

# Expansion Group Meeting

February 1, 2017, 12:00pm – 1:00pm

Maine Medical Center

East Tower Class Room 3



## Minutes

### Attendees:

Tuck O'Brien  
Tim MacNamara  
Jeff Sanders  
Walter Pochebit  
Anne Pringle  
Garry Bowcott  
Penelope St. Louis  
Emma Holden  
Trevor Watson  
Lin Parsons

Tom Judge, Guest, LifeFlight of Maine

- I. Greeting and Introduction  
Jeff Sanders extended a welcome to the attendees.
- II. City Update – Tuck O'Brien provided an update on the City process. The next Planning Board meeting is scheduled for February 14, 2017 at which the City will discuss the requirements of the IOZ, as currently drafted. The Planning Department was gathering additional feedback from other institutions which may have input into the IOZ text.  
  
On March 14, 2017 MMC will present its updated IDP to the Planning Board. Tim McNamara questioned whether MMC would be submitting any updates to its IDP for the February meeting. Tuck acknowledged that the City only recently provided its updated requirements to the Hospital and that MMC was undertaking efforts to prepare to meet those requirements but would not be submitting an updated IDP in advance of the February meeting.
- III. LifeFlight of Maine (LOM) Presentation – Tom Judge of LOM provided a lengthy and informative presentation on the operations of LOM, both statewide and as it relates to MMC. He requested that all questions to LOM be directed through a central person at MMC.

LOM began its operations in 1998. It is ranked in the top 5% of medical emergency helicopter transports in the world. LOM currently has two helicopters servicing the state: one is located on the campus of EMMC in Bangor and the other is located in Lewiston. LOM is soon to acquire a third plane to be stationed in Sanford, Maine.

LOM provides coverage throughout the state, covering all year round inhabited islands to the far reaches of the state. Demand for its services is steadily increasing year over year with 87% of its transports being hospital to hospital and the remaining 13% being all other (car accidents, state police calls from rural areas, logging accidents or other obvious emergency needs). LOM makes on average 1800 transports annually and projects reaching an annual transport of approximately 2400.

LOM only makes emergency transports, defined as a situation where there exists a risk to life or limb. Helicopter use is not taken casually and whenever possible ground transport is used. This is in large part due to the cost of a helicopter transport which can run between \$12,000 and \$100,000. LOM respects a physician's request of where the patient is to be transported. Where there is no specific request, LOM transports to the nearest hospital, with one caveat. Because of the specialty provided by MMC's Barbara Bush Children's Hospital, all children are transported to MMC.

Tim McNamara asked specific questions about LOM and MMC transports. He is grateful for the service provided by LOM but is concerned that a different group of Portland residents will be affected by the change in location of the helipad landing at MMC.

Tom indicated that LOM has transported an average of 450 patients a year to MMC for the past 2 years. He would anticipate that number to increase to an average of 2 per day in the future. Tim felt those numbers were low but Tom confirmed them. Tom also stated that the proposed new pad on the top of the East Tower addition would not require a change to the flight path. Since the proposed helipad would be at a higher elevation, it should result in lower noise and vibration is on the ground.

On occasion LOM may deviate from the set flight path, mostly due to weather conditions or other air traffic. There have been 27 reports of flight path deviation over the last decade. When there is a reported deviation LOM looks at GPS to identify the path taken and investigates as to the cause.

On infrequent occasions there will be more than one helicopter transport to MMC at the same time which may cause more air traffic than is desired. On such an occasion a second helicopter may have to divert to the jetport only to return to the MMC helipad to pick up its crew. In order to allow patients with emergency needs to be delivered expeditiously and safely to MMC and to avoid unnecessary air traffic,

the hospital is hoping to design the new helipad to accommodate two helicopters at the same time.

- IV. Communication Plan Update – Penny St. Louis informed that the MMC website has been updated to include the minutes of the Expansion Group Meetings. In addition, a link to a committed project page at the City is in progress.

A question was raised with the attendees regarding future neighborhood engagement and what thoughts the neighbors have in this regard. Any ideas will be received at or before the next Expansion Group Meeting.

- V. Timeline and Upcoming Neighborhood Meeting– Jeff Sanders shared that VHB has been brought on as MMC's Parking and TDM expert and that information will be brought to the Expansion Group in March.

The core samples from the Gilman Block are currently at the lab being analyzed.

Turner Construction has been hired by MMC to undertake Pre-Construction analysis.. The Construction Manager will ultimately be responsible for developing a Construction Management Plan, which will be brought to the Expansion Group when developed. Jeff acknowledged that MMC cannot eliminate disruption from the project build out but it will work to mitigate the disruption to the neighbors. Tuck stated the Construction Management Plan will be finalized at the Site Plan approval stage in the preview process.

- VI. Neighborhood Updates?

In response to a question about the Libbytown Cloverleaf elimination, Tuck O'Brien stated the City has no plans to resurrect that at this time. He indicated that MDOT is not amenable to the decommissioning of the "Cloverleaves" and that the issue is not before anyone at the City at this time.

Future Agenda Items – none noted.

- VII. Adjournment

**Clarification 2017-02-06 from LOM**

**Just to be clear, the average charges for a helicopter transport in Maine are \$12,000. These are discounted by Medicare, Mainecare, and of course to patients with no insurance. LifeFlight has contracts with all of the major insurance carriers. There are NO transports in Maine at \$100,000. That is a problem out west NOT in New England.**