service to a major centre?		
27	what does the " user" option got to do with this ? you're not at that question yet.	Jan 27, 2012 11:12 PM
28	40.00	Jan 24, 2012 4:17 PM
29	What do people pay now? Cab? What is the cost of Greyhound? With hotels on board. Some may have to stay overnight.	Jan 24, 2012 3:55 PM
30	Same as bus fare?	Jan 23, 2012 10:51 AM
31	Not Sure	Jan 23, 2012 10:28 AM
32	Depending on gas costs and how many people are taking the trip	Jan 22, 2012 6:56 PM
33	too many variables. seniors and disabled shoud be subsidized.	Jan 20, 2012 12:55 PM
34	Depends on the gas prices at the time.	Jan 18, 2012 5:58 PM
35	$40	Jan 10, 2012 9:52 AM
36	100.00	Jan 9, 2012 10:28 PM

Page 5, Q12. How do you currently make trips into major centres?		
1	If I can find someone affordable	Mar 7, 2012 11:06 AM
2	Family or friend drives you, An organization or volunteer group drives you and You hire a private individual or company (example cab service) to drive you	Feb 7, 2012 2:41 PM
3	Or family or friend drives me.	Feb 3, 2012 4:18 PM
4	Or a family or friend drives me.	Feb 3, 2012 4:03 PM
5	If I can drive to the place I drive myself, if not a family member or friend drives me.	Feb 3, 2012 3:33 PM
6	Staff go with me by van.	Feb 3, 2012 2:36 PM
7	Do not normally drive to the city.	Feb 3, 2012 2:31 PM
8	Or a family or friend drives me.	Feb 3, 2012 2:26 PM
9	Or a family or friend drives me.	Feb 3, 2012 2:16 PM
10	and Family or friend drives you	Feb 3, 2012 11:43 AM
11	What a waste of paper and times	Feb 3, 2012 10:48 AM
12	and Family or friend drives you	Feb 2, 2012 2:55 PM
13	usually have to cancel the appointment	Feb 2, 2012 11:26 AM
14	Prefer not to drive at night	Feb 1, 2012 12:03 AM
15	and Family or friend drives you	Jan 31, 2012 3:53 PM
16	and Family or friend drives you	Jan 31, 2012 2:51 PM
17	and Family or friend drives you	Jan 31, 2012 2:47 PM
18	Whoever I or we can get if and when needed	Jan 31, 2012 1:33 PM
19	your survey will not check any answers I click on	Jan 11, 2012 10:28 AM

Page 5, Q14. In addition to medical appointments what other services do you travel to a major centre to access?(Please choose the top 3 reason you travel to a major centre.

1	Mostly medical reasons. Right now - service level is non existent. Drayton Valley already have taxi cabs and medibusses to assist those having physical problems. What us in the outlying areas of Brazeau as looking for is a replacement for Greyhound transit that is no longer running. We have nothing in Breton to connect us with other communities or City of Edmonton we now have neither a medibus or taxis that are available or accessible for our transportation needs. Especially those that are on limited or low income.	Mar 7, 2012 11:06 AM
2	But my spouses and I do not travel to a major centre. We and our children do not drive or have a vehicle.	Mar 7, 2012 10:49 AM
3	I do not	Feb 7, 2012 10:53 AM
4	With beehive group to edmonton.	Feb 3, 2012 2:36 PM
5	Business	Feb 3, 2012 1:30 PM
6	medical appointments	Feb 2, 2012 2:41 PM
7	I don't leave town because I can't	Feb 2, 2012 11:26 AM
8	Casino	Feb 1, 2012 2:14 PM
9	Banking - Accountant. Now get by fine but things could change.	Feb 1, 2012 12:03 AM
10	I drive other people to appointments, often	Jan 31, 2012 3:05 PM
11	Doctor Appointments	Jan 31, 2012 1:59 PM
12	agricultural events-only 2 are presently offered in Drayton , althouth MY tax dollars paid for a centre that is bacsically catering to ONE sport - NOT agriculture related ! but the complex was built with Agriculture grant money on Agriculture designated and DONATED land !	Jan 27, 2012 11:12 PM
13	Third Choice: work related trips (conventions, seminars, workshops)	Jan 20, 2012 12:55 PM
14	Clothes especially as there is no options in this community	Jan 17, 2012 11:16 AM

Page 6, Q15. How important would each of the following characteristics be in your decision to use a transportation service (such as a cab or bus)?		
1	Availability	Mar 7, 2012 11:08 AM
2	Never Use	Feb 7, 2012 10:53 AM
3	go out to visit friends.	Feb 3, 2012 2:37 PM
4	At Present, Drive myself & wife	Feb 3, 2012 10:45 AM
5	I don't need it yet, but I'm getting older	Jan 31, 2012 1:22 PM
6	Retired & still driving myself	Jan 31, 2012 1:19 PM
7	Weather would be an important consideration	Jan 24, 2012 4:22 PM
8	I have considered the "wheelchair accessible" option to be the equivalent to "stroller accessible" which is an important consideration for me as we have 3 small children.	Jan 18, 2012 10:15 AM

Page 6, Q17. Do you think there is community support for a specialized transportation service?		
1	We all seem to be very independent	Mar 7, 2012 11:11 AM
2	Ageing population	Mar 7, 2012 11:08 AM
3	25% may be disabled / 75% may new undisabled	Mar 7, 2012 10:52 AM
4	Or we would have one	Mar 7, 2012 10:38 AM
5	I think it is extremely important for seniors	Mar 7, 2012 10:35 AM
6	Baby boom are now old age boomer	Mar 7, 2012 10:32 AM
7	There is more older people that can use it.	Mar 7, 2012 10:09 AM
8	Because there is no bus service anymore	Mar 7, 2012 10:06 AM
9	It is important to see the world	Mar 7, 2012 10:04 AM
10	Seniors and handicapped service	Mar 7, 2012 10:00 AM
11	there is a need but I don't know yet it there is a community support	Feb 7, 2012 11:17 AM
12	many people do not drive	Feb 7, 2012 11:15 AM
13	not sure, but there's a need for transportation for many	Feb 7, 2012 11:06 AM
14	Need for Wheelchair Lift	Feb 7, 2012 11:00 AM
15	most people have own but a lot do not or need a driver	Feb 7, 2012 10:39 AM
16	Due to seniors and handicap	Feb 3, 2012 4:04 PM
17	I support because of my age. As others do, I'm sure, for similar reasons.	Feb 3, 2012 3:30 PM
18	We have a lot of people who don't drive.	Feb 3, 2012 3:26 PM
19	must go with staff.	Feb 3, 2012 2:37 PM
20	There's no proper trasport of seniors, handicap, special needs.	Feb 3, 2012 2:32 PM
21	Large senior/handicap poulation	Feb 3, 2012 2:22 PM
22	All my friends at the Beehive sure would like it. It is important to us.	Feb 3, 2012 2:03 PM
23	Not for wheelchair bound people	Feb 3, 2012 1:44 PM
24	There are a number of elderly people who would like to visit or travel more.	Feb 3, 2012 12:02 PM
25	For Special Need's People	Feb 3, 2012 11:58 AM
26	Somewhat	Feb 3, 2012 11:29 AM
27	Elderly and special needs people need access to transportation	Feb 3, 2012 10:49 AM

Page 6, Q17. Do you think there is community support for a specialized transportation service?		
28	Many residents are elderly and without transportation	Feb 3, 2012 10:35 AM
29	Many seniors need these sevices, or they just don't go anywhere	Feb 3, 2012 10:28 AM
30	Not Sure	Feb 3, 2012 10:25 AM
31	Limited wheelchair accessible van services	Feb 3, 2012 8:41 AM
32	People under 40	Feb 2, 2012 3:23 PM
33	People just don't use it.	Feb 2, 2012 3:16 PM
34	others who need the service	Feb 2, 2012 2:42 PM
35	Not sure	Feb 1, 2012 12:04 AM
36	Don't know	Jan 31, 2012 4:03 PM
37	We have many Seniors here	Jan 31, 2012 3:54 PM
38	Don't know enough about it	Jan 31, 2012 3:33 PM
39	I thought we had cabs now - bus for Lodge, Wishing Well and Leizure Lea Apartments sound good for them that don't drive.	Jan 31, 2012 3:29 PM
40	People without a vehicle can not get around	Jan 31, 2012 3:23 PM
41	For Seniors	Jan 31, 2012 3:10 PM
42	Probably for seniors	Jan 31, 2012 3:07 PM
43	Because I see lots of sores driving around on scooters	Jan 31, 2012 2:58 PM
44	For people living in Drayton Valley @ a affordable price not like cab ride changes, to a person on a fixed income.	Jan 31, 2012 2:53 PM
45	Senior population increasing	Jan 31, 2012 2:48 PM
46	We heard many Seniors talk of how they would get out a lot more if they had transportation to go.	Jan 31, 2012 2:23 PM
47	Lots of people can't drive for health reasons, or they are elderly, or have no license, ect.. Lots of Reasons	Jan 31, 2012 1:34 PM
48	Have Handicapped Van	Jan 31, 2012 1:19 PM
49	So many people would use a Bus, it would be agreat contribution to our town	Jan 30, 2012 12:59 PM
50	All community members would like to see more transportation for family members	Jan 29, 2012 12:11 PM
51	It's MINIMAL and privately/volunteer funded,pathetic when I see what this town rakes in on cheap " land deals" and increased lucrative tax annexation !	Jan 27, 2012 11:16 PM

Page 6, Q17. Do you think there is community support for a specialized transportation service?		
52	We have an average age of population that is too young	Jan 26, 2012 3:54 PM
53	never heard support expressed	Jan 25, 2012 11:51 AM
54	I don't know.	Jan 24, 2012 4:30 PM
55	Buses to special events	Jan 24, 2012 4:09 PM
56	I don't know.	Jan 24, 2012 4:04 PM
57	From who? The people using and/or businesses?	Jan 24, 2012 3:57 PM
58	Who would fund it?	Jan 23, 2012 10:52 AM
59	Not Sure	Jan 23, 2012 10:48 AM
60	our population is aging	Jan 23, 2012 10:15 AM
61	For the seniors, yes... but the rest of people should be able to walk. Were trying to be a more energy efficient and healthy town. Then we should be promoting walking and biking in the community. Building more paths and make sure that new sub-divisions are walker friendly. All streets should have sidewalks on both sides.	Jan 22, 2012 7:05 PM
62	not sure of the question.	Jan 20, 2012 12:58 PM
63	Definite need for seniors and students and young adults	Jan 20, 2012 7:15 AM
64	i do not know	Jan 18, 2012 9:39 PM
65	I think the community realizes the need but has not yet had the opportunity to impliment a program	Jan 18, 2012 4:27 PM
66	mother-in-law in a wheelchair and cannot walk = no service	Jan 18, 2012 2:22 PM
67	mostly seniors	Jan 17, 2012 2:55 PM
68	Very Much so many individuals needing this service	Jan 12, 2012 3:14 PM
69	i do not need it so I do not know	Jan 11, 2012 1:46 PM
70	I feel few people would use a tansportation service because there are too many vehicles in town. Most homees have two.	Jan 9, 2012 9:16 PM
71	Brazeau County is a RURAL county, individuals who choose to live in a rural county usually have their own means of transportation. There was a bus that serviced the needs of the Seniors in the Seniors Lodge and it has been sold. Any bus service should be the responsibility of the urban center and service the needs of the urban population and be set up as a user pay non profit entity	Jan 9, 2012 1:51 PM

Page 6, Q19. Would you support an increase in property taxes to help pay for a coordinated specialized transportation in Drayton Valley / Brazeau County?

1	Municipalities already get funding for this type of venture if they choose not to use it an extra charge is highly unethical	Mar 7, 2012 11:08 AM
2	Property tax increase and mobile home tax increase for users of the specialised transportation in the years they use the service if the user only used it once in that year.	Mar 7, 2012 10:52 AM
3	Cut MLA wages	Mar 7, 2012 10:41 AM
4	User pay	Mar 7, 2012 10:38 AM
5	Yes if it would help seniors to get to larger centres for specialist in the medical areas	Mar 7, 2012 10:35 AM
6	Unless limites to a ver few medically and financially needy people	Mar 7, 2012 10:28 AM
7	What are the people going to change for?	Mar 7, 2012 10:04 AM
8	If it is minimal	Feb 7, 2012 11:15 AM
9	can't afford higher taxes	Feb 7, 2012 11:06 AM
10	Fixed income - Seniors should not have a tax increase	Feb 3, 2012 4:04 PM
11	They are already high enough.	Feb 3, 2012 3:12 PM
12	There are other ways.	Feb 3, 2012 2:32 PM
13	I may one day need more services.	Feb 3, 2012 1:44 PM
14	A reasonable increase	Feb 3, 2012 1:31 PM
15	Not sure	Feb 3, 2012 1:27 PM
16	Taxes are high enough as it is	Feb 3, 2012 1:22 PM
17	at a set rate of not more than $100/yr	Feb 3, 2012 1:17 PM
18	Countyof Parkland resident	Feb 3, 2012 12:02 PM
19	Taxes are high enough now.	Feb 3, 2012 11:58 AM
20	First I would want to know the type of coverage & cost	Feb 3, 2012 10:45 AM
21	Increased services means increased taxes so it'scfine	Feb 3, 2012 8:41 AM
22	Cut the waste in the Town and County to fund it	Feb 2, 2012 3:40 PM
23	small % over longer period.	Feb 2, 2012 2:42 PM
24	Our taxes are VERY high already and for what?!	Feb 1, 2012 4:21 PM
25	We pay enough taxes	Feb 1, 2012 2:01 PM

Page 6, Q19. Would you support an increase in property taxes to help pay for a coordinated specialized transportation in Drayton Valley / Brazeau County?

26	Service fairly available now	Feb 1, 2012 12:04 AM
27	User fee plus local municipality	Jan 31, 2012 4:03 PM
28	As long as increase is reasonable	Jan 31, 2012 3:54 PM
29	Depends on the amount	Jan 31, 2012 3:07 PM
30	My taxes are so high now! $1,730.39	Jan 31, 2012 2:23 PM
31	If I can	Jan 31, 2012 1:34 PM
32	Seniors usually need it	Jan 31, 2012 1:19 PM
33	If you have to pay a "little" more to have buses in the communtiy, I think it would pay off in the long run	Jan 29, 2012 12:11 PM
34	See explanation to # 17 above.	Jan 27, 2012 11:16 PM
35	I do not believe it would be used enough. Every school in town already has transportation and they sit more often than they are used.	Jan 26, 2012 3:54 PM
36	Taxes are all ready too high for the leval of service.	Jan 25, 2012 11:51 AM
37	People and government should be responsible for travel.	Jan 24, 2012 4:30 PM
38	Check for grants & lotteries (how great is the need?)	Jan 23, 2012 10:52 AM
39	I am a senior on a fixed income	Jan 23, 2012 10:25 AM
40	"small" increase - whatever it takes to make our community better	Jan 23, 2012 10:15 AM
41	If it helps the community on a whole, yes. Long as people are using it, and if not that the town does end the project.It is a kind of project that will be expensive to start, but hopefully worth while in the end. I think that everyone should have the right to get from A to B and some need help to do that.	Jan 22, 2012 7:05 PM
42	to a very small degree, as not everyone who would pay the tax would use the service.	Jan 20, 2012 12:58 PM
43	only for medical or emergancy use	Jan 18, 2012 9:39 PM
44	I think we already pay enough taxes to support this service! I really feel the handi-cap residents need a service for them that is affordable!	Jan 18, 2012 6:02 PM
45	I guess, if that is what it would take	Jan 18, 2012 2:22 PM
46	Although nobody wants to see their taxes increase, I think it's only reasonable to expect that if we want the service, that we need to be prepared to pay for it somehow. Adding a service like this to the community will make our town/area more attractive and as such, I would support it with a reasonable increase in property taxes.	Jan 18, 2012 10:15 AM

Page 6, Q19. Would you support an increase in property taxes to help pay for a coordinated specialized transportation in Drayton Valley / Brazeau County?		
47	make area more livable for all/access to medical service	Jan 17, 2012 2:55 PM
48	If it was reasonable.	Jan 16, 2012 9:44 PM
49	I might get old someday, so I'd help out.	Jan 10, 2012 10:13 AM
50	A nominal amount. Fares should cover the majority of the cost.	Jan 10, 2012 9:54 AM
51	Some one has to pay for this service. Nothing in life is free.	Jan 9, 2012 9:16 PM

Page 7, Q20. Where is your primary residence?		
1	4313 Twnsp Road	Mar 7, 2012 11:00 AM
2	Lodgepole	Mar 7, 2012 10:20 AM
3	Lodepole	Mar 7, 2012 10:10 AM
4	and Brazeau County	Feb 7, 2012 2:36 PM
5	County of Parkland	Feb 3, 2012 12:02 PM
6	Parkland County	Feb 1, 2012 4:31 PM
7	Farm	Feb 1, 2012 12:05 AM

Page 7, Q25. What is your PRIMARY means of transportation? What would your SECONDARY means of transportation be?		
1	Do not have one	Mar 7, 2012 11:12 AM
2	Have to hire for longer trips to Drayton Valley or for Edmonton	Mar 7, 2012 11:09 AM
3	But taxi is not often available and have long waiting times from 1/2 hr to 1 hr. also use a scooter.	Mar 7, 2012 10:56 AM
4	No bus service 17km walk to town	Mar 7, 2012 10:39 AM
5	I walk most of the time, but drive if I have a distance to go	Feb 7, 2012 11:07 AM
6	live on an acreage	Feb 7, 2012 10:40 AM
7	Husband is my driver for now.	Feb 3, 2012 4:05 PM
8	Scooter in summer.	Feb 3, 2012 2:28 PM
9	I currently drive, however in the future that will not happen	Feb 3, 2012 10:36 AM
10	bicycle	Feb 2, 2012 2:42 PM
11	Prefer my own (vehicle) if possible	Feb 1, 2012 12:05 AM
12	Biking	Jan 31, 2012 3:59 PM
13	We need bus service	Jan 31, 2012 2:00 PM
14	We NEED more TAXI SERVICE to cut down on people "drinking and driving" !!!	Jan 18, 2012 6:05 PM

Page 7, Q26. If you don't drive a vehicle, why not? (Please check all that apply.)		
1	I need assistance when using a wheelchair up and down my scooter ramp. If I park in handicap stall I need assistance to take my wheelchair out and assistance to push my wheelchair over ice and snow and over stones.	Mar 7, 2012 10:56 AM
2	Have my own vehicle	Mar 7, 2012 10:07 AM
3	fall asleep at wheel unless have a talkative passenger	Feb 7, 2012 10:40 AM
4	Afraid to drive in the city.	Feb 3, 2012 4:27 PM
5	Drive my own vehicle	Feb 3, 2012 3:20 PM
6	make plans to get motorcycle license in future.	Feb 3, 2012 2:39 PM
7	N/A	Feb 3, 2012 12:02 PM
8	I still drive, but not to the city	Feb 3, 2012 11:30 AM
9	NONE	Feb 2, 2012 3:37 PM
10	I drive	Jan 31, 2012 3:11 PM
11	I drive	Jan 31, 2012 3:07 PM
12	I drive	Jan 31, 2012 2:00 PM
13	I still drive	Jan 31, 2012 1:22 PM
14	My husband drives, but work schedule changes so never can tell what time he will be home	Jan 29, 2012 12:13 PM

Page 7, Q27. What would be the best system for providing specialized transportation for the Town of Drayton Valley and Brazeau County?

1	Bus systems are extremely expensive unless bus is loaded to almost capacity	Mar 7, 2012 10:30 AM
2	and Bus Loop [Bus loop]	Feb 9, 2012 3:53 PM
3	Subsidies for the use of local taxi services [Subsidy]	Feb 7, 2012 2:36 PM
4	Subsidies for the use of local taxi services [Subsidy]	Feb 7, 2012 11:09 AM
5	Or subsidies for the us of local taxis. [Subsidy]	Feb 3, 2012 2:39 PM
6	Must be wheelchair accessible and a person to assist.	Feb 3, 2012 2:28 PM
7	Or a Bus Loop [Bus loop]	Feb 3, 2012 2:04 PM
8	Or a Bus Loop [Bus loop]	Feb 3, 2012 1:59 PM
9	Either Bus Loop or Subsidies [Bus loop]	Feb 3, 2012 1:40 PM
10	and Subsidies for the use of local taxi services [Subsidy]	Feb 3, 2012 11:45 AM
11	None	Feb 3, 2012 11:30 AM
12	and Bus Loop: A service where individuals could be picked up and dropped off at designated stops twice a week. [Bus loop]	Feb 3, 2012 11:04 AM
13	Who or what would fund it	Feb 3, 2012 10:46 AM
14	I'd love to go to Edmonton occassionally, but don't drive in Edmonton	Feb 3, 2012 10:36 AM
15	A bus loop that runs daily to major shopping and service areas similar to Banff [Bus loop]	Feb 3, 2012 8:47 AM
16	Daily Bus [Bus loop]	Feb 2, 2012 3:40 PM
17	Depend on Income	Feb 2, 2012 3:37 PM
18	Not sure	Feb 1, 2012 12:05 AM
19	No Comment	Jan 31, 2012 2:28 PM
20	Daily bus loop [Bus loop]	Jan 24, 2012 4:23 PM
21	Connect Shopping Town-Walmart	Jan 24, 2012 3:59 PM
22	Ask the people who use these systems. They are your best source of knowledge. (Edmonton/Calgary)	Jan 23, 2012 10:54 AM
23	local taxi services need to be regulated. some pretty shoddy units in use.	Jan 20, 2012 1:01 PM
24	We need more TAXI's in this town!!	Jan 18, 2012 6:05 PM
25	While I like the idea of a bus loop system within the town, that does not solve the problem of people needing transportation from rural areas into the town itself to	Jan 18, 2012 10:26 AM

Page 7, Q27. What would be the best system for providing specialized transportation for the Town of Drayton Valley and Brazeau County?		
	access the loop. Perhaps a combination of dial-a-bus for rural residents to town, coupled with a loop system within town limits would be the solution here. It is already difficult at times to obtain a taxi at all and often with unreasonable wait times. Unless there is a plan in place to add a large number of new cabs, I don't see how this would be a feasible option for a transportation plan of this scale. [Bus loop]	
26	Why not a bus loop that operates all week, certain hours - let's not forget about the youth in our community to get around and to school (other than on school buses) [Bus loop]	Jan 9, 2012 4:06 PM
27	There is not enough need for a specialized bus service, if the need is here it should be done by private industry not the governments	Jan 9, 2012 1:52 PM

Brazeau / Drayton - Youth Transportation Survey

SurveyMonkey

1. Please tell us if you strongly agree, agree, disagree, strongly disagree, or not applicable to the following statements.

	Strongly Agree	Agree	Disagree	Strongly Disagree	Not Applicable	Response Count
I have no trouble getting around Drayton Valley.	30.2% (51)	**45.6% (77)**	17.2% (29)	4.1% (7)	3.0% (5)	169
I have no trouble getting around Brazeau County.	20.2% (34)	**31.5% (53)**	27.4% (46)	9.5% (16)	11.3% (19)	168
I often have to ask for a ride to get to an event or activity.	29.7% (49)	**37.6% (62)**	20.6% (34)	9.1% (15)	3.0% (5)	165
I often have to ask for a ride to get to work.	20.9% (34)	21.5% (35)	21.5% (35)	11.0% (18)	**25.2% (41)**	163
My parents complain about having to drive me to things.	24.0% (40)	25.7% (43)	**29.9% (50)**	12.6% (21)	7.8% (13)	167
I would use a transit system.	25.0% (42)	**31.5% (53)**	17.3% (29)	14.9% (25)	11.3% (19)	168
I often take a Taxi.	4.8% (8)	12.7% (21)	29.1% (48)	**41.8% (69)**	11.5% (19)	165
I often walk to get to where I have to go.	22.8% (38)	**28.7% (48)**	26.9% (45)	16.2% (27)	5.4% (9)	167
My friends have trouble finding rides to get to places.	22.6% (38)	29.8% (50)	**31.5% (53)**	11.3% (19)	4.8% (8)	168
					answered question	**170**
					skipped question	**3**

2. Are you employed?

	Response Percent	Response Count
Yes	47.3%	80
No	52.7%	89
answered question		169
skipped question		4

3. Only answer this question if you are employed[Q2]. Please state if you Strongly Agree, Agree, Disagree, Strongly Disagree, or Not Applicable.

	Strongly Agree	Agree	Disagree	Strongly Disagree	Not Applicable	Response Count
I often work late evenings and find it difficult to get home.	0.0% (0)	25.5% (14)	12.7% (7)	0.0% (0)	**61.8% (34)**	55
My employer offers me transportation to and from work.	0.0% (0)	20.0% (11)	12.7% (7)	0.0% (0)	**67.3% (37)**	55
My employer does not care how I get to work as long as I am there on time.	1.8% (1)	**52.7% (29)**	3.6% (2)	0.0% (0)	41.8% (23)	55
My parents support me in getting to and from work.	0.0% (0)	**69.1% (38)**	1.8% (1)	0.0% (0)	29.1% (16)	55
I drive to work.	0.0% (0)	30.9% (17)	14.5% (8)	0.0% (0)	**54.5% (30)**	55
answered question						55
skipped question						118

4. Of the options below which are the three you use most often?

	Most Used	Second Most Used	Third Most Used	Rating Average	Response Count
Walking	**38.3% (46)**	32.5% (39)	29.2% (35)	2.09	120
Ride from a parent or family member	**59.3% (80)**	31.1% (42)	9.6% (13)	2.50	135
Ride from a friend	6.1% (5)	42.7% (35)	**51.2% (42)**	1.55	82
Biking or skateboarding	4.5% (1)	31.8% (7)	**63.6% (14)**	1.41	22
Driving my own vehicle	**57.9% (22)**	10.5% (4)	31.6% (12)	2.26	38
Taxi	7.1% (1)	**50.0% (7)**	42.9% (6)	1.64	14
School offered transportation	24.3% (9)	32.4% (12)	**43.2% (16)**	1.81	37
			Other (please specify)		58
			answered question		165
			skipped question		8

5. Are you ever afraid for your safety when trying to find a ride home?

	Response Percent	Response Count
Yes	21.6%	35
No	**78.4%**	127
answered question		162
skipped question		11

6. What times of the day are you MOST likely to use a transportation system?

	Response Percent	Response Count
6 AM to 9 AM	33.3%	44
9 AM to 12 PM (Noon)	11.4%	15
12 Noon to 4 PM	28.0%	37
4 PM to 7 PM	**34.1%**	**45**
7 PM to 10 PM	22.0%	29
10 PM to 6 AM	21.2%	28
	answered question	132
	skipped question	41

7. Is transportation a barrier for you in:

	Yes	No	Response Count
Finding / holding a job	31.5% (46)	**68.5% (100)**	146
Participating in after school programs	39.6% (59)	**60.4% (90)**	149
Participating in evening youth groups	35.1% (52)	**64.9% (96)**	148
Visiting friends or family	41.9% (62)	**58.1% (86)**	148
Participating in recreation and leisure activities	35.4% (52)	**64.6% (95)**	147
		answered question	155
		skipped question	18

8. Which category below includes your age?

	Response Percent	Response Count
under 10	0.0%	0
10 to 12	5.8%	9
13 to 15	**49.4%**	**76**
16 to 18	40.9%	63
19 to 21	3.9%	6
	answered question	**154**
	skipped question	**19**

9. Where do you live?

	Response Percent	Response Count
Drayton Valley	**65.5%**	**93**
Brazeau County (Rocky Rapids, Cynthia, Lodgepole etc)	30.3%	43
Village of Breton	4.2%	6
	Other (please specify)	19
	answered question	**142**
	skipped question	**31**

10. Do you own a vehicle?

		Response Percent	Response Count
Yes		28.6%	44
No		71.4%	110
		answered question	154
		skipped question	19

Page 4, Q4. Of the options below which are the three you use most often?		
1	School offered transportation (Most Used) and Biking or skateboarding, Driving my own vehicle & Taxi (are all 3rd Most Used)	Feb 10, 2012 3:56 PM
2	Ride from a friend (Most Used), Biking or skateboarding (2nd Most Used) and Taxi and School offered transportation (are both also 3rd Most Used)	Feb 10, 2012 3:53 PM
3	Biking or skateboarding, Driving my own vehicle, Taxi & School offered transportation (are all also 3rd Most Used)	Feb 10, 2012 3:51 PM
4	Ride from a parent or family member (Most Used) and Biking or skateboarding, Driving my own vehicle, Taxi & School offered transportation (are all also 2nd Most Used)	Feb 10, 2012 3:46 PM
5	Biking or skateboarding, Driving my own vehicle, Taxi & School offered transportation (are all also 3rd Most Used)	Feb 10, 2012 3:43 PM
6	Ride from a friend (Most Used)	Feb 10, 2012 3:41 PM
7	Ride from a friend, Taxi & School offered transportation (are all 2nd Most Used) and Driving my own vehicle (3rd Most Used)	Feb 10, 2012 3:39 PM
8	Ride from a friend (Most Used)	Feb 10, 2012 3:38 PM
9	School offered transportation (2nd Most Used), Biking or skateboarding, Driving my own vehicle & Taxi (are all also 3rd Most Used)	Feb 10, 2012 3:37 PM
10	Ride from a friend, Biking or skateboarding, Driving my vehicle & Taxi (are all also 3rd Most Used)	Feb 10, 2012 3:35 PM
11	Ride from a parent or family member & Drive my own vehicle (are both also 2nd Most Used) and Biking or skateboarding & Taxi (are both also 3rd Most Used)	Feb 10, 2012 3:33 PM
12	Ride from a friend & Taxi (are both also 2nd Most Used) and Driving my own vehicle & School offered transportation (are both also 3rd Most Used)	Feb 10, 2012 2:27 PM
13	Biking or skateboarding, Driving my own vehicle, Taxi & School offered transportation (are all also 3rd Most Used)	Feb 10, 2012 2:08 PM
14	I love walking, everything is 3rd Most Used	Feb 10, 2012 2:07 PM
15	School offered transportation (Most Used), Ride from a friend, Biking or skateboarding, Driving my own vehicle & Taxi (are all also 3rd Most Used)	Feb 10, 2012 2:05 PM
16	Ride from a parent or family member, Biking or skateboarding, School offered transportation (all are also Most Used)	Feb 10, 2012 2:03 PM
17	teleportation	Feb 10, 2012 1:50 PM
18	School offered transportation (Most Used)	Feb 10, 2012 11:59 AM
19	Ride from a parent or family member, Ride from a friend, Taxi & School offered transportation (are all also Most Used)	Feb 10, 2012 11:55 AM
20	Driving my own vehicle (2nd Most Used) and Biking or skateboarding, Taxi &	Feb 10, 2012 11:50 AM

Page 4, Q4. Of the options below which are the three you use most often?		
	School offered transportation (all are also 3rd Most Used)	
21	Drive myself	Feb 10, 2012 11:33 AM
22	Ride from a friend & Taxi (are both also 2nd Most Used) and Biking or skateboarding & School offered transportation (are both also 3rd Most Used)	Feb 10, 2012 11:32 AM
23	School offered transportation (Most Used), Ride from a friend (2nd Most Used) and Biking or skateboarding & Taxi (are both also 3rd Most Used)	Feb 10, 2012 11:30 AM
24	Ride from a friend & School offered transportation (both are also 2nd Most Used), Biking or skateboarding & Taxi (both are also 3rd Most Used)	Feb 10, 2012 11:27 AM
25	Ride from a friend (Most Used), School offered transportation (2nd Most Used) and Biking or skateboarding, Taxi (both are 3rd Mose Used)	Feb 10, 2012 11:22 AM
26	Ride from a friend, Taxi (both also Most Used)	Feb 10, 2012 11:18 AM
27	School offered transportation (Most Used), Ride from a friend & Taxi (2nd Most Used) and Driving my own vehicle (3rd Most Used)	Feb 10, 2012 11:12 AM
28	Biking or skateboarding, Driving my own vehicle, Taxi & School offered Transportation (are all also 3rd Most Used)	Feb 10, 2012 11:10 AM
29	Ride from a parent or family member & Ride from a friend (both also Most Used)	Feb 10, 2012 11:08 AM
30	Drive	Feb 10, 2012 11:07 AM
31	Driving my own vehicle (Most Used), Taxi & School offered transportation (2nd Most Used) and Biking or skateboarding & Taxi (3rd Most Used)	Feb 10, 2012 11:06 AM
32	Walking, Ride from a parent or family member, Ride from a friend & Driving my own vehicle (are all also 2nd Most Used)	Feb 10, 2012 11:02 AM
33	Taxi (2nd Most Used), Biking or skateboarding, Driving my own vehicle & School offered transportation (all are 3rd Most Used)	Feb 10, 2012 11:00 AM
34	Biking or skateboarding, Driving my own vehicle (both Most Used)	Feb 10, 2012 10:51 AM
35	Biking or skateboarding, Driving my own vehicle, Taxi, School offered transportation (all are also 3rd Most Used)	Feb 10, 2012 10:43 AM
36	Ride from parent or family member & Biking or skateboarding (Most Used), School offered transportation (2nd Most Used) and Driving my own vehicle (3rd Most Used)	Feb 10, 2012 10:36 AM
37	Ride from a parent or family member (Most Used), Taxi (2nd Most Used)	Feb 10, 2012 10:34 AM
38	Biking or skateboarding (Most Used), School offered transportation (2nd Most Used) and Driving my own vehicle & Taxi (both also 3rd Most Used)	Feb 9, 2012 4:14 PM
39	walking to school	Feb 9, 2012 4:07 PM
40	Taxi (3rd Most Used)	Feb 9, 2012 4:04 PM

Page 4, Q4. Of the options below which are the three you use most often?		
41	Ride from a friend and School offered transportation (are both Most Used), Biking or skateboarding (2nd Most Used) & Taxi (3rd Most Used)	Feb 9, 2012 4:02 PM
42	Biking or skateboarding (2nd Most Used)	Feb 9, 2012 4:00 PM
43	School offered transporation (Most Used)	Feb 9, 2012 3:48 PM
44	Biking or skateboarding, Driving my own vehicle, Taxi & School offered transportation (are all also 3rd Most Used)	Feb 9, 2012 3:47 PM
45	School offered transportation (Most Used)	Feb 9, 2012 3:42 PM
46	School offered transportation (Most Used), Biking or skateboarding, Driving my own vehicle and Taxi (are all also 3rd Most Used)	Feb 9, 2012 3:00 PM
47	Ride from a parent or family member & Ride from a friend (both also Most Used)	Feb 9, 2012 2:57 PM
48	School offered transportation (Most Used, Ride from a friend (2nd Most Used), Driving my own vehicle & Taxi (also 3rd Most Used)	Feb 9, 2012 2:54 PM
49	Ride with a friend, Biking or skateboarding & School offered transportation (are all also 2nd Most Used), Taxi is also 3rd Most Used	Feb 9, 2012 2:50 PM
50	Biking or Skateboarding, Driving my own vehicle, Taxi & School offered transportation (are all also Third Most Used)	Feb 9, 2012 2:32 PM
51	Walking (also Most Used)	Feb 9, 2012 2:30 PM
52	School offered transportation (also Most Used), Walking & Taxi (also 2nd Most Used) & Biking and Skateboarding (also 3rd Most Used)	Feb 9, 2012 2:29 PM
53	Walking, Ride from a friend, Biking or skateboarding, Taxi & School offered transportation (also 3rd Most Used)	Feb 9, 2012 2:18 PM
54	Biking or skateboarding, Taxi & School offered transportation (also 3rd most used)	Feb 9, 2012 2:13 PM
55	Ride from a parent or family member (Most Used)	Feb 9, 2012 1:40 PM
56	Biking or Skateboarding (2nd also), Ride from a friend (3rd also), Taxi (3rd also) & Schoold offered transportation (3rd also)	Feb 9, 2012 1:29 PM
57	horses	Jan 24, 2012 8:22 PM
58	Thw survey does not work	Jan 11, 2012 10:30 AM

Page 6, Q9. Where do you live?		
1	Tomahawk, Parkland County	Feb 10, 2012 3:55 PM
2	Narnia	Feb 10, 2012 3:43 PM
3	My home	Feb 10, 2012 1:51 PM
4	Easyford	Feb 10, 2012 11:53 AM
5	Buck Creek	Feb 10, 2012 10:51 AM
6	Not here	Feb 10, 2012 10:38 AM
7	Parkland	Feb 10, 2012 10:34 AM
8	Hoadley	Feb 9, 2012 4:15 PM
9	Birchwood/Cotton Wood	Feb 9, 2012 4:10 PM
10	Entwistle	Feb 9, 2012 4:07 PM
11	Hoadley	Feb 9, 2012 4:06 PM
12	Parkland County	Feb 9, 2012 4:05 PM
13	Entwistle	Feb 9, 2012 3:47 PM
14	Buck Creek	Feb 9, 2012 3:43 PM
15	Lindale	Feb 9, 2012 3:20 PM
16	Golf Course	Feb 9, 2012 3:17 PM
17	Ring Road	Feb 9, 2012 3:13 PM
18	Parkland	Feb 9, 2012 2:52 PM
19	Country style	Jan 24, 2012 5:31 PM

Dial-a-Bus 5 days a week 7.5 hours

Income	**2013**	**2014**	**2015**	
Fees	$ 11,850	$ 12,205	$ 12,571	NTA
Municipal Grants	$ 50,244	$ 56,000	$ 57,354	
Other Government Grants	$ 2,500	$ 2,500	$ 2,500	
Sponsorships	$ 6,500	$ 7,500	$ 7,500	
Local Community Grants	$ 3,000	$ 3,000	$ 3,000	
Contracts	$ -			
TOTAL	**$ 74,094**	**$ 81,205**	**$ 82,925**	
Expenses				
Wages and Benefits	$ 61,224	$ 68,193	$ 69,557	
Driver Wages	$ 41,600	$ 46,675	$ 47,609	NT1
Driver Benefits	$ 12,064	$ 13,807	$ 14,083	
Casual Driver	$ 2,880	$ 2,938	$ 2,996	NT2
Administrative Wages / Benefits	$ 4,680	$ 4,774	$ 4,869	NT3
Fuel	$ 5,500	$ 5,610	$ 5,722	NT4
Repairs/Maintenance	$ 1,500	$ 1,530	$ 1,750	NT5
Insurance	$ 2,600	$ 2,600	$ 2,600	NT6
Lifecycle Replacement	$ -	$ -	$ -	NT7
Advertising / Marketing	$ 750	$ 773	$ 796	
Miscellaneous	$ 2,500	$ 2,500	$ 2,500	NT8
TOTAL COSTS	**$ 74,074**	**$ 81,205**	**$ 82,925**	
Cost Per Hour of Operation	$ 40.31			
Anticipated Revenue Per Hr (Fees)	$ 20.00			
Hourly Subsidy	$ (20.31)			
Annual KM	22575			
Fuel Rate	$ 1.06			

NTA Increase of 3% per yr
NT1 Drivers Salary: $20/hr, 8hr day, 52 weeks
NT2 Casual Driver: $18/hr for 160 hrs
NT3 Admin: $24/hr, 37.5 hr/wk, 10% of time
Estimated at 2.5 KM/trip, 4 trips/hr, 5
NT4 d/wk, for 52 wks. Down time of 15 days.
12 trips a year to Edmonton/Major Centre 5264.49
NT5 Regular mechanical review is required, but not much maintenance anticipated for 1st year.
NT6 Insurance needs to be verified
NT7 Decision on how to deal with lifecycle capital

Loop Bus System

Income	**2013**	**2014**	**2015**	
Fees	$ 64,292	$ 64,652	$ 66,592	NTA
Municipal Grants	$ 78,000	$ 79,840	$ 81,191	
Other Government Grants	$ -	$ -	$ -	
Sponsorships	$ 10,000	$ 10,000	$ 10,000	
Local Community Grants	$ 2,500	$ 2,500	$ 2,500	
Contracts				
TOTAL	**$ 154,792**	**$ 156,992**	**$ 160,283**	
Expenses				
Wages and Benefits	$ 117,768	$ 120,616	$ 123,028	
Driver Wages	$ 83,200	$ 84,864	$ 86,561	NT1
Driver Benefits	$ 24,128	$ 25,103	$ 25,605	
Casual Driver	$ 5,760	$ 5,875	$ 5,993	NT2
Administrative Wages / Benefits	$ 4,680	$ 4,774	$ 4,869	NT3
Fuel	$ 27,424	$ 28,247	$ 29,094	NT4
Repairs/Maintenance	$ 3,000	$ 1,530	$ 1,561	NT5
Insurance	$ 2,600	$ 2,600	$ 2,600	NT6
Lifecycle Replacement	$ -	$ -	$ -	NT7
Adverstising / Marketing	$ 1,500	$ 1,500	$ 1,500	
Miscellaneous	$ 2,500	$ 2,500	$ 2,500	NT8
TOTAL COSTS	**$ 154,792**	**$ 156,992**	**$ 160,283**	
Cost Per Hour of Operation	$ 42.12	$ 42.72	$ 43.61	
Anticipated Revenue Per Hr (Fees)	$ 21.00	$ 21.63	$ 22.28	
Hourly Subsidy	$ (21.12)	$ (21.09)	$ (21.34)	
Annual KM	117600	117600	$ 117,600.00	
Fuel Rate	$ 1.10	$ 1.12	$ 1.14	

Increase of 3% per yr

NT1 Drivers Salary: $20/hr, 8hr day x 2, 52 weeks

NT2 Casual Driver: $18/hr for 320 hrs

NT3 Admin: $24/hr, 37.5 hr/wk, 10% of time

NT4 Estimated 32KM per hr. Down time of 15 days. 27424.32

NT5 Regular mechanical review is required, but not much maintenance anticipated for 1st year.

NT6 Insurance needs to be verified

NT7 Decision on how to deal with lifecycle capital, may require backup vehicle to support service.

Taxi Subsidy

Income	2013	2014	2015
Municipal Grants			
Local Community Grants	$ 1,500	$ 1,500	$ 1,500
TOTAL	**$ 1,500**	**$ 1,500**	**$ 1,500**
Expenses			
Taxi Subsidy	$ 28,800	$ 28,800	$ 30,384
TOTAL COSTS	**$ 28,800**	**$ 28,800**	**$ 30,384**

Taxi Ticket (1200 seniors @ 20% Usage Limit of 5 per month)	$ 57,600
Number of Subsidized Rides	28800
Subsidy Value of $2/ride	

Transportation to Major Centres

Income	2013	2014	2015
Municipal Grants			
Local Community Grants	$ 1,500	$ 1,500	$ 1,500
TOTAL	**$ 1,500**	**$ 1,500**	**$ 1,500**
Expenses			
Subdiy	$ 14,400	$ 14,400	$ 14,832
TOTAL COSTS	**$ 14,400**	**$ 14,400**	**$ 14,832**

Subsidy (1200 @ 3% Usage Max 4 /yr)	$ 14,400
Number of Subsidized Rides (1200 @ 3% x 4)	144
Subsidy Value	$ 100.00
Est. Cost Per Trip (Gas: $35, Hr $15 @ 5 hrs)	$ 110.00
Est. Based on Government Rates ($.52/km)	$ 152.88

Appendix D - Community Findings

Community	Pop.	Cost of Program	Municipal Contribution	Fee	Scope of Service / Vehicle Type / Ridership
City of Wetaskiwin		~$310K	$13,100+ from County $28K cash + annual deficit ~$80K from City	$6.00 one way trip $0.42 / km + $30/hr for driver $15 for medical charter	▪ Full-time dispatched from 8 AM to 5 PM ▪ Fleet of 7 vehicles of varying ages ▪ 300 members ▪ 5 Casual drivers
Town of Edson	8,365 (2009)			$25 membership fee $30 for 10 rides $3 one way trip $ 5 one way trip for none member $1.25 / km	▪ Operates from 8:30 AM to to 4:00 PM ▪ Can accommodate up to 4 wheelchairs and 11 passengers ▪ Driver does dispatching ▪ Service included for seniors and persons with disabilities
Wildwood / Evansburg	277 / 534 - 879	Not sure	$ 20K Yellowhead County	$17 Every Thursday trip to Drayton Valley $0.75/km plus $16 / hr for driver	▪ The service provides transportation for seniors and the general community. Essentially, anyone who is willing to pay can enjoy the service. ▪ Thursday and Wednesdays the vehicle is booked. Thursdays are specific trips into Drayton Valley and Wednesday are Grandparents Days. Rest of the week vehicle is available for rental.
Town of Devon	6534 (2009)		$50K from the municipality		▪ The town of Devon runs a Community Bus that is used heavily by the seniors in our community. The bus is operated by the municipality and we hire drivers to run the service. The municipality budgets money every year for the replacement of the bus which happens every 10 years. The bus brings in about $9000 in user fees and costs the municipality around $50,000 to operate every year. We used to get a grant from the province to help operate the bus but this was cancelled this year. It was around $16,000 a year so this has been a huge loss for the service. ▪ The bus is a 20 passenger bus with a wheelchair lift and the capability to take 3 wheelchairs at a time. I have attached the bus brochure so you have a better idea of the type of service we operate.

Appendix D - Community Findings

City of Hinton	9,825 (2009)		The City funds a deficit of up to $150K	**Transit** $8.00 Day Pass $70 monthly pass $3.00 one-way cash fare $30 punch card (12 rides) $50 quarterly seniors pass **Handibus** $3.00 one-way $30 punch card (10 rides) $70 punch card (30 rides) $1.50 / KM for Community Rentals School contract	Transit ▪ Full Transit system that operates from 8 AM to 8 PM Monday to Wednesday, 8 AM to 9 PM Thursday and Friday, 8 AM to 7 PM on Saturdays. No service on Sundays and holidays. Handibus ▪ Monday to Friday from 7:30 AM to 5:00 PM ▪ Provide services to school system ▪ Community rentals are available

Information Items

9.0 Information Items Pages 190-250

9.1	Brazeau Foundation Minutes – May 25, 2018, and June 22, 2018,	191-200
9.2	Sustainability Committee Meeting Notes – May 29, 2018	201-202
9.3	Economic Development Committee Meeting Notes – June 5, 2018, June 13, 2018, and July 3, 2018	203-212
9.4	STAR Catholic Board Highlights – June 2018	213
9.5	RCMP Stats – June 2018	214-223
9.6	Health Services Foundation – Annual Report 2017	224-250

MOTION:

I move that Town Council accept the above items as information.

Brazeau Foundation
Managing Housing Solutions
5208 -47 Avenue,
Drayton Valley, Alberta, T7A 1N7
Phone: (780) 542 2712 Fax: (780) 542 2765
E-mail: bsf@telusplanet.net

MEETING OF THE BOARD OF DIRECTORS
Shangri-La Lodge, Drayton Valley
May 25, 2018
10:00 am

ATTENDANCE:

Directors Present:

Eric Butz, Chairperson	Town of Drayton Valley
Janet Young, Vice-Chairperson	Village of Breton
Jeannette Vatter	Member at Large – Drayton Valley
Donna Gawalko	Member at Large – Brazeau County
Donna Wiltse	Brazeau County

Administration Present:

Stella Keller	Chief Administrative Officer
Laura Delesalle	Finance Manager

1.0 CALL TO ORDER

E. Butz called the meeting to order at 10:03 AM.

2.0 AGENDA

2.1 ADDITIONS TO THE AGENDA

2.2 APPROVAL OF AGENDA

Resolution #18-05-55: Moved by J Vatter to approve the agenda with addition.

Motion ...Carried Unanimously

3.0 APPROVAL OF MINUTES

3.1 MINUTES FROM THE APRIL 20, 2018 REGULAR BOARD MEETING

Resolution #18-05-56: Moved by J Young to approve the minutes of the April 20, 2018 Regular Board Meeting as presented.

Motion ...Carried Unanimously

3.2 BUSIINESS RISING OUT OF THE MINUTES

None at this time

4.0 FINANCIAL

4.1 FINANCIAL REPORTS - Foundation

4.1.1 Foundation Disbursements for April 2018

Resolution #18-05-57: Moved by J Young to accept the Payable Disbursements as information.

Motion ...Carried Unanimously

4.1.1.1 Visa Payable for April 2018

Resolution #18-05-58: Moved by J Vatter to accept the Visa Payable as information.

Motion ...Carried Unanimously

4.1.2 Foundation Balance Sheet as of April 30, 2018

Resolution #18-05-59: Moved by D Gawalko to accept the Foundation Balance Sheet as information.

Motion ...Carried Unanimously

4.1.3 Financial Statements to April 30, 2018

4.1.3.1 Central Services / Lode
4.1.3.2 Provincial Housing Units

Resolution #18-05-60: Moved by D Wiltse to accept the Financial Statements as information.

Motion ...Carried Unanimously

4.2 FINANCIAL REPORTS – Urban Housing

4.2.1 Urban Housing Disbursements for April 2018

4.2.2 Urban Housing Balance Sheet as of April 30, 2018

4.2.3 Urban Housing Financial Statements as of April 30, 2018

Resolution #18-05-61: Moved by J Vatter to accept the Urban Housing Financial Statements as information.

Motion ...Carried Unanimously

4.3 BOARD MEMBER EXPENSE

4.3.1 Board Member Expenses

Resolution #18-05-62: Moved by J Young to approve the Board Member Expenses of $2,274.56 for April 2018

Motion ...Carried Unanimously

5.0 OLD BUSINESS

5.1 HOME CARE- MEDICATION ASSISTANCE PROGRAM

6.0 NEW BUSINESS

6.1 2016 Apartment Vacancy and Rental Cost Survey

Resolution #18-05-63: Moved by D Gawalko to accept Apartment Vacancy & Rental Cost Survey as information.

Motion ...Carried Unanimously

Resolution #18-05-64: Moved by D Wiltze to move market rent to $890.00

Motion ...Carried Unanimously

6.2 Level 4 Continuing Care

Representatives from Alberta Housing and the Ministry of Health presented a proposal to the Foundation to consider taking on level 4 residents. The Foundation is suffering vacancies and indicated they would consider submitting a letter of interest. However, when contacted AHS indicated they would not be accepting a letter of interest but they would provide a one week extension. After reviewing the RFP it was highly obvious the CAO would not be able to assemble all of the information required during that time period. Even the time period for asking questions had passed.

The CAO reviewed the RFP and most of its attachments. It was generally felt that the 'culture' of the current Lodge would change significantly depending on the clients accepted. Level 4 care includes those under 65 (over 18) and could go as far as palliative care. It would provide the Lodge with access to an LPN 24/7 and personal care aides.

As a Housing Provider offering palliative care services in a lodge setting like the Shangri-La Lodge would definitely hinder the quality of life of those 'well seniors' currently living at the Lodge. Seniors who have known each other for thirty years will visit a senior in palliative care but when they come 'home' they would like to 'forget' and enjoy music or play bingo etc. It's hard to forget if they are just down the hall, especially with known family members coming and going. It would affect our quality of life for the seniors that currently live at the Lodge.

However, it does appear that making this adjustment would serve the Foundation well financially.

The Lodge could accept some level 4 depending on their needs but the master agreement attached to the proposal does not indicate that the Lodge Operator

would make those decisions. In fact it is understood that the Lodge would be the 'service provider' and AHS would be the 'operator'. The additional continuing care standards would also need to be adhered to… this would be over and above our current Standards Review.

Resolution #18-05-65: Moved by J Vatter that the Foundation submit a letter to Alberta Housing Department suggesting Housing prepare a proposal template that enables Lodges to define their need for Health Services rather than Alberta Health Services always putting out the proposals and basically taking over operations.

Motion …Carried Unanimously

7.0 REPORTS

7.1 OPERATIONS REPORT

7.1.1 Operations Report

7.1.1.1 Urban Housing Update

Resolution #18-05-66: Moved by D Gawalko to accept Operations Report as information.

Motion …Carried Unanimously

7.1.2 Vacancy Report

Resolution #18-05-67: Moved by J Vatter to accept Vacancy Report as information.

Motion …Carried Unanimously

7.1.3 In-Private Session (Personnel/Legal)

Resolution #18-05-68: Moved by J Young to go in-private to discuss personnel matters at 11:22 PM.

Motion …Carried Unanimously

Resolution #18-05-69: Moved by J Vatter to come out of in-private at 11:51 PM.

Motion …Carried Unanimously

Lunch: 12:01 PM
Resume: 12:45 PM

7.2 POLICY REVIEW

7.3 BUSINESS PLAN- STRATEGIC PLANNING

8.0 Correspondence

8.1 **From: Alberta Seniors and Housing** RE: Seniors Week **(April 20, 2018)**

8.2 **From: Connie MacLean** RE: Home Care **(April 30, 2018)**

8.3 **To: Village of Breton, Brazeau County, Town of Drayton Valley, Carlson Roberts Seely, MLA for Drayton Valley - Calmar** RE: Board of Directors Meeting Minutes **(April 26, 2018)**

8.4 **From: Brazeau County** RE: Development Permit Application **(April 23, 2018)**

Resolution #18-05-70: Moved by J Vatter to accept correspondence as information.

Motion ...Carried Unanimously

9.0 FUTURE MEETING DATES

9.1 **NEXT BSF REGULAR BOARD MEETING – Friday June 22, 2018** at the Shangri-La Lodge @ 10:00am.

10.0 ADJOURNMENT

Resolution #18-05-71: Moved by E Butz to adjourn the meeting at 1:52 PM.

Motion ...Carried Unanimously

APPROVED AT THE **June 22, 2018** MEETING OF THE BOARD

Chief Administrative Officer

Board Chair

Brazeau Foundation
Managing Housing Solutions
5208 -47 Avenue,
Drayton Valley, Alberta, T7A 1N7
Phone: (780) 542 2712 Fax: (780) 542 2765
E-mail: bsf@telusplanet.net

MEETING OF THE BOARD OF DIRECTORS
Shangri-La Lodge, Drayton Valley
June 22, 2018
10:00 am

ATTENDANCE:

Directors Present:

Eric Butz, Chairperson	Town of Drayton Valley
Janet Young, Vice-Chairperson	Village of Breton
Jeannette Vatter	Member at Large – Drayton Valley
Donna Gawalko	Member at Large – Brazeau County
Donna Wiltse	Brazeau County

Administration Present:

Stella Keller	Chief Administrative Officer
Laura Delesalle	Finance Manager

1.0 CALL TO ORDER

E. Butz called the meeting to order at 10:04 AM.

2.0 AGENDA

2.1 ADDITIONS TO THE AGENDA

2.2 APPROVAL OF AGENDA

Resolution #18-06-72: Moved by J Vatter to approve the agenda with addition.

Motion ...Carried Unanimously

3.0 APPROVAL OF MINUTES

3.1 MINUTES FROM THE MAY 25 , 2018 REGULAR BOARD MEETING

Resolution #18-06-73: Moved by D Gawalko to approve the minutes of the May 25, 2018 Regular Board Meeting as presented.

Motion ...Carried Unanimously

3.2 BUSIINESS RISING OUT OF THE MINUTES

None at this time

4.0 FINANCIAL

4.1 FINANCIAL REPORTS - Foundation

4.1.1 Foundation Disbursements for May 2018

Resolution #18-06-74: Moved by J Vatter to accept the Payable Disbursements as information.

Motion ...Carried Unanimously

4.1.1.1 Visa Payable for May 2018

Resolution #18-06-75: Moved by D Wiltse to accept the Visa Payable as information.

Motion ...Carried Unanimously

4.1.2 Foundation Balance Sheet as of May 31, 2018

Resolution #18-06-76: Moved by D Wiltse to accept the Foundation Balance Sheet as information.

Motion ...Carried Unanimously

4.1.3 Financial Statements to May 31, 2018

4.1.3.1 Central Services / Lodge
4.1.3.2 Provincial Housing Units

Resolution #18-06-77: Moved by D Gawalko to accept the Financial Statements as information.

Motion ...Carried Unanimously

The Province increased our budget to our proposed figures in our last Business Plan Submission. Therefore this increase was distributed within the system to enable us to keep accurate track of expenditures. This increase was very much appreciated.

Resolution #18-06-78: Moved by J Vatter to accept the revised Provincial Housing Units budget.

Motion ...Carried Unanimously

4.2 FINANCIAL REPORTS – Urban Housing

4.2.1 Urban Housing Disbursements for May 2018

4.2.2 Urban Housing Balance Sheet as of May 31, 2018

4.2.3 Urban Housing Financial Statements as of May 31, 2018

Resolution #18-06-79: Moved by J Young to accept the Urban Housing Financial Statements as information.

Motion ...Carried Unanimously

4.3 BOARD MEMBER EXPENSE

4.3.1 Board Member Expenses

Resolution #18-06-80: Moved by D Gawalko to approve the Board Member Expenses of $2320.00 for May 2018.

Motion ...Carried Unanimously

5.0 OLD BUSINESS

5.1 HOME CARE- MEDICATION ASSISTANCE PROGRAM- NO UPDATES MEETING SET FOR JUNE 25, 2018

5.2 LEVEL 4 CONTINUING CARE – letter to be submitted

6.0 NEW BUSINESS

6.1 BUSINESS PLAN 2019-2021 REVIEW & DISCUSS

The Business Plan was reviewed, amendments were made and Administration will send out with changes.

Resolution #18-06-81: Moved by J Vatter to approve the business plan-strategic planning.

Motion ...Carried Unanimously

7.0 REPORTS

7.1 OPERATIONS REPORT

7.1.1 Operations Report

7.1.1.1 Urban Housing Update- Review of Program & Costs to Town of Drayton Valley

Resolution #18-06-82: Moved by J Young to accept Operations Report as information.

Motion ...Carried Unanimously

7.1.2 Market Rent Approvals

Resolution #18-06-83: Moved by J Vatter to accept Market Rent Approvals as presented and to set maximum rent at $890.00 in the Provincial Housing Units.

Market Rents:	
1 bedroom	772.00
2 bedroom	922.00
3 bedroom	1,120.00

Motion ...Carried Unanimously

7.1.3 OHS Requirement for Fall Prevention/ Rescue Plan

7.1.3.1 Approve Proposals – MISAFETY

Resolution #18-06-84: Moved by J Vatter to approve expenditure for Fall Prevention/ Rescue Plan including training and installation of necessary Equipment at Shangri-La Lodge, Wishing Well Apartments, Lezure Lea Apartments and Spruce View Court (in Breton).

Motion ...Carried Unanimously

7.1.4 Vacancy Report

Resolution #18-06-85: Moved by D Gawalko to accept the vacancy report as information.

Motion ...Carried Unanimously

7.1.5 In-Private Session (Personnel/Legal)

Resolution #18-06-86: Moved by J Vatter to go in-private to discuss personnel matters at 11:47 AM.

Motion ...Carried Unanimously

Resolution #18-06-87: Moved by J Vatter to come out of in-private at 12:24 PM.

Motion ...Carried Unanimously

Lunch: 12:24 PM
Resume: 1:08 PM

7.2 POLICY REVIEW – *DEFER*

~~7.3 BUSINESS PLAN- STRATEGIC PLANNING~~ *[discussed/approved above]*

8.0 Correspondence

8.1 From: Phil Henke Re: Carbon Levy now to be included in rent upon rental reviews. (Mar 12, 2018)

8.2 From: Phil Henke Re: 2018 Housing Management Body Budget Re: Increase in Budget to a deficit of $45,975. [Previously it was expected to be a surplus of 10,778].

8.3 From: Lori Sigurdson, Minister of Seniors & Housing Re: Budget 2018 increase in operating funds for Housing Management Bodies totaling 11.2 million across the Province. (May 8, 2018)

8.4 To: Village of Breton, Brazeau County, Town of Drayton Valley, Carlson Roberts Seely, MLA for Drayton Valley - Calmar RE: Board of Directors Meeting Minutes **(June 6, 2018)**

8.5 From: Janet Parsons, Housing Advisor, Alberta Seniors & Housing Re: 2019-2021 Business Plan and recognition for the submission of the 2018-2022 Business Plan. (Mar 2, 2018)

Resolution #18-06-88: Moved by D Gawalko to accept correspondence as information.

Motion ...Carried Unanimously

9.0 FUTURE MEETING DATES

9.1 NEXT BSF REGULAR BOARD MEETING – July 27, 2018 at the Shangri-La Lodge @ 10:00am.

10.0 ADJOURNMENT

Resolution #18-06-89: Moved by E Butz to adjourn the meeting at 2:31 PM.

Motion ...Carried Unanimously

APPROVED AT THE **July 27, 2018** MEETING OF THE BOARD

Chief Administrative Officer

Board Chair

DRAYTON VALLEY

Sustainability Committee Meeting
Tuesday, May 29, 2018, 09:00 a.m.
Town of Drayton Valley Conference Room #1

Meeting Notes

APPROVED

Present: Councillor Nancy Dodds, Deputy Mayor Fayrell Wheeler, Pam Livingston, Sonya Wrigglesworth, Manny Deol, Sabine Larcher

1.0 Call to Order
Councillor Dodds called the meeting to order at 9:21 a.m.

2.0 Additions or Deletions to Agenda
Following item was added to the Agenda:
- Waste Management Discussion - Scalehouse and Garbage Bins
- Canadian Wood Recycling Industry

3.0 Adoption of Agenda
Deputy Mayor Wheeler moved to approve the agenda as amended.
Carried

4.0 Approval of Committee Meeting Notes

4.1 Sustainability Committee Meeting Notes, April 19, 2018
Deputy Mayor Wheeler moved to approve the Sustainability Committee Meeting Notes from April 19, 2018, as presented.
Carried

5.0 Delegation

5.1 FCM Grant Opportunity (COO – CETC)
Mr. Deol informed the Committee about a grant opportunity through the Green Municipal Fund of the FCM.

Mr. Deol left the meeting at 9:29 a.m.

The Committee decided to review the information at a future Governance & Priorities meeting and provide direction to the COO of the CETC and Administration accordingly.

6.0 Discussion Items

6.1 Update on Block Parties in Neighbourhoods

Ms. Livingston advised of the initiatives that FCSS is planning for increased promotion of Block Parties and that FCSS partnered with Citizens on Patrol and Rural Crime Watch to encourage neighbourhoods and hamlets to host block parties.

6.2 NSWA Debrief

Councillor Dodds shared information on educational initiatives that were brought forward at the NSWA Meeting and asked Administration to explore options for education on stormwater at the Community Registration Night.

6.3 Council Conference Report – Deputy Mayor Wheeler – FCM Sustainable Communities, February 6-8, 2018

Deputy Mayor Wheeler provided a review of her attendance at the FCM Sustainable Communities Conference.

6.4 Community Sustainability Plan Discussion

The Committee agreed to review examples from other municipalities, followed by a report at a future Governance & Priorities Meeting.

6.5 Waste Management Discussion – Scalehouse and Garbage Bins

The Committee briefly discussed the currently developed strategy study for the landfill and the Sonnevera report.

6.6 Canadian Wood Recycling Industry

The Committee discussed the services provided by Canadian Wood Recycling Industry.

7.0 Other Business

There was no other business to discuss.

8.0 Information Items

There were no information items to review.

9.0 Items for Next Meeting

- Community Sustainability Plan – Examples
- Community Registration Night – Education on Stormwater
- Waste Management Options

10.0 Next Meeting Date

June 25, 2018, 9:00 a.m., Town of Drayton Valley Conference Room #1

11.0 Adjournment

The meeting was adjourned at 10:32 a.m.

APPROVED

DRAYTON VALLEY

Economic Development Committee Meeting
Wednesday, June 5, 2018, 9:00 p.m.-3:00 p.m.
Clean Energy Technology Centre

Meeting Notes

APPROVED

Present: Deputy Mayor Fayrell Wheeler, Councillor Eric Butz, Councillor Amila Gammana, Councillor Corey Peebles, Councillor Nancy Dodds, Councillor Bill Ballas, Manny Deol, Eric Burton, Krystle Kotyk

Absent: Mayor Michael Doerksen

1.0 Call to Order
Deputy Mayor Wheeler called the meeting to order at 9:05 a.m.

2.0 Additions or Deletions to Agenda
The following additions were made to the agenda:

5.2 Debrief of Wine & Cheese
5.8 CETC Ribbon Cutting

3.0 Adoption of Agenda
Councillor Gammana moved to adopt the agenda as amended.
Carried **Resolution ED026/18**

4.0 Review of Notes
4.1 May 23, 2018, Economic Development Committee Meeting Notes
Councillor Ballas moved to adopt the notes as presented.
Carried **Resolution ED027/18**

5.0 Discussion Items
5.1 Hemp Innovation Program Update
Mr. Burton explained that the past month has been busy for the program. He presented the names of members that make up the programing team. He also reviewed with the Committee the entrepreneurs enrolled in the program and the sponsorships that have been received. It was discussed that access to land in the Bio-Mile and the option of collocating with other entrepreneurs is what would

entice start-ups to concentrate on Drayton Valley. The Committee asked for an updated map of the Bio-Mile.

Councillor Peebles stepped out at 9:58 a.m.
Councillor Peebles returned at 10:00 a.m.

In conclusion, CETC and Town Administration should work together to have land sale policy ready and advise Council where they can be helpful to finalize the sale process.

Deputy Mayor Wheeler called a break at 10:20 a.m.
Deputy Mayor Wheeler reconvened the meeting at 10:31 a.m.

5.2 Debrief on Wine & Cheese

The Committee discussed the main points from the June 4 Wine & Cheese event. The suggestions will be considered and a second version with be drafted, brought forward for Second Reading, then another public consultation piece will occur.

Mr. Deol stepped out at 10:36 a.m.
Mr. Deol returned at 10:40 a.m.

5.3 Economic Development Retreat

The Committee discussed what economic development means and ways they can better support the economic growth of Drayton Valley. Problems the Town is facing are new jobs are needed and real estate is down with no movement on properties due to a depressed market. Opportunities were discussed around demographics of seniors, children, and adults.

Mr. Burton stepped out at 11:33 a.m.
Mr. Burton returned at 11:40 a.m.

The Committee went and viewed the back of the building and discussed ideas for future development.

Deputy Mayor Wheeler called a break for lunch at 11:51 a.m.
Deputy Mayor Wheeler reconvened the meeting at 12:55 p.m.

Councillor Butz was not in attendance when the meeting reconvened.

5.4 Innovation Product Development Lab

Mr. Deol advised there are entrepreneurs who fall off the grid when wanting to start businesses in Drayton Valley because they don't have a place or the support to start their business. He stated an innovation lab would help alleviate this issue by providing a meeting space, access to equipment, and a place to learn to take ideas to commercialization. Mr. Burton is developing a hemp innovation lab feasibility study. The Committee will review the feasibility study at the next Economic Development Committee Meeting on June 13.

APPROVED

Councillor Butz entered the meeting at 1:03 p.m.

5.5 Hemp Alliance

Next Hemp Alliance meeting is on June 15 from 9am to 12pm. Councillor Peebles, the Chair of the Alliance, will attend the meeting to discuss membership opportunities.

5.6 Community Energy Plan

The CETC will apply for the FCM Municipalities for Climate Change Program's Staff Grant.

5.7 International College Status

Mr. Deol asked for ideas on how to get the community engaged in learning. Suggestions included having planning sessions with school boards and principals and another with NorQuest College. DV Chamber will be conducting a labour needs survey which will evaluate the education needs in the community.

Mr. Burton left meeting at 2:12 p.m.

5.8 Drayton Valley Utility Company

This item will be reviewed at a future Economic Development Committee Meeting.

5.9 Other Items

Mr. Deol will bring an update regarding Minister Bilous' visit to the next Economic Development Committee Meeting on June 13, 2018.

6.0 Information

7.0 Other Business

8.0 Items for Next Meeting

8.1 Feasibility
8.2 Investment Package (Hemp)
8.3 Project Updates
8.4 Utility Network

9.0 Next Meeting Date

June 13, 2018, 9:00 a.m. to 12:00 p.m., Clean Energy Technology Centre

10.0 Adjournment

Deputy Mayor Wheeler adjourned the meeting at 4:33 p.m.

APPROVED

DRAYTON VALLEY

Economic Development Committee Meeting
Wednesday, June 13, 2018, 9:00 p.m.-3:00 p.m.
Clean Energy Technology Centre

Meeting Notes

APPROVED

Present: Mayor Michael Doerksen, Councillor Fayrell Wheeler, Councillor Amila Gammana, Councillor Corey Peebles, Councillor Bill Ballas, Manny Deol, Eric Burton, Krystle Kotyk

Absent: Councillor Nancy Dodds, Councillor Eric Butz

1.0 Call to Order
Mayor Doerksen called the meeting to order at 9:07 a.m.

2.0 Additions or Deletions to Agenda
The following additions were made to the agenda:

5.6 Community Energy Plan
5.7 Update on ATCO Visit

3.0 Adoption of Agenda
Councillor Gammana moved to adopt the June 13, 2018, Economic Development Committee Meeting Agenda as amended.
Carried **Resolution ED028/18**

4.0 Review of Notes
4.1 June 5, 2018, Economic Development Committee Meeting Notes
Councillor Peebles moved to adopt the June 5, 2018, Economic Development Committee Meeting Notes as presented.
Carried **Resolution ED029/18**

5.0 Discussion Items
5.1 Feasibility Study for Innovation/Product Development Lab
Mr. Burton provided a PowerPoint overview of the Hemp Innovation Lab Feasibility Study. Recommendation was to run a pilot project for 12 months, convert a current space at CETC initially, and then expand as needed. Ways to fund the project would be from industry looking for someone to help find solutions

to problems they may have or to charge users on a per use basis. Some concerns were brought up regarding how to effectively market a lab and if there was enough data collected to confirm if there's a high enough volume of people in the area to attempt to run a complete lab. The Feasibility Study will include the relevant data to show this. It was suggested that we ask for assistance with starting a lab from a similar lab.

5.2 Investment Planning

The Committee reviewed documents that were provided regarding land around the Bio-Mile. They discussed the opportunities of building on different parcels and what challenges might surface. CETC Administration will work with the Planning and Development Department to develop a strategy.

Councillor Ballas stepped out at 10:34 a.m.
Councillor Ballas returned at 10:37 a.m.

Mayor Doerksen called a break at 10:43 a.m.
Mayor Doerksen reconvened the meeting at 10:55 a.m.

5.3 Project Updates

Mr. Deol provided an update on current projects. The Committee discussed the potential of a data storage facility and the potential of attracting interest in the Centre by increasing internet speed. Telus will be visiting Drayton Valley soon. Mr. Deol asked that at a future Economic Development Committee Meeting he would like to discuss the Villeneuve Airport.

5.4 Utility Network

The Committee discussed the option of entering into a new venture of selling utilities which could potentially be a revenue generator for the Town. Councillor Wheeler asked for the number of people who are already selling utilities to ensure the Town doesn't take business away from others. Recommendation was made to create a policy on how the revenue would go back into the community.

Mr. Burton stepped out at 11:11 a.m.
Mr. Burton returned at 11:13 a.m.

Mr. Deol suggested that CETC Administration develop the plan with respect to operations (ex. staff, costs) and possibly add a water utility component. He suggested this item be discussed further at a future Economic Development Committee Meeting and the Mayor invite the Town's Senior Financial Officer.

5.5 Status of Swirltex, Ecocharge, GRS, and Cogen

Mr. Deol will follow up with Sonya regarding Swirltex when she returns from holidays. Ecocharge is waiting for a shipment of the solar panelled electric car charger poles then they will install in CETC parking lot. GRS – Mr. Deol explained that the project is moving slow but has a lot of opportunity. Cogen – haven't received any updates.

APPROVED

5.6 Community Energy Plan

Mr. Deol suggested that the Town of Drayton Valley look into developing a Community Energy Plan.

5.7 Update on ATCO Visit

Mayor Doerksen advised that ATCO will be coming for a tour of multiple facilities in Drayton Valley on June 20th. They are wondering what kind of space CETC has for them as they are looking a place to build and also need some incubator support.

6.0 Report

6.1 Economic Development

Mr. Burton provided his report explaining that he has been working with the Drayton Valley Labour Association and the Hemp Innovation Program is in full swing and yielding great results.

The Committee discussed whether or not to apply for the next round of CARES grant funding. It was suggested that until the results of the previous funding are known, that another application be put off until the fall of 2018. Mr. Burton and Mr. Deol will look into what is the most viable option.

6.2 CETC

Mr. Deol advised that:

- Landscaping of CETC will commence soon and the month of June has been busy with events and rentals.
- Alberta Innovates has introduced a program for green buildings and he has been looking at how CETC can qualify.
- He has met will Hempco and Aurora in hopes of gaining access to more hemp fibre.
- CETC has undergone an address change – physical address is now 5400 22 Ave and not 24 Ave.

7.0 Information

8.0 Other Business

9.0 Items for Next Meeting

9.1 Grand Opening/Ribbon Cutting

10.0 Next Meeting Date

July 3, 2018, 9:00 a.m. to 3:00 p.m., Clean Energy Technology Centre

11.0 Adjournment

Mayor Doerksen adjourned the meeting at 12:21 p.m.

APPROVED

DRAYTON VALLEY

Economic Development Committee Meeting
Wednesday, July 3, 2018, 9:00 p.m.-3:00 p.m.
Clean Energy Technology Centre

Meeting Notes

APPROVED

Present: Mayor Michael Doerksen, Councillor Eric Butz, Councillor Fayrell Wheeler, Councillor Amila Gammana, Councillor Corey Peebles, Councillor Bill Ballas, Councillor Nancy Dodds, Manny Deol, Eric Burton, Krystle Kotyk

1.0 Call to Order
Mayor Doerksen called the meeting to order at 9:10 a.m.

Mr. Burton was not present for the beginning of the meeting.

2.0 Additions or Deletions to Agenda
The following changes were made to the agenda:

Combine: 5.1 Hemp Alliance & Strategic Objectives w/
5.8 Key Messages for Hemp Objectives in Vancouver

5.6 Strategic Plans for CETC was moved to an in camera discussion.

3.0 Adoption of Agenda
Councillor Dodds moved to adopt the July 3, 2018, Economic Development Committee Meeting Agenda as amended.
Carried **Resolution ED030/18**

4.0 Review of Notes
4.1 June 13, 2018, Economic Development Committee Meeting Notes
Councillor Gammana moved to adopt the June 13, 2018, Economic Development Committee Meeting Notes as presented.
Carried **Resolution ED031/18**

5.0 Discussion Items
5.1 Hemp Alliance & Strategic Objectives & Key Messages for Hemp Conference in Vancouver
Mr. Deol advised that the key message out of the previous Hemp Alliance Meeting on June 15 was the Alliance joining the Agricultural & Food Council then

developing a strategic plan. At the meeting Councillor Peebles gave the option of CETC providing administration for the Alliance but at the time it did not seem the group was in agreeance. Mayor Doerksen will contact Reeve Bart Guyon to ensure the Town and Brazeau County are heading in the same direction in what they would like to see the Alberta Hemp Alliance accomplish and its structure.

The Committee discussed what they would like to take away from the upcoming Pacific Rim Hemp Conference with the main points being more knowledge and networking with industry. CETC Administration is developing a pamphlet for investment and development incentives that committee members can hand out.

Mr. Burton entered the meeting at 9:34 a.m.

5.2 Town Projects for Council and Public Input

Mayor Doerksen recommended that for all of Council and Administration to be on the same page there should be a meeting with Council, CETC COO, CAO, and industry. Instead of just setting a direction, this would be a good opportunity to engage everyone.

Suggestions were made for Economic Development & CETC - such as the focus of projects could be narrowed as staff and resources are limited, Economic Development could go around to the business community and find ways to better support them, and more effort put toward supporting our oil and gas industry and possibly finding ways to combine with the bio-industry. It was recommended that a business plan be created so that everyone has a focus and goals to work toward. Mr. Deol suggested that the Committee send items they believe are economic development priorities to CETC Administration to be compiled and then a summary of the results can be distributed over social media to receive feedback.

Mayor Doerksen called a break at 10:47 a.m.
Mayor Doerksen reconvened the meeting at 11:20 a.m.

5.3 Hemp Launch Debrief (11:30 a.m. - 1 p.m., working lunch)

Mr. Burton provided an overview of the Hemp Launch events for the Hemp Innovation Program. He provided details of the team and their organizations, how much was received in sponsorships, and marketing analytics. He explained that the first set of workshops focused on zeroing in on the business problems and how they can be solved and the second set was tailored toward assessments with one presenter working with entrepreneurs and the other worked with investors. The open pitch night at OCT included a total of 22 pitches, 15 online viewers; he explained that this was a perfect way to involve people who weren't able to take the program. The main event on June 24th included a keynote, an expo, and pitches. Mr. Burton provided the Committee with the names of the winners of each category. He advised that the award of $8000 for a market assessment won't be presented until the winner is ready to move forward with an assessment.

Arron St. Louis entered the meeting at 1:06 p.m.

APPROVED

Mr. St. Louis, winner of the Hemp Launch Hemp Innovation Award from was invited to have lunch with the Committee. He explained that the Town could support him by helping find space for him to test his equipment.

Mayor Doerksen called a break at 1:21 p.m.
Mayor Doerksen reconvened the meeting at 1:31 p.m.

5.4 CETC Slide Deck for Comments

Mr. Deol reviewed the PowerPoint with the Committee and asked for their input. He explained that it will be presented on the July 5th meeting with the Metis Council to learn more about the hemp industry. Councillor Wheeler suggested a change to a graphic on one slide.

5.5 International Symposium on Transition of Renewable Energy for Ideas

Mr. Deol explained that he would like to host a symposium to bring in political ideas. This item will be discussed at a future Economic Development Committee Meeting.

5.6 Strategic Plan for CETC

Councillor Dodds moved that the Economic Development Committee move to in camera at 1:34 p.m. for item 5.6 of the Agenda, pursuant to sections 17(2)(e) and (f) of the Freedom of Information and Protection of Privacy Act.

Carried **Resolution ED032/18**

Councillor Gammana moved that the Economic Development Committee come out of in camera at 2:59 p.m.

Carried **Resolution ED033/18**

5.7 Incentive Package for Developers in Bio-Mile

An incentive package brochure for investment and/or development in the Bio-Mile needs to be created so the committee members have something to take to the Hemp Conference in Vancouver. Mr. Burton will work with CETC to create a pamphlet.

6.0 Report

6.1 Economic Development

No report was provided.

6.2 CETC

No report was provided.

7.0 Information

8.0 Other Business

9.0 Items for Next Meeting

10.0 Next Meeting Date

APPROVED

July 25, 2018, 9:00 a.m. to 3:00 p.m., Clean Energy Technology Centre

11.0 Adjournment

Mayor Doerksen adjourned the meeting at 3:01 p.m.

APPROVED

Souls Seeking Christ

ON A JOURNEY OF FAITH, LEARNING AND LOVE

Board Meeting Highlights – June 2018

DATES TO REMEMBER

Next Board Meeting
Wednesday,
August 27
10:30 a.m.
STAR Central Office
4906 50 Ave., Leduc, AB
The public is welcome at all Board meetings.

Board of Trustees

Michelle Lamer
Chair
Leduc

Henry Effon
Vice Chair
Wetaskiwin

Sandra Bannard
Drayton Valley

Shaun Meaden
Leduc

Liz Taylor-Sirois
Beaumont

Dan Svitich
Ponoka

Donna Tugwood
Lacombe

Board Chair and Vice Chair Appointed
STAR Catholic's Board reappointed Leduc Trustee Michelle Lamer as STAR Catholic Board Chair and Wetaskiwin Trustee Henry Effon as Vice Chair. This is the second year for Lamer and Effon as Chair and Vice Chair respectively. The Board's committees were also set.

Policy Review
As part of its annual review of Board Policies, the Board reviewed Policies 7, 12, 17 and 19.

Locally Developed Courses
That the Board authorized several Locally Developed Courses and the resources required to teach them. They are: Technical Theatre 15, 25 and 35, Equine Leadership 15, Cake Decorating Introduction 25, Cake Decorating Advanced 35, and Portfolio Art 35.

STAR Student Transportation Survey Results
STAR Catholic's Board reviewed the results of a recent STAR Catholic Transportation Survey asking for the feedback of parents, students and bus providers.

Teacher Institute Day
The Board approved its commitment to STAR Catholic Local #45 for the Teacher Institute Day Professional Development.

Accountability Pillar
The Board heard a report of the May 2018 Accountability Pillar Results for STAR Catholic. The Accountability Pillar measures a school division's performance in a variety of areas. STAR Catholic continues to rank very high, most notably in providing Safe and Caring Schools and Education Quality, exceeding the provincial average in both.

Drayton Valley Municipal Detachment
Crime Statistics (Actual)
Q2: 2014 - 2018

All categories contain "Attempted" and/or "Completed" July-09-18

CATEGORY	Trend	2014	2015	2016	2017	2018
Homicides & Offences Related to Death		0	0	0	0	0
Robbery		0	0	0	0	0
Sexual Assaults		3	3	3	3	5
Other Sexual Offences		1	2	1	2	3
Assault		24	23	14	21	28
Kidnapping/Hostage/Abduction		1	0	0	3	0
Extortion		0	0	0	0	0
Criminal Harassment		7	5	1	10	10
Uttering Threats		8	12	9	13	9
Other Persons		0	0	0	0	0
TOTAL PERSONS		**44**	**45**	**28**	**52**	**55**
Break & Enter		18	24	21	26	47
Theft of Motor Vehicle		27	11	27	28	27
Theft Over $5,000		0	3	2	3	6
Theft Under $5,000		107	71	60	102	150
Possn Stn Goods		12	5	9	10	17
Fraud		14	18	10	20	27
Arson		1	0	0	0	1
Mischief To Property		92	78	44	49	75
TOTAL PROPERTY		**271**	**210**	**173**	**238**	**350**
Offensive Weapons		2	6	1	6	4
Disturbing the peace		22	17	14	23	21
OTHER CRIMINAL CODE		52	57	40	37	73
TOTAL OTHER CRIMINAL CODE		**76**	**80**	**55**	**66**	**98**
TOTAL CRIMINAL CODE		391	335	256	356	503

Drayton Valley Municipal Detachment
Crime Statistics (Actual)
Q2: 2014 - 2018

All categories contain "Attempted" and/or "Completed" July-09-18

CATEGORY	Trend	2014	2015	2016	2017	2018
Drug Enforcement - Production		0	0	0	0	0
Drug Enforcement - Possession		17	9	12	12	20
Drug Enforcement - Trafficking		3	10	6	1	3
Drug Enforcement - Other		1	0	1	0	0
Total Drugs		**21**	**19**	**19**	**13**	**23**
Federal - General		1	3	3	3	7
TOTAL FEDERAL		**22**	**22**	**22**	**16**	**30**
Liquor Act		5	6	7	6	3
Other Provincial Stats		23	25	18	27	36
Total Provincial Stats		**28**	**31**	**25**	**33**	**39**
Municipal By-laws Traffic		3	2	1	3	0
Municipal By-laws		29	26	22	30	30
Total Municipal		**32**	**28**	**23**	**33**	**30**
Fatals		0	0	0	0	0
Injury MVC		3	2	4	2	5
Property Damage MVC (Reportable)		88	51	39	44	42
Property Damage MVC (Non Reportable)		12	11	6	8	3
TOTAL MVC		**103**	**64**	**49**	**54**	**50**
Provincial Traffic		**133**	**122**	**120**	**98**	**261**
Other Traffic		**2**	**2**	**6**	**4**	**2**
Criminal Code Traffic		**33**	**24**	**17**	**16**	**6**
Common Police Activities						
False Alarms		**73**	**77**	**67**	**60**	**68**
False/Abandoned 911 Call and 911 Act		**26**	**27**	**26**	**28**	**21**
Suspicious Person/Vehicle/Property		**10**	**31**	**13**	**23**	**48**
Persons Reported Missing		**4**	**2**	**9**	**8**	**10**
Spousal Abuse - Survey Code		**37**	**47**	**39**	**30**	**29**

Drayton Valley Municipal Detachment
5 Year Traffic Summary - Month of Q2

Q2	Trend	2014	2015	2016	2017	2018
Fatals		0	0	0	0	0
Injury MVC		3	2	4	2	5
Property Damage MVC (Reportable)		88	51	39	44	42
Property Damage MVC (Non Reportable)		12	11	6	8	3
Total MVC		103	64	49	54	50

Q2	Trend	2014	2015	2016	2017	2018
Roadside Suspensions - alcohol related - No charge**		0	2	6	4	2
Occupant Restraint/Seatbelt Violations**		0	1	0	3	42
Speeding Violations**		0	6	45	11	10
Intersection Related Violations**		0	6	2	3	12
Other Non-Moving Violation**		0	28	17	19	126
Other CC Traffic***		2	4	4	7	0

*include "Cleared by Charge" and "Cleared Other" **"Actual" ***"Reported"

Drayton Valley Municipal Detachment
Crime Statistics (Actual)
January to June: 2014 - 2018

All categories contain "Attempted" and/or "Completed" July-09-18

CATEGORY	Trend	2014	2015	2016	2017	2018
Homicides & Offences Related to Death		0	0	0	0	1
Robbery		5	2	0	1	0
Sexual Assaults		5	5	7	10	5
Other Sexual Offences		3	3	8	4	7
Assault		72	59	45	48	66
Kidnapping/Hostage/Abduction		2	1	1	3	1
Extortion		1	0	0	0	1
Criminal Harassment		8	10	6	13	16
Uttering Threats		19	21	19	18	16
Other Persons		0	0	0	0	0
TOTAL PERSONS		**115**	**101**	**86**	**97**	**113**
Break & Enter		40	34	49	48	110
Theft of Motor Vehicle		54	25	40	37	64
Theft Over $5,000		5	5	3	4	12
Theft Under $5,000		188	121	130	174	260
Possn Stn Goods		26	8	13	18	40
Fraud		25	25	20	45	45
Arson		1	1	0	0	2
Mischief To Property		155	148	96	92	118
TOTAL PROPERTY		**494**	**367**	**351**	**418**	**651**
Offensive Weapons		13	9	3	8	9
Disturbing the peace		45	42	22	38	47
OTHER CRIMINAL CODE		109	123	89	79	148
TOTAL OTHER CRIMINAL CODE		**167**	**174**	**114**	**125**	**204**
TOTAL CRIMINAL CODE		776	642	551	640	968

Drayton Valley Municipal Detachment
Crime Statistics (Actual)
June: 2014 - 2018

All categories contain "Attempted" and/or "Completed" July-09-18

CATEGORY	Trend	2014	2015	2016	2017	2018
Homicides & Offences Related to Death		0	0	0	0	0
Robbery		0	0	0	0	0
Sexual Assaults		1	0	2	0	2
Other Sexual Offences		0	0	0	0	2
Assault		7	9	4	12	5
Kidnapping/Hostage/Abduction		1	0	0	0	0
Extortion		0	0	0	0	0
Criminal Harassment		5	2	0	8	3
Uttering Threats		1	5	2	7	2
Other Persons		0	0	0	0	0
TOTAL PERSONS		**15**	**16**	**8**	**27**	**14**
Break & Enter		6	7	4	9	16
Theft of Motor Vehicle		8	3	10	6	13
Theft Over $5,000		0	1	0	0	5
Theft Under $5,000		51	35	24	27	43
Possn Stn Goods		6	2	4	6	8
Fraud		7	4	2	4	9
Arson		0	0	0	0	0
Mischief To Property		32	26	9	16	22
TOTAL PROPERTY		**110**	**78**	**53**	**68**	**116**
Offensive Weapons		2	3	0	3	1
Disturbing the peace		5	6	1	5	5
OTHER CRIMINAL CODE		16	20	14	19	25
TOTAL OTHER CRIMINAL CODE		**23**	**29**	**15**	**27**	**31**
TOTAL CRIMINAL CODE		148	123	76	122	161

Drayton Valley Municipal Detachment
Crime Statistics (Actual)
January to June: 2014 - 2018

All categories contain "Attempted" and/or "Completed" July-09-18

CATEGORY	Trend	2014	2015	2016	2017	2018
Drug Enforcement - Production		0	0	0	0	0
Drug Enforcement - Possession		29	18	18	20	33
Drug Enforcement - Trafficking		9	17	6	8	7
Drug Enforcement - Other		1	0	2	0	0
Total Drugs		**39**	**35**	**26**	**28**	**40**
Federal - General		2	4	4	3	8
TOTAL FEDERAL		**41**	**39**	**30**	**31**	**48**
Liquor Act		8	8	7	9	8
Other Provincial Stats		49	50	48	41	84
Total Provincial Stats		**57**	**58**	**55**	**50**	**92**
Municipal By-laws Traffic		5	4	1	4	0
Municipal By-laws		41	44	41	40	47
Total Municipal		**46**	**48**	**42**	**44**	**47**
Fatals		0	0	0	0	0
Injury MVC		4	3	6	3	7
Property Damage MVC (Reportable)		189	134	106	101	101
Property Damage MVC (Non Reportable)		20	21	13	17	12
TOTAL MVC		**213**	**158**	**125**	**121**	**120**
Provincial Traffic		**283**	**209**	**227**	**185**	**399**
Other Traffic		**2**	**4**	**8**	**7**	**6**
Criminal Code Traffic		**58**	**42**	**33**	**32**	**27**
Common Police Activities						
False Alarms		**117**	**142**	**138**	**111**	**130**
False/Abandoned 911 Call and 911 Act		**39**	**51**	**52**	**44**	**50**
Suspicious Person/Vehicle/Property		**19**	**55**	**43**	**47**	**80**
Persons Reported Missing		**5**	**5**	**18**	**13**	**14**
Spousal Abuse - Survey Code		**70**	**83**	**83**	**57**	**62**

Drayton Valley Municipal Detachment

Crime Statistics (Actual)

June: 2014 - 2018

All categories contain "Attempted" and/or "Completed" July-09-18

CATEGORY	Trend	2014	2015	2016	2017	2018
Drug Enforcement - Production		0	0	0	0	0
Drug Enforcement - Possession		10	2	6	6	4
Drug Enforcement - Trafficking		0	3	2	1	0
Drug Enforcement - Other		1	0	1	0	0
Total Drugs		**11**	**5**	**9**	**7**	**4**
Federal - General		0	2	1	1	5
TOTAL FEDERAL		**11**	**7**	**10**	**8**	**9**
Liquor Act		2	1	2	1	0
Other Provincial Stats		11	9	8	11	15
Total Provincial Stats		**13**	**10**	**10**	**12**	**15**
Municipal By-laws Traffic		1	0	1	1	0
Municipal By-laws		9	11	5	11	7
Total Municipal		**10**	**11**	**6**	**12**	**7**
Fatals		0	0	0	0	0
Injury MVC		1	1	0	1	0
Property Damage MVC (Reportable)		24	19	11	16	17
Property Damage MVC (Non Reportable)		2	5	3	3	0
TOTAL MVC		**27**	**25**	**14**	**20**	**17**
Provincial Traffic		**41**	**43**	**54**	**31**	**65**
Other Traffic		**0**	**1**	**1**	**2**	**0**
Criminal Code Traffic		**12**	**6**	**6**	**4**	**2**
Common Police Activities						
False Alarms		**27**	**32**	**15**	**21**	**19**
False/Abandoned 911 Call and 911 Act		**8**	**10**	**10**	**11**	**7**
Suspicious Person/Vehicle/Property		**1**	**6**	**5**	**8**	**20**
Persons Reported Missing		**1**	**1**	**1**	**3**	**4**
Spousal Abuse - Survey Code		**14**	**13**	**15**	**17**	**10**

Drayton Valley Municipal Detachment
5 Year Traffic Summary - January to June

January to June	Trend	2014	2015	2016	2017	2018
Fatals		0	0	0	0	0
Injury MVC		4	3	6	3	7
Property Damage MVC (Reportable)		189	134	106	101	101
Property Damage MVC (Non Reportable)		20	21	13	17	12
Total MVC		213	158	125	121	120

January to June	Trend	2014	2015	2016	2017	2018
Roadside Suspensions - alcohol related - No charge**		2	4	8	7	6
Occupant Restraint/Seatbelt Violations**		3	3	0	5	58
Speeding Violations**		12	7	56	22	15
Intersection Related Violations**		6	8	6	10	17
Other Non-Moving Violation**		48	42	42	31	181
Other CC Traffic***		6	5	9	8	0

*include "Cleared by Charge" and "Cleared Other" **"Actual" ***"Reported"

Drayton Valley Municipal Detachment
5 Year Traffic Summary - Month of June

June	Trend	2014	2015	2016	2017	2018
Fatals		0	0	0	0	0
Injury MVC		1	1	0	1	0
Property Damage MVC (Reportable)		24	19	11	16	17
Property Damage MVC (Non Reportable)		2	5	3	3	0
Total MVC		27	25	14	20	17

June	Trend	2014	2015	2016	2017	2018
Roadside Suspensions - alcohol related - No charge**		0	1	1	2	0
Occupant Restraint/Seatbelt Violations**		0	0	0	2	1
Speeding Violations**		0	0	30	2	4
Intersection Related Violations**		0	3	1	3	1
Other Non-Moving Violation**		0	8	7	8	37
Other CC Traffic***		1	2	2	1	0

*include "Cleared by Charge" and "Cleared Other" **"Actual" ***"Reported"

Drayton Valley Municipal Detachment

January to June: 2014 - 2018

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

Category	Trend	2014	2015	2016	2017	2018		Mean	Std Deviation	Mean + 1 Std Dev	FLAG	Slope
Theft Motor Vehicle (Total)		**54**	**25**	**40**	**37**	**64**		**44.0**	**13.6**	**57.6**	**Issue**	**3.2**
Auto		3	1	2	2	7		3.0	2.1	5.1	Issue	**0.9**
Truck/SUV/Van		36	20	29	31	44		32.0	7.9	39.9	Issue	**2.7**
Motorcycle		4	1	0	0	7		2.4	2.7	5.1	Issue	**0.5**
Other		6	3	8	3	6		5.2	1.9	7.1	Within Norm	**0**
Take Auto without Consent		5	0	1	1	0		1.4	1.9	3.3	Within Norm	**-0.9**
Break and Enter (Total)*		**40**	**34**	**49**	**48**	**110**		**56.2**	**27.5**	**83.7**	**Issue**	**15.4**
Business		19	17	38	18	54		29.2	14.6	43.8	Issue	**7.1**
Residence		12	14	6	20	29		16.2	7.8	24.0	Issue	**4**
Cottage or Seasonal Residence		0	0	0	0	0		0.0	0.0	0.0	Within Norm	**0**
Other		7	3	3	7	23		8.6	7.4	16.0	Issue	**3.6**
Theft from a motor vehicle		76	28	37	85	133		71.8	37.6	109.4	Issue	**17.1**
Shoplifting		12	25	23	33	32		25.0	7.6	32.6	Within Norm	**4.8**
Mail Theft		0	1	0	3	8		2.4	3.0	5.4	Issue	**1.8**
Theft of bicycle		4	2	5	4	9		4.8	2.3	7.1	Issue	**1.2**
Other Theft		101	70	68	53	91		76.6	17.2	93.8	Within Norm	**-3.7**
Mischief To Property		155	148	96	92	118		121.8	25.9	147.7	Within Norm	**-13**
Suspicious Person/ Vehicle/ Property		19	55	43	47	80		48.8	19.7	68.5	Issue	**11.4**
Fail to Comply/Breach		67	56	45	42	86		59.2	16.0	75.2	Issue	**2.4**
Person Reported Missing		5	5	18	13	14		11.0	5.2	16.2	Within Norm	**2.6**
Wellbeing Check		N/A	N/A	15	19	39		24.3	10.5	34.8	Issue	**12**
Mental Health Act		47	41	32	33	63		43.2	11.3	54.5	Issue	**2.4**
False Alarms		117	142	138	111	130		127.6	11.9	139.5	Within Norm	**-0.5**
911 Act		39	51	52	44	50		47.2	5.0	52.2	Within Norm	**1.5**
K Div - Front Counter Complaints		791	290	276	281	238		375.2	208.7	583.9	Within Norm	**-111.5**

Traffic	Trend	2014	2015	2016	2017	2018		Mean	Std Deviation	Mean + 1 Std Dev	FLAG	Slope
Roadside Suspensions - alcohol related - No grounds to charge**		2	4	8	7	6		5.4	2.2	7.6	Within Norm	1.1
Occupant Restraint/Seatbelt Violations**		3	3	0	5	58		13.8	22.2	36.0	Issue	11.2
Speeding Violations**		12	7	56	22	15		22.4	17.5	39.9	Within Norm	2.1
Intersection Related Violations**		6	8	6	10	17		9.4	4.1	13.5	Issue	2.4
Other Non-Moving Violation**		48	42	42	31	181		68.8	56.4	125.2	Issue	25.5
Other CC Traffic***		6	5	9	8	0		5.6	3.1	8.7	Within Norm	-0.9

*include "Cleared by Charge" and "Cleared Other" **"Actual" ***"Reported"

Drayton Valley Health Foundation

4550 Madsen Ave. Drayton Valley, AB T7A 1N8
Phone: (780) 621-4914 Fax: (780) 514-7156
email: colleen.sekura@ahs.ca

Our Vision: "Connecting Your Generosity for a Healthy Community"

June 30, 2018

Michael Doerksen
Mayor
Town of Drayton Valley
P.O. Box 6837
Drayton Valley, AB. T7A 1A1

Dear Michael;

Re: Drayton Valley Health Services Foundation Annual Report

I have the honor to present the Annual Report for the Drayton Valley Health Services Foundation for year ending March 31, 2018.

The Annual Report was prepared under the Board's direction and the content of this report was approved at the June 19, 2018 board meeting.

Please do not hesitate to contact me if you should have any questions or concerns.

Yours truly,

Colleen

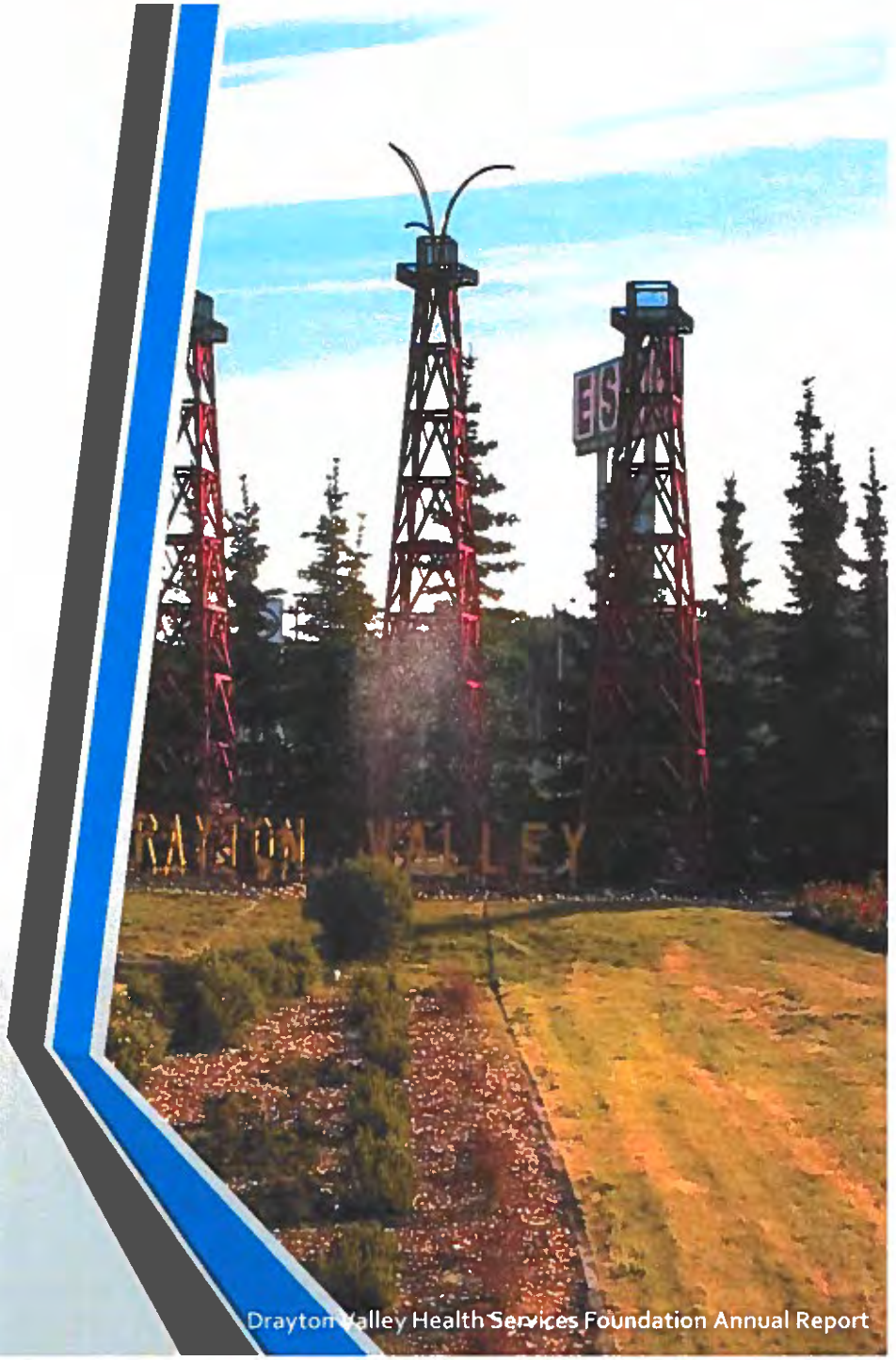
Colleen S. Sekura
Fund Development Officer

Drayton Valley Health Services Foundation

Annual Report 2017-1018

In This Report

- Report from the Chair
- Report from the Fund Development Officer
- Board of Directors
- Campaigns
- Third Party fundraisers
- In the Community
- Festival of Trees
- Tree of Love
- Volunteers
- In Memory
- Our Donors



Report From the Chair

I am pleased to present the Board Chair Report for the 2018 AGM.

Over the past few years, I have had the pleasure of watching Drayton Valley Health Services Foundation truly raise the bar for ourselves and for our community. We exist in a persistently tough fundraising climate, but I have seen our community come together with determination and a shared sense of purpose, working towards the purchase of much needed equipment and comfort items for health care needs.

A few accomplishments in 2017- 2018 include continuing on our fundraising campaign for CT4DV, embarking on a fundraising project to purchase cardiac monitoring and videoconferencing equipment, and starting up plans for much-needed refurbishing of the Palliative Care rooms.

We have created an annual tradition of holding a one-day retreat for our Board Directors, whereby we discuss the future of the Foundation and what we want to achieve. Thank you to Alberta Health Services - Foundation Relations for facilitating this retreat for us this year.

Thank you to all Board Directors (past and present), to our Fund Development Officer, and to all our volunteers for everything you do for our Foundation.

As we move forward in 2018 and beyond, I am so proud of what DVHSF has accomplished and I am excited about our future.

Respectfully Submitted

Michelle Koebernick

Report From the Fund Development Officer

As we continue to struggle with the ongoing downturn in the Drayton Valley economy, the Foundation has realized some significant successes and recognized areas where we need growth. In addition to accepting the generosity of others, we have identified a need to increase our grant writing to maintain our funding levels.

The Board of Directors has focused on governance and organizational efficiencies. The Board is thoughtful and diligent as they consider all issues that affect the Foundation.

Revitalization of the Foundation is still needed in the areas of technology and education. Key goals for 2018-19 include;

- Increasing community education to access and recruit Planned Giving.
- Recruiting and hiring administrative support to allow more personal one-on-one interaction between myself and potential donors
- The revitalization of our website including a more user friendly editing approach
- Ongoing education to optimize Raisers Edge

In short we realize that "what got us here, is not getting us there anymore". As we take steps to maintain the sustainability of the Drayton Valley Health Foundation, I look forward to another successful year as the Fund Development Officer

Respectfully Submitted

Colleen Sekura

2017 -2018 Board of Directors

Back row (L – R)

Carol Vowk, Janet Edwards, Valerie Larsen, Dan Forbes, Robyn Fong, Linda Davis, Waseem Jabre.

Front row (L –R)

Mitzi Koebernick, *Santa*, Nancy Jacobs (Mrs. Clause) Colleen Sekura(FDO)

Missing from photo:

Marie Corneslon,

Carolin Charron

The Board of Directors are a group of dedicated volunteers contributing hundreds of hours to ensure the sustainability of the Foundation.

Connect to Care Campaign

The past few years has focused on raising funds for CT4DV. In 2017, we shifted our fundraising to support the Connected to Care Campaign.

One of the greatest challenges in rural health is assuring that medical expertise is available when it is needed and where it is needed. This is difficult for rural healthcare facilities because they are often unable to attract or retain specialty providers. The Drayton Valley Hospital is moving toward Telemedicine, which will solve these issues by allowing access to specialists regardless of location.

The first step in this process is to purchase "state of the art" Heart Monitoring Equipment. The Drayton Valley Health Foundation has launched a campaign to raise funds for the purchase of five heart monitors for the Emergency Department of the Drayton Valley Hospital.

Our greatest success of 2017 was the Grand Opening of the CT Scanner

Third Party Fundraisers

We are always grateful for the efforts of others in raising funds for the Foundation through Third Party Fundraisers. 2017 saw funds raised by the Drayton Valley Horse Club at their Annual Trail Ride Against Cancer, Independent Grocers raising funds from customers at the checkout and hospital staff hosting a Pumpkin carving contest.

All funds raised at the Trail Ride Against Cancer are allocated to the care and treatment of Cancer Patients in the Drayton Valley Hospital.

We are continually grateful for the support of Tim Hortons with the Annual Smile Cookie Campaign

Health Foundation in the Community

Health Foundation board members and volunteers participated in 50/50 ticket sales at various events in the community

- DV100 Bike Tour
- Speedway Races
- Big West Rodeo

Drayton Valley Health Services Foundation Annual Report

The **Festival of Trees** continues to be a successful event raising funds and awareness in the community.

Tree of Love

Each year at Christmas, the Drayton Valley Health Services Foundation places our 'Tree of Love' in the lobby of the Drayton Valley Hospital & Care Centre and the Breton Health Centre and accepts donations. The public is invited to attend the official light up of the Christmas Tree and Donors receive a card to place their message as a memorial to loved ones who have passed away or to signify joyous occasions: a special celebration or birth announcement, a Christmas greeting or to express gratitude and send thanks to someone special

Volunteers

The Foundation relies on and appreciates the support of our volunteers

In Memory

THANK YOU to all the families and donors who have honored their loved ones in leaving a legacy of caring for others, through their donations 'In Memory of'. Donations to the Drayton Valley Health Services Foundation are used to purchase equipment and comfort items to improve patient care and can be designated to a hospital department of the donor's choice.

Families are notified of all donations received 'in memory of' their loved ones.

Philias Boulanger
Deanna Bowen
Judith Belzile
Thelma Black
Lorraine D. Bredin
Robert Butz
Cameron Campbell
Muriel Campbell
Don Cole
Wendell Cox
Elizabeth A. Clark-Duran
Sharon Clelland
Iris I. Curd
Stan Cygan
Josephine Davidson
Norman Douglas
Kathleen Ellis
Ronald Ellis
Rosie E. Foster
Bill Glowa
Evelyn Haight
Ira Haight
Guy E. Hernberg
Les Hibbert
Edward P. Hines
Mary Ibbotson
Valerie Jansen
Patricia Jenkins
Jerry Jacobsen
Ed Johnson
Fred Kynoch
George Leniuk
James Martin
Dennis McGinn
David Oscar
Lawrence Ostertag
Bradley Penny
Ann Pischke
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Mark Roberts
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drayton valley
HEALTH SERVICES FOUNDATION

Drayton Valley Health Services Foundation Annual Report

Drayton Valley Health

Services Foundation

Financial Statements

March 31,2018

DRAYTON VALLEY HEALTH SERVICES FOUNDATION

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Carlson Roberts Seely LLP
Chartered Professional Accountants

P.O. Box 6927
5508 Jubilee Avenue
Drayton Valley, AB
Canada T7A 1S3

Phone: (780) 542-4468
Fax: (780) 542-5275
Toll Free: (888) 542-4468
Email: office@crsllp.ca

NOTICE TO READER

On the basis of information provided by management, we have compiled the statement of financial position of Drayton Valley Health Services Foundation as at March 31, 2018 and the statements of revenues and expenditures and changes in net assets for the year then ended.

We have not performed an audit or a review engagement in respect of these financial statements and, accordingly, we express no assurance thereon.

Readers are cautioned that these statements may not be appropriate for their purposes.

Drayton Valley, Alberta
June 11, 2018

Carlson Roberts Seely LLP.

CHARTERED PROFESSIONAL ACCOUNTANTS

DRAYTON VALLEY HEALTH SERVICES FOUNDATION
Statement of Financial Position
March 31, 2018
(Unaudited - See Notice to Reader)

	General Fund	Restricted Fund	2018 Total	2017 Total
ASSETS				
CURRENT				
Cash	$ 188,208	$ 102	**$ 188,310**	$ 399,423
Prepaid Expenses	1,937		**1,937**	1,766
Investment	-	322,800	**322,800**	1,212,773
GST receivable	259	-	**259**	1,273
	190,404	322,902	**513,306**	1,615,235
DUE FROM GENERAL FUND	-	129,000	**129,000**	356,532
	$ 190,404	$ 451,902	**$ 642,306**	$ 1,971,767
LIABILITIES AND NET ASSETS				
CURRENT LIABILITIES				
Accounts payable	$ 1,959	$ -	**$ 1,959**	$ 819,326
DUE TO RESTRICTED FUND	129,000	-	**129,000**	356,532
	130,959	-	**130,959**	1,175,858
NET ASSETS				
General fund	59,445	-	**59,445**	26,364
Restricted Fund	-	451,902	**451,902**	769,545
	59,445	451,902	**511,347**	795,909
	$ 190,404	$ 451,902	**$ 642,306**	$ 1,971,767

ON BEHALF OF THE SOCIETY

Director

Director

The accompanying notes are an integral part of this statement

DRAYTON VALLEY HEALTH SERVICES FOUNDATION
Statement of Revenues and Expenses
Year Ended March 31, 2018
(Unaudited - See Notice to Reader)

	General Fund	Restricted Fund	2018 Total	2017 Total
REVENUE				
Donations	$ 37,122	$ 407,955	$ **445,077**	$ 459,627
	37,122	407,955	**445,077**	459,627
EXPENSES				
Advertising and promotion	150	-	**150**	1,365
Equipment purchase	3,392	682,989	**686,381**	814,053
FDO expenses	1,279	-	**1,279**	478
Funding events expenses	-	42,609	**42,609**	47,500
GST expense	836	-	**836**	1,079
Interest and bank charges	1,112	-	**1,112**	1,264
Meals and entertainment	133	-	**133**	989
Office	3,087	-	**3,087**	3,860
Professional fees	1,789	-	**1,789**	1,550
Program expenses	-	-	**-**	3,885
Salaries and wages	49,385	-	**49,385**	48,232
Utilities	-	-	**-**	-
	61,163	725,598	**786,761**	924,255
EXCESS (DEFICIENCY) OF PROGRAM REVENUES OVER EXPENSES	(24,041)	(317,643)	**(341,684)**	(464,628)
OTHER INCOME				
GST refund		-	**-**	-
Grant income	48,000	-	**48,000**	13,050
Interest income	9,122	-	**9,122**	16,171
	-	-	**-**	-
EXCESS (DEFICIENCY) OF REVENUES OVER EXPENSES	$ 33,081	$ (317,643)	$ **(284,562)**	$ (435,407)

The accompanying notes are an integral part of this statement

DRAYTON VALLEY HEALTH SERVICES FOUNDATION
Statement of Changes in Net Assets
Year Ended March 31, 2018
(Unaudited - See Notice to Reader)

	General Funds	Restricted Fund	2018 Total	2017 Total
Balance, beginning of year	$ 26,364	$ 769,545	**$ 795,909**	$ 1,231,316
Excess (deficiency) of revenues over expenses	33,081	(317,643)	**(284,562)**	(435,407)
Balance, end of year	$ 59,445	$ 451,902	**$ 511,347**	$ 795,909

The accompanying notes are an integral part of this statement