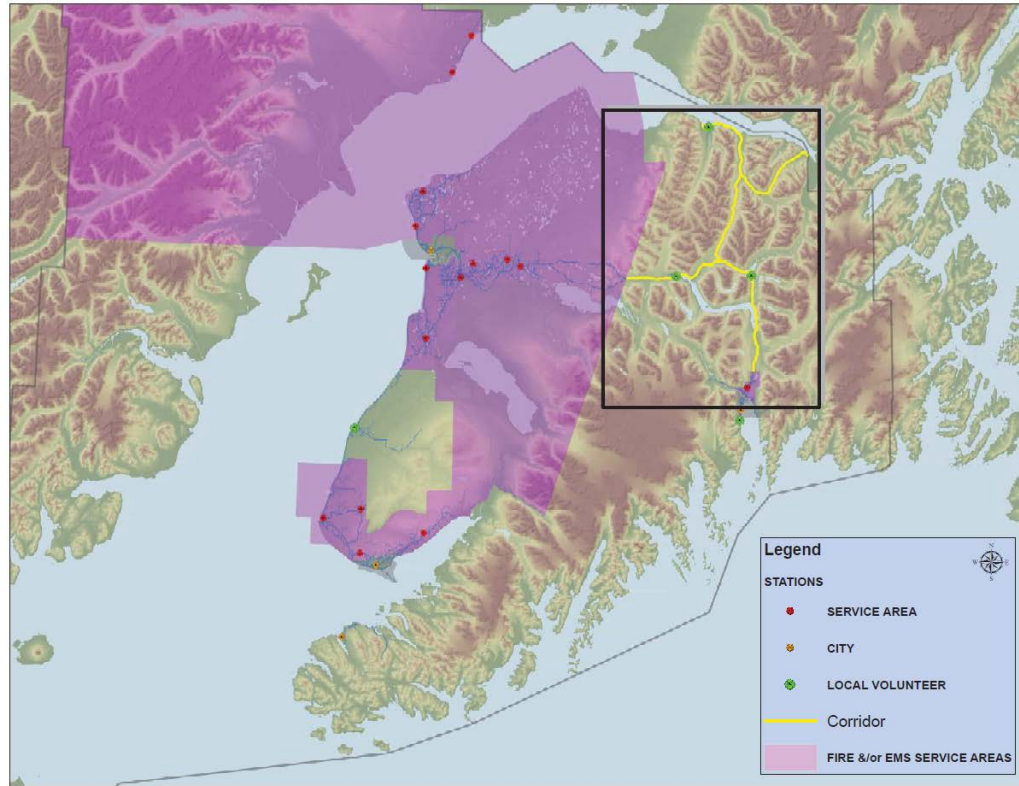


UPDATE: KPB Highway Corridor Emergency Service Area Project

Assembly Presentation - April 18, 2017

Presented by: Stormy Brown, EMS Workgroup



The History of the Issue

Concerns related to the provision of consistent emergency services and response across the borough have been raised formally since at least the mid 1980's.

- In 1982, **KPB Ordinance 82-18** was proposed to “Provide for the Acquisition of Municipal Powers Necessary to Provide Fire Protection and Emergency Medical Services and Facilities in the Borough Outside Cities”. The ordinance was defeated.
- In 1986, the **Southern Region EMS Council** published a detailed report and analysis of the issue, prepared by Dann & Associates. Without a service area (or borough-wide EMS powers), the borough had no authority in the corridor to respond.
- Local agencies, 911 dispatch, and borough service areas have repeatedly **sought assistance from the mayor's office** over the years to address these continuing concerns. During the summer of 2016, the mayor's office hosted a multi-agency meeting among stakeholders across the borough to try to seek solutions for the area.
- In late 2015 and early 2016, the **Healthcare Task Force Subcommittee** heard from community members around the borough still concerned about the consistent availability of emergency services across the peninsula. The **KPB EMS Workgroup** began meeting exclusively on this topic in August of 2016.

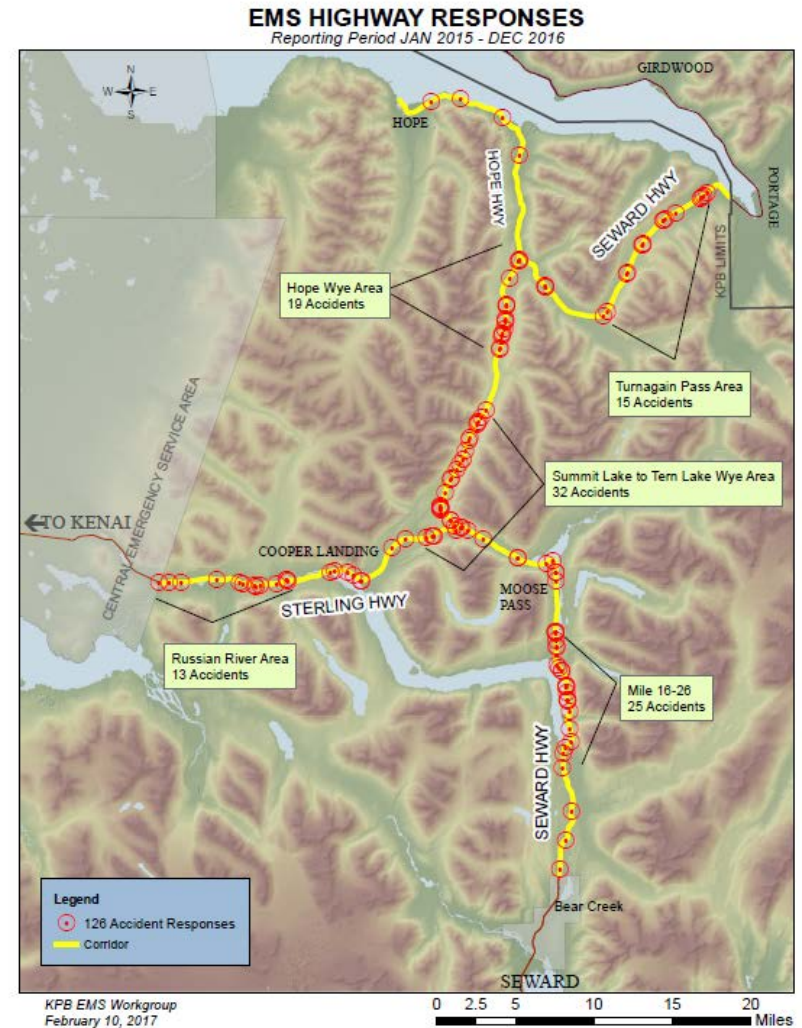
The Corridor Today

The Kenai Peninsula Borough currently has five* emergency services areas.

Although service areas cover much of the borough, some of the most highly traveled highways do not fall within a borough service area.

Most of this highway corridor abuts non-taxable federal land and is sparsely populated, resulting in an insufficient tax base for a service area.

Currently, several small community volunteer agencies, volunteers from KPC, and non-profit agencies provide services attempt to for the entire corridor, in conjunction with mutual aid from nearby KPB service areas.



*Note: CES and CPEMS are considered 1 service area in this presentation

What Are The Current Impacts?

- **Impact on local communities** – Local emergency volunteers may be unable to respond to their own communities because they are overwhelmed responding to highway calls with extended response and transport times due to remote locations. Recruitment, housing, resourcing and coordination among agencies are all difficult to maintain.
- **Impact on the KPB** – Calls for mutual aid to KPB Service Areas when local volunteers are unable to respond pull KPB resources out of their own response areas, often for extended periods.
- **Impact on all KPB residents** – Inability to be sure that timely, coordinated response will be there for their friends, family, customers, or themselves in an accident along the sole roadway connecting KPB to the rest of the state. A real possibility that delays in response could impact outcomes.

The current response model is costly, inefficient and burdensome and is not the best model to ensure reliable response along the highway.

Options Considered...

1. Expand existing services areas or adopt non-area wide authorities

Result - Legal and financial complexities associated with parsing out specific portions of existing budget to create a regional baseline authority are nearly insurmountably complex.

2. Create a traditional service area in the underserved region

Result - Two significant issues: Not enough taxable value to support the need, *and* would be asking the few tax-eligible residents in the area to tax themselves to provide a service utilized largely by non-local users.

3. Examine alternative solutions

Result - Identified provision in AK statute that allows service areas with no registered voters to be created via ordinance with the written permission of the property owners.



Possible Option – Create a corridor-only service area for the right-of-way, funded via PILT, focused on supporting, coordinating, and supplementing existing agencies

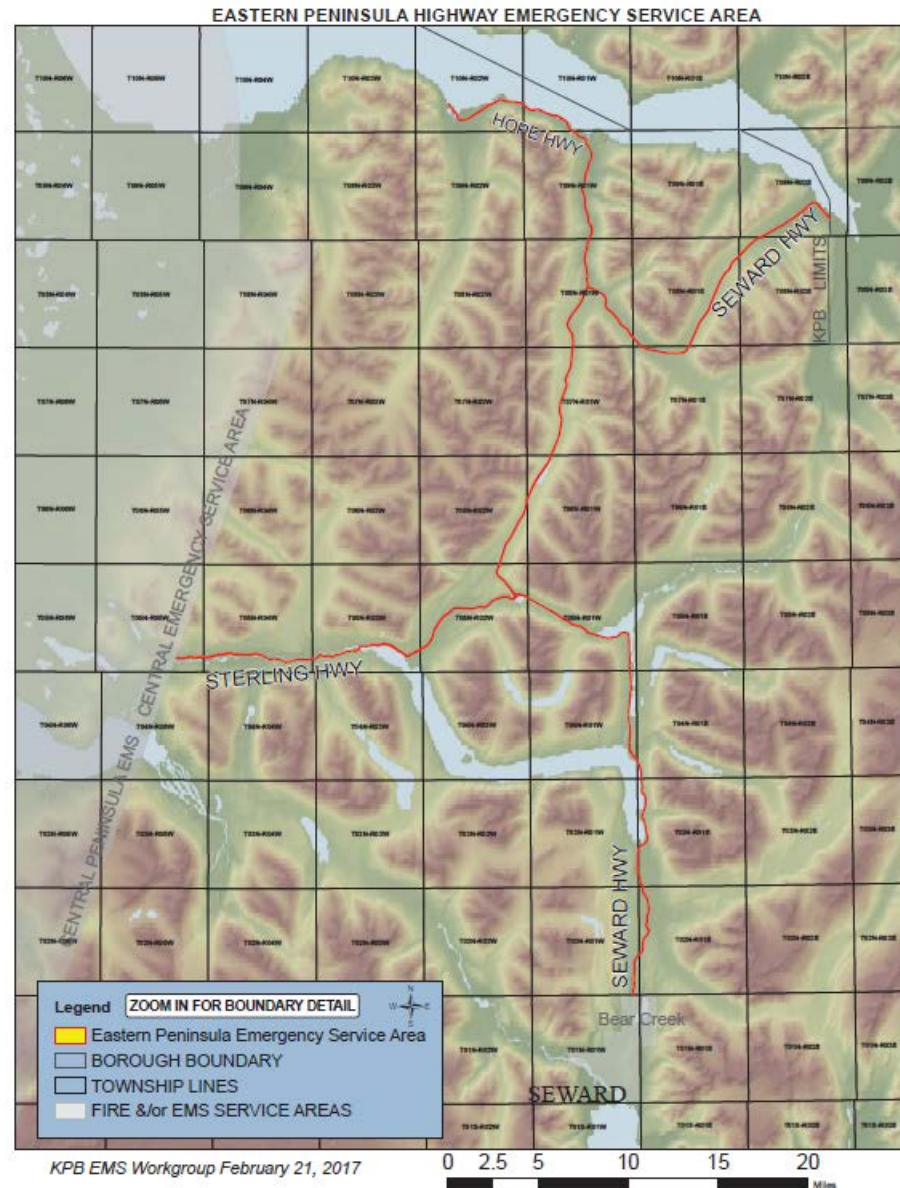
The Case for EPHESA

Establishing a highway service area would give the authority to the borough to coordinate and support response efforts along these highways.





The corridor service area would carve out property owners and communities along the roadway.

The proposed service area would include the highway right-of-way exclusively and would have no taxpayers. The intent would be to fund the needs with a portion of the Payment-in-Lieu-of-Taxes (PILT) payments received by the borough, and to be able to seek additional grant funding.

As with other areas in the borough, the roadside communities would continue to be responsible for providing their own emergency services – either through volunteers or by voting for a service area.



Actions and Recent Timeline

	Timing	Action	Audience	Description
1	Complete 	Research	HCTF → Subcommittee → EMS Workgroup	Gather feedback, analyze issue, discuss options, review with stakeholders, create initial recommendation
2	Complete 	Ordinance 2017-01	Assembly	Align KPB Code language with provisions in the AK statute regarding service area formation in second class boroughs
3	Complete 	Resolution 2017-021	Assembly	Assembly recognizes need and recommends further analysis (by mayor/EMS Workgroup) as required in the Code
5	Complete 	Research & Feedback	Mayor/ EMS Workgroup	Complete analysis of corridor service area option, including costing, service area design and initial timeline. Seek public and stakeholder feedback.
4	Continuing	HB148	AK Legislature	Streamline process by specifically allowing local option highway corridor service areas
6	Current	Ordinance 2017- 09	Assembly	Mayor to request the creation of service area for assembly consideration

The Service Area Analysis

Since the passage of Resolution 2017-01, the EMS Workgroup has collected additional data and modeled various approaches to complete the initial analysis of the highway corridor service area concept:

- Proposed service area map and boundaries
- Modeled service area board membership
- Recommended initial organizational design and personnel needs
- Evaluated needed levels of care/response
- Modeled potential contract structure for service-provider agencies
- Reviewed additional coordination options (e.g. Medical Director support, ambulance billing)
- Considered later phases of the service area (development)
- Conducted community information and feedback sessions across the borough
- Evaluated and estimated costing for start up

Community Feedback

Community Information and Feedback meetings to date:

March 15	Moose Pass APC
March 30	Hope Fire & EMS
March 30	Moose Pass Community Center
March 30	Cooper Landing Community Center
April 7	Seward Library & Museum
April 11	Soldotna Assembly Chambers
April 12	Homer City Council Chambers

The EMS Workgroup has presented around the peninsula, both along and outside the proposed corridor area to help inform the community about the proposed service area concept and to gather feedback.

The response to the highway corridor service area concept has been largely supported.

Legislative Actions to Date

On March 7, the KPB Assembly approved the first two legislative actions needed to further consider this unique highway-corridor service area option:

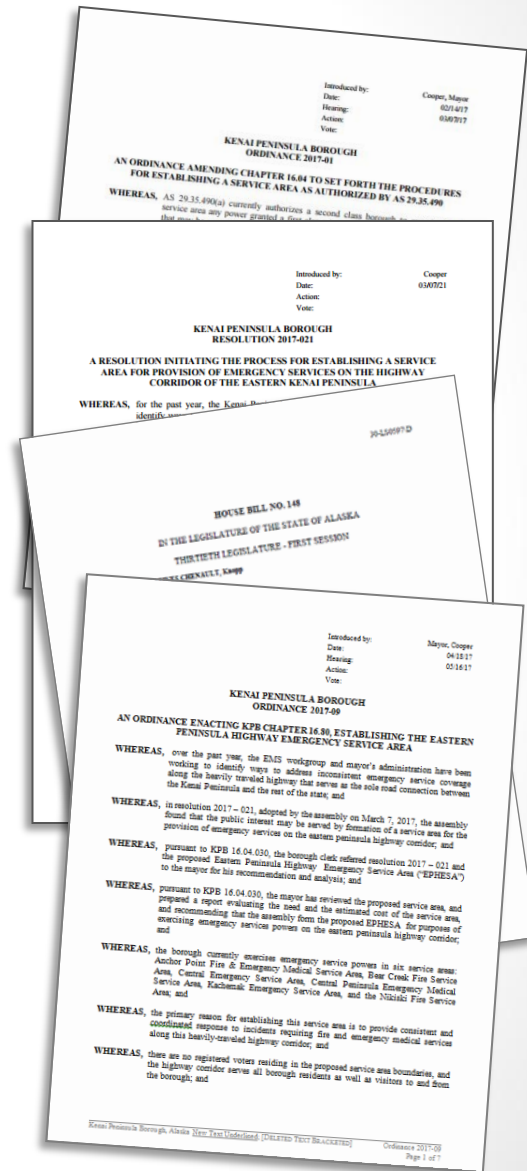
- **KPB Ordinance 2017 - 01:** The KPB code regarding service area creation did not reflect current state statute with respect to service area creation. This ordinance brought the code in line with state statute. This was a necessary preliminary step to move the project forward.
- **KPB Resolution 2017 - 021:** The KPB Code requires an assembly resolution as a “go forth” signal to formally request that the mayor fully examine a service area proposal and bring a recommendation to the assembly. This procedural step was needed to progress the project.

During the first week of March, Representatives Chenault and Knopp proposed HB 148 specifically to aid in this effort:

- **AK House Bill 148:** HB 148 passed the House 35-0 on March 31st, a senate committee substitute version passed the Senate 19-0 on April 16th. The Senate version now awaits a vote on concurrence in the House. If passed, this bill would amend the AK statutes to specifically permit the creation of highway corridor EMS service areas within Second Class Boroughs in Alaska.

At tonight’s meeting, the Mayor will introduce an ordinance to propose the KPB Eastern Peninsula Highway Emergency Service Area (EPHESA):

- **KPB Ordinance 2017-09:** This ordinance, proposed by the Mayor and Assembly President Kelly Cooper requests the creation of the new service area. The ordinance would be heard for public testimony at the Assembly meeting on May 16 in Soldotna.



What Happens Next?

- The creation of the new service area would require a majority “yes” vote by the Assembly.
- Creating the Eastern Peninsula Highway Service Area would begin the process, but would not fund the service area.
- Once the advisory board is appointed, it would will have the responsibility of formalizing the initial model and proposing a budget and timeline for implementation to the mayor for that model.
- **Like all service areas, the mayor would then propose the EPHESA budget to the Assembly for consideration and approval.**

Wrap Up

Questions?