

2017 HOUSE POLITICAL SUBDIVISIONS

HB 1105

2017 HOUSE STANDING COMMITTEE MINUTES

Political Subdivisions Committee
Prairie Room, State Capitol

HB 1105
1/5/2017
Job 26617

- Subcommittee
 Conference Committee

Carmen Hick

Explanation or reason for introduction of bill/resolution:

Relating to the definitions of emergency vehicles

1,2,3

Chairman Klemin: Opened the hearing on HB 1105.

Greg Wilz, Deputy Director of Department of Emergency Services and Director of Homeland Security Division: (See attachment 1 and proposed Amendment 2) This bill is before you to change the law to allow local jurisdictions some additional authority based upon a real issue. The issue is ability for many of our smaller jurisdictions in finding enough volunteers that can sustain the ambulance services. Smaller cities are struggling to maintain licensed/certified ambulance services and there has been some that are no longer operating. Resulting in the nearest ambulance might be many miles away. Some jurisdictions have taken it upon themselves to organize reaction units. This bill is looking to add within the definition of a Class A vehicle to these type of units. Currently they are not provided for within law. The proposed amendment will designate vehicles to be licensed as Class A.

Mr. Wilz stated with all the operations going on with the protest we have been extremely busy that is why I am bringing forth this amendment. The proposed amendment will designate vehicles to be licensed as Class A. We want to be able to put the appropriate Class A vehicle lights on these vehicles. What we are asking for is a do pass on HB 1105 with the amendment replacing line 20. As well as add on page 2 line 9.

Rep. Longmuir: How would this impact for instances Powers Lake quick response units? They have defibrillators and some basic kits in their personal vehicles and then use the personal vehicles to respond to an incident.

Greg Wilz: The bottom line is if they are doing a medical mission they need to under the auspice of certification of the Dept of Health. When you are dealing with the medical and people providing medical care they need to certified. You are covered under the Good Samaritan laws in ND. But if you are in a personal vehicle and carrying all of this medical stuff, this would not apply to you.

Rep. Longmuir: Powers Lake does have an ambulance certified EMT but they are using their own personal vehicles to make the first response. Would their vehicles be covered under this?

Greg Wilz: No, I do not believe the personal vehicles would be covered.

Rep. Guggisberg: Would a local agency be able to call them quick response vehicles or does it still need to be licensed thru the Dept. of Health as a quick response vehicle?

Greg Wilz: Yes, that would have to be licensed by the Dept. of Health. The other provisions within the code cover a wide range list of vehicles and types and agencies already. So if there are vehicles that are already sanctioned the answer is they are covered. If they are not officially sanctioned the only code that we have right now governs blue lights for various personal vehicles so they can get there quickly.

Rep. Ertelt; What other vehicles on this proposed amendment would be licensed?

Greg Wilz: I will defer to Mr. Wiedrick.

Tim Wiedrick: In terms of the specific example of an existing quick response unit. The entity that gets licensed is an entity that holds itself out to the public that says yes we are a recognized entity. The regulatory standards we then establish the minimum training and the equipment and the availability of what that organization would be. Those are the entities that would be licensed by us and in those situations where they are operating in an official vehicle that is designated by that organization they would now be covered. In a situation where a member of that response unit was responding and doesn't have the duty to respond but they can still respond. Although they would not be licensed as a Class A vehicle. The question about what other types entities are covered within 2327. There are a variety of tiers of ambulance service and other medical response entity. But right now we have defined them through the Administrative Rule process we settled on ambulances at two levels and quick response units at just one level.

Vice Chairman Hatlestad: Going back to his situation in the rural areas any discussion on the possibly of maybe not a red light and a siren but something? Because that person may make a difference between you and I making it and not.

Tim Wiedrick: This is a model that is being explored for providing responses. We are having discussion within the EMS community how that response actually gets configured. In terms of a quick response unit the question is not going to be can those vehicles respond. But the question will be what type of vehicle ultimately should they be doing that response in? We want them to go directly to the scene not waste time chasing down some central location.

Rep. Johnson: Like another emergency vehicle the minimum specs are defined by federal regulation. I'm wondering if there are any problems with federal regulations or is it that you are not transporting?

Tim Wiedrick: Apart from the general vehicle safety requirements there are no special federal requirements in terms quick response units. That is established through the state rule making process. Some of the details we have included go to the radio communications equipment that we mandate that are compatible with public safety.

Rep. Pyle: Is it possible to have blue lights on their dashboard in the rural areas to have designation when they are on a call to respond to an emergency?

Tim Wieldick. Class C is the blue lights, those options would be available to EMS providers. They can be leveraged currently. They are also restrictive what they can and cannot do, it is not at the same level as a Class A emergency vehicle is.

Rep. Zubke So you support these proposed amendment?

Tim Wiedrick; As a department we don't have a position.

Rep. Zubke: The issue with the vehicles isn't so much responding to the scene as it is the transportation away from the scene?

Tim Wiedrick: That is not correct. The issue is response to the scene. We have licensed quick response units that are operating out of vehicles that don't do any level of transport, and some of them are fulltime paid professionals, many of them are volunteer. But those vehicles do exist. The problem that law enforcement is seeing is that is not specifically recognized in the statute as it currently exists.

Rep. Simons: I have personally first time responded 4 times as a reserve deputy. I have never had a problem with PD, sheriff's department, and Highway Patrol and law enforcement. So I am not exactly sure the importance of what we are doing. Why would we need more laws, more regulations, more piles of stuff for police officers to be attorneys? Could you clarify that?

Tim Wiedrick: It is my understanding in conversation with Mr. Wilz, his agency has been approached by law enforcement and this is an issue.

Rep. Guggisberg: Is there any requirements before being certified as a quick response unit? Any type of driver's safety?

Tim Wiedrick: We have not instituted that as any type of requirement. We strongly encourage it and do provide classes in the operation of emergency vehicles. It is not a mandate by us. Many insurance carriers do require that.

Rep. Guggisberg: Every second we are there sooner in the event of cardiac arrest makes a huge difference in survival. If there was training involved to go over at least the minimum statistics.

Rep. K. Koppelman: I am curious on the ongoing discussion among EMS providers around the state on a lot of these issues. In Mr. Wilz testimony the concern of ambulance services closing in rural areas come to some conclusion to what the best path forward is. Do you anticipate that would be forthcoming from your agency or somewhere else?

Tim Wiedrick: Based on the conversations that we are having I don't expect any form of legislation to be moving forward in this session regarding revision of the EMS system.

Rep. K. Koppelman: With the amendment it seems the bill would be relatively general; would that allow or invite the Health Dept to promulgate rules dealing with this area?

Tim Wiedrick: We already have full authority and do exercise licensure rules for quick response units thru the Administrative Rule process.

Rep. K. Koppelman: Will there be something new and forthcoming? You seem to indicate there is a gap here that statute doesn't address, that Administrative Rules doesn't address, that EMS is talking about this. So my question is if we pass a bill that is general is your intent to come back with promulgating a rule at some point when the path forward seems clear?

Tim Wiedrick: I believe there will be something that will occur in partnership with the EMS community and the rest of the medical community where we will work around an issue.

Chairman Klemin: I think he is asking if there is going to be any rule making proceeding here and not further legislation?

Tim Wiedrick: This amendment as offered would not require additional rule making based on the judgment I have at this point.

Chairman Klemin: As I understand the bill in this amendment the rules and the procedures already exist but this would clarify that those kinds of vehicles are Class A vehicles?

Tim Wiedrick: That is correct. So if law enforcement says I don't see a quick response unit listed in this chapter under state law, this then will now list it. So it will bring clarity to those law enforcement unities that have had the question.

Chairman Klemin: As far the actual existing procedures and practices that will remain the same?

Tim Wiedrick: It will and I think it will for the seeable future. These modifications that I am talking about are at a future point where we may even have stronger emphasis on quick response units and less on ambulance services.

Rep. Johnson: For clarification, in the amendment it says with other vehicles licensed. Do vehicles actually get licensed? It seems the operations are licensed but not the vehicles.

Tim Wiedrick: We establish the licensure for the entity and the entity then registers vehicles with us that we establish standards for as part of the equipment requirement. So it is regulated by us. It terms of licensure process we can provide you with a list of the actual vehicles that are being used as part of this process.

Rep. Johnson: So as part of the approval of the operations the vehicle is not approved through the department? But licensing is different than an approval of that vehicle.

Tim Weidrich: We have chosen not to create extensive rules about what the vehicle consists of.

Rep. K. Koppelman: I think the word licensed might be a bit confusing. Is there a possibility that some of the vehicles that we have talked around like private vehicles with a blue light might fall

under this definition? If so, those vehicles aren't going to be licensed by the local response unit they are going to be licensed by the individual and authorized for that person. I am wondering like Rep. Johnson whether licensed is the right word or whether it should be registered, approved, authorized or something else.

Tim Wiedrick: It is our belief that licensed is the right word. Licensed is defined within this application as opposed to certification or registered, means you have to meet the standard in order to be able to do the function. So in this circumstance the entity that is holding itself out as a quick response can only do so if in fact they have met the training requirements, the equipment's that are put forward in the law. If it is certification or registration, there is no implication that I have to have that in order to do the function.

Rep. K. Koppelman: The last time I checked Dept of Health did not create license plates. So when we talk about licensing a vehicle to me that is what it implies and I think that is what Rep. Johnson was talking about. Your viewing the term and apparently your attorneys are viewing the term license as a different matter. If you license local public response units, I understand that, but when you start talking about vehicles being licensed that is a different common meaning in law. If you are saying in this section of code, there is a different definition for the word license that overcomes that maybe. If you are saying a vehicle is licensed by a specific ambulance, then it's fine. But if you are saying this EMS discussion may come to a point where the blue light in a private vehicle is permitted and it comes under this, then I think you might have an issue with the term.

Chairman Klemin: We are not talking about blue lights. We are talking about Class A vehicles with red lights, correct?

Tim Wiedrick: That is correct.

Rep. K. Koppelman: There will never be a privately owned vehicle that comes under this section?

Tim Wiedrick: I can't say that. In terms of where we will go in the future because we do have the Administrative Rule making authority that would allow us to license that or whatever term is used, but would permit that utilization of a private vehicle. That could in fact occur.

Rep. K. Koppelman: That's what I thought and that is why I think the term might be confusing.

Rep. Johnson: 2327 is not a licensing revision in the Century Code. It is an approval process of operations that the department goes through. I assume that presently the vehicle is licensed before it gets to the operations approval process and that is part of the approval process. So wouldn't we be better served because 2327 is not a licensing provision that we change the language to other vehicles approved by the department?

Tim Wiedrick: I would concur with that, given the confusion that is creating in this short discussion. We have been having these conversations for decades and have legal opinion created Administrative Rule that creates these definitions and actually uses the term licensure based on the Administrative Rule. We have no intentions of licensing it as a vehicle.

Chairman Klemin: I think the point that Rep. Johnson is making, it that it says other licensed under chapter 2327. But Rep. Johnson said 2327 does not contain provisions for licensing vehicles. So therefore it could not be licensed under 2327.

Tim Wiedrick: I understand the point being raised and concur with the point. It would resolve the technical issue you are describing and it doesn't cause us to go back and redo all the administrative code.

Chairman Klemin: I think we can come up with another word that is more consistent with what Chapter 2327 does.

Tim Wiedrick: Authorize seems like an excellent word.

Chairman Klemin: Authorize would work. We will look at it.

Rep. Ertelt: If you were able to change that to include all vehicles operated emergence medical services operations personnel because that is what you are actual licensing in 2327?

Tim Weidrich: That is correct and operations includes the equipment. It is not just the business operations, it's not the response operations it's part of that.

Rep. Beadle : Read 23-27-4 and 23-27-4.6 out of Century Code.

Chairman Klemin: We are getting hung up on the terminology.

Rep. K. Koppelman: What Rep. Beadle just read refers to licensing of the service not licensing of a vehicle. The amendment specifically says vehicles licensed.

Rep. Beadle: That would work.

Chairman Klemin: Other testimony in support of HB1105?

Adam Parker, Southwest Director of the ND Emergency Medical Services Association: (See attachment # 3. I am here to support HB 1105 and also support the amendment.

Chairman Klemin: Any further testimony in support of HB1105? Any testimony in opposition of HB 1105?

Chairman Klemin: Closed hearing.

2017 HOUSE STANDING COMMITTEE MINUTES

Political Subdivisions Committee
Prairie Room, State Capitol

HB 1105
1/6/2017
26650

- Subcommittee
 Conference Committee

Committee Clerk Signature

Cameron Hicks

Explanation or reason for introduction of bill/resolution:

Relating to the definitions of emergency vehicles

Minutes:

1

Chairman Klemin: Reopened the meeting on HB 1105.

Rep K. Koppelman: Explained the proposed changes to the amendment. The changes would be on the second line of the amendment where the words "with other vehicles licensed under chapter 23-27". To "other vehicles authorized by licensure granted under chapter 23-27". After the word vehicles we would insert "authorized by" and striking the word "licensed" and adding the words "by licensure granted". It would be replacing "official vehicles designated and marked as quick reaction units or crash rescue units" with "other vehicles authorized by licensure granted under chapter 23-27".

Chairman Klemin: Motion to amend made by Rep. Beadle. Second by Rep. Zubke

Rep. Beadle: (not able to hear)

Rep K. Koppelman: This is an amendment to the amendment. What we are moving is this amendment as altered as described.

Re. Johnson: But we didn't move the amendment to amend it.

Chairman Klemin: What we had from Mr. Wilz was the proposed amendment, which Rep K. Koppelman proposed to revise. Rep. Beadle's motion was to move the Wilz amendment as revised by Rep K. Koppelman. Second by Rep. Zubke.

Re. Johnson: We did not have Wilz amendment before us to amendment. We have to move Wilz amendment and then amend the amendment.

Chairman Klemin: We haven't amended anything yet.

Rep K. Koppelman: We are just proposing a revised amendment in lieu of the Wilz amendment. Which consists mainly of the Wilz amendment.

Chairman Klemin: We have the Wilz proposed amendment as revised by Rep K. Koppelman. We are voting on the whole thing. All in favor say aye. Voice vote carried.

Chairman Klemin: We have the bill as amended before us, what is the wishes of the committee?

Rep. Beadle: I move do pass as amended.

Rep. Zubke: Second.

No discussion.

Roll call vote. Yes 14. No 0. Absent 1.

Rep. Guggisberg: Will carry the bill.

January 6, 2017

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1/9/17
10/1

PROPOSED AMENDMENTS TO HOUSE BILL NO. 1105

Page 1, line 19, remove "official vehicles designated and marked as quick reaction"

Page 1, line 20, replace "units or crash rescue units" with "other vehicles authorized by licensure granted under chapter 23-27"

Page 2, after line 9, insert:

"(12) Vehicles operated by or under the control of the state department of health in cases of emergencies."

Re-number accordingly

2017 HOUSE STANDING COMMITTEE
ROLL CALL VOTES
BILL/RESOLUTION NO. HB 1105

House Political Subdivisions Committee

Subcommittee

Amendment LC# or Description: 17.8041.01001

- Recommendation: Adopt Amendment
- Do Pass Do Not Pass Without Committee Recommendation
- As Amended Rerefer to Appropriations
- Place on Consent Calendar
- Other Actions: Reconsider _____

Motion Made By Rep. Beadle Seconded By Rep. Zubke

Representatives	Yes	No	Representatives	Yes	No
Chairman Klemin			Rep. Guggisberg		
Vice Chairman Hatlestad			Rep. Hanson		
Rep. Beadle					
Rep. Becker					
Rep. Ertelt					
Rep. Johnson					
Rep. Koppelman					
Rep. Longmuir					
Rep. Maragos					
Rep. Pyle					
Rep. Simons					
Rep. Toman					
Rep. Zubke					

Total (Yes) _____ No _____

Absent _____

Floor Assignment _____

If the vote is on an amendment, briefly indicate intent:

VOICE VOTE CARRIED

**2017 HOUSE STANDING COMMITTEE
ROLL CALL VOTES
BILL/RESOLUTION NO. HB 1105**

House Political Subdivisions Committee

Subcommittee

Amendment LC# or Description: 17.8041.01001

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 Do Pass Do Not Pass Without Committee Recommendation
 As Amended Rerefer to Appropriations
 Place on Consent Calendar
Other Actions: Reconsider _____

Motion Made By Rep. Beadle Seconded By Rep. Zubke

Representatives	Yes	No	Representatives	Yes	No
Chairman Klemin	x		Rep. Guggisberg	x	
Vice Chairman Hatlestad	x		Rep. Hanson	x	
Rep. Beadle	x				
Rep. Becker	x				
Rep. Ertelt	x				
Rep. Johnson	x				
Rep. Koppelman	x				
Rep. Longmuir	x				
Rep. Maragos	-				
Rep. Pyle	x				
Rep. Simons	X				
Rep. Toman	X				
Rep. Zubke	X				

Total (Yes) 14 No 0

Absent 1

Floor Assignment Rep. Guggisberg

If the vote is on an amendment, briefly indicate intent:

REPORT OF STANDING COMMITTEE

HB 1105: Political Subdivisions Committee (Rep. Klemin, Chairman) recommends **AMENDMENTS AS FOLLOWS** and when so amended, recommends **DO PASS** (14 YEAS, 0 NAYS, 1 ABSENT AND NOT VOTING). HB 1105 was placed on the Sixth order on the calendar.

Page 1, line 19, remove "official vehicles designated and marked as quick reaction"

Page 1, line 20, replace "units or crash rescue units" with "other vehicles authorized by licensure granted under chapter 23-27"

Page 2, after line 9, insert:

"(12) Vehicles operated by or under the control of the state department of health in cases of emergencies."

Renumber accordingly

2017 SENATE POLITICAL SUBDIVISIONS

HB 1105

2017 SENATE STANDING COMMITTEE MINUTES

Political Subdivisions Committee
Red River Room, State Capitol

HB 1105
2/9/2017
Job # 28097

- Subcommittee
 Conference Committee

Committee Clerk Signature



Explanation or reason for introduction of bill/resolution:

Relating to the definitions of emergency vehicles

Minutes:

Written testimony #1 Greg Wilz

Chairman Burckhard opened the hearing on HB 1105. All senators are present.

Greg Wilz: Deputy Director, Department of Human Services. In support of this bill and hope the committee votes for a do pass. He explained the bill in his written testimony #1.

Chairman Burckhard: It looks like it sailed through the House 91-0, so they must think it's a good bill as well.

Senator Dotzenrod: I don't see anything looking through this bill about lights and lighting. So I am going to assume that if I were to have the whole chapter in front of me, this section 2 authorized emergency vehicles 2, on line 6, that there would be something either before that or somewhere in that chapter that would talk about lights because you've got on line 19, that is sub 4, and on line 10, on page 2 that's 12, that's all listed together but there is nothing in here. I see on line 12, page 2, class B he references wreckers and other vehicles and we know from experience that they are lit up and they must be authorized in our Century Code to allow that to happen. So, if your one of these classes, Class A, Class B, Class C, does that entitle you to certain kinds of marking and lighting that we don't here in the bill.

Mr. Greg Wilz: You are absolutely correct. This is the definitions part of the chapter, and in then in another part of the chapter it describes what lighting can each of those class of vehicles have. So, a class A vehicle that's like your police officers, your fire trucks and your ambulances and if I remember correctly they can operate with red, white, blue. Last legislative session we actually added blue lights to fire department vehicles as well because the studies that go on all the time with this stuff is we found out that blue lights can be seen at a greater distance in certain fog conditions. Why would we not want to have that light available for them to use on class A-vehicles. So we add things. The only light color that is not really addressed and that's used out there is green, and green has been observed nationally for unified or incident command vehicles. So you don't see too many of those around in ND.

Senator Dotzenrod: It does appear then by adding these two lines, one on pg.1, and on pg.2, we are allowing these vehicles to have lighting that they would not otherwise be entitled to have. Are there other things that go along with that lighting, whether it could be an annual inspection they have to meet, or other requirements that are imposed on these vehicles that make them different than others?

Mr. Greg Wilz: The answer is yes. So as an example, the licensing for ambulances and now to include these quick reaction units is through the Dept. of Health, they have to recertify like every year, their ambulance. There are certain rules that go along with what you have to have in their ambulance to be in an ambulance, there are certain rules that you have to have certain things in certain vehicles for this quick reaction unit, so they are licensed. That is one end of it. The other end of it, is like under the class C which is the blue leg, the rural fire department folks can use, the bubble they through on their cars so they can get to fire station quickly. Those are earned at the fire chief level. There is various controls, checks and balances if you will.

Senator Dotzenrod: In order for that to be done and accomplished and for those vehicles to be complaint with the law, it sound like they're might be a requirement for inspections and I don't see the Health Department necessarily has the funds to send inspectors around all over the state and do this once a year. Can the people just sign a checklist and then send it in and that's how they get in compliance or how mechanically does this get achieved for them to be reviewed in some way once a year?

Mr. Greg Wilz: I was hoping Mr. Weidrich from the Dept. of Health was here today. He was with me on the House side as we put this final bill together. I am not an expert on what they use for certification processes. I believe at some level it is probably self-certification. But the reality is ever though we are large state, we don't have that many ambulances anymore. It is sad to say. These quick reaction units, I that right now, only like 3 or 4 smaller communities that actually have these put together, so it's not a lot. Yes it is a burden to have probably go out and literally inspect these, so I am not an expert on their processes.

Senator Anderson: One of the problems we have I think with ambulances and this certification of them and the lights, is we turn it over to the manufacturers often times. They set these high standards and say, oh look we have this great thing for you and then adopt it as a standard and everybody has to spend the money for it. Often times it doesn't really create any incremental advantage over what we had before. That is just my editorializing. I don't know if you have any comments on that or not.

Mr. Greg Wilz: Yes, there is some truth to that, but at the end of the day I think ND law allows for the lights. It doesn't mandate that you ought to have every color of light on the vehicles, so yes, I think at some level the manufacturers want to sell you every bell and whistle and light.

Senator Dotzenrod: When you began your testimony, you started to tell us about the difficulty that some rural areas to keep everybody the staff together and try and have enough compliance with the training requirements and it's getting more difficult to find the volunteers. This bill by itself really doesn't really get at that problem is the training and those things that are needed to be certified and legal as an EMT haven't really changed. So that problem

remains out there as an unsolved problem. This bill allows people to just somewhere out in the rural area to get to an emergency with proper equipment, but it doesn't necessarily require those people that are in that vehicle are trained or does it?

Mr. Greg Wilz: These vehicles under licensure of the department of health not only prescribes the level of equipment that has to be those vehicles, they also license the EMT and the medic and the driver that are in these vehicles. So virtually can a small community throw a vehicle together and not get their folks certified or licensed through the Dept. of Health, I suppose thy can, but I can't image the liability that would be on that small community if they had a non-certified professional trying to do anything. So, I think the checks and balances at some level are there.

Senator Judy Lee: We've chatted earlier and the shortages for ambulance services and part of the challenge is up until the boom in the west, a rural ambulance service might have one run a week. An average time needed for a run is 3 hours. Now they sometimes have 2-3 a day, so if you're running your business whether it's farming or retail, you just can't be gone that much and if gone from a regular job, the big challenge really is in recruiting additional volunteers to do this and so there is a certain point in your life where you just can't do it anymore. It is really challenging not only because of the training and all of that. it's hard to do this. Because of the diminishing number of people who are doing it, there are some ambulance services that have folded which means that the adjacent ambulance service areas have to absorb that other space, because we have to have a certain reasonable length of time for someone to be reached if they have an accident or an illness. So there are some that are trying to hire someone to perhaps work during the daytime and they those who work the nights and weekends. We have a shortage of health care professionals, these are volunteers, and it's a big deal to keep them. We don't know how were are going to fix that.

Mr. Greg Wilz: If your committee would like to look at the actual what the lights mean and the classification of vehicles is 39:10-03 as a reference. It also gives what legal authorities they have to double park and speed and those kinds of things. It is fairly succinate.

Chairman Burckhard: It is all there in code.

Senator Diane Larson: I move a do pass on HB1105.

2nd. Senator Jordan Kannianen

Roll call vote: 6-0-0

Carrier: Senator Dotzenrod

REPORT OF STANDING COMMITTEE

HB 1105, as engrossed: Political Subdivisions Committee (Sen. Burckhard, Chairman)
recommends **DO PASS** (6 YEAS, 0 NAYS, 0 ABSENT AND NOT VOTING).
Engrossed HB 1105 was placed on the Fourteenth order on the calendar.

2017 TESTIMONY

HB 1105

#1

HB 1105

1-5-17

TESTIMONY – HB 1105
POLITICAL SUBDIVISION COMMITTEE
JANUARY 5, 2017
BY GREG WILZ
DEPUTY DIRECTOR, DEPARTMENT OF EMERGENCY SERVICES

Mr. Chairman and members of the committee, my name is Greg Wilz. I am Deputy Director of the Department of Emergency Services (DES), and Director of the Homeland Security Division. I offer testimony in support of House Bill 1105.

The Department of Emergency Services has received appeals from numerous jurisdictions to request members of the legislature modify definitions within NDCC 39-01-01 relating to emergency vehicles.

Several smaller cities and counties are struggling to maintain a licensed/certified ambulance service. In North Dakota there is a severely limited number of volunteers who can devote the necessary time required for initial and yearly refresher training. The situation has precipitated abandonment of several ambulance services. This has caused some to reorganize into quick reaction units in order to fulfill vital needs when incidents occur many miles away from a licensed ambulance service. Although the units do not transport patients, all are staffed with people who, under oversight of the Department of Health, administer basic first aid, implement CPR, and take other limited life saving measures until an ambulance arrives.

Adoption of HB 1105 will designate vehicles licensed under NDCC 23-27. as Class A authorized vehicles, which will increase the number of official vehicles authorized to use appropriate flashing lights and travel above posted speed limits. It will enable the units to operate under current law pertaining to ambulances and promote the delivery of quick life-saving response in remote localities.

In rural North Dakota licensed/certified ambulances may have to travel extensive distances to arrive on-scene. The bill expedites initial response and on behalf of the Department of Emergency Services, I advocate HB 1105 with the recommended amendment receive a do pass.

Thank you for your time; I will answer questions you may have.

Greg Wilz
HB 1105

2

1-5-17

PROPOSED AMENDMENTS TO HOUSE BILL NO. 1105

Page 1, line 20, replace "official vehicles designated and marked as quick reaction units or crash rescue units" with "other vehicles licensed under chapter 23-27"

Page 2, after line 9, add "Vehicles operated by or under the control of the state department of health in cases of emergencies."

Renumber accordingly

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HB 1105 1-5-17
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Testimony
House Bill 1105 #3
House Political Subdivision Committee
Thursday, January 5, 2017; 10:30 am
North Dakota Emergency Medical Services Association

Good morning, Chairman Klemin and members of the committee. My name is Adam Parker and I am a Southwest Director of the North Dakota Emergency Medical Services Association. I am here today in support of HB 1105.

This bill adds very simple, yet essential language to subsection 2 of section 39-01-01 of the North Dakota Century Code. Many ambulances across the State of North Dakota operate vehicles, other than ambulances, as part of their response to emergencies. Additionally, Quick Response Units, operated by several rural communities in North Dakota, also operate non-ambulance vehicles to respond to emergencies in their response area. This bill will allow these non-ambulances to operate as Class A emergency vehicles

I am not familiar with the term "Quick Reaction Unit" or "Crash Rescue Unit" in the context of ambulance operations. We do have licensed Quick Response Units in North Dakota and we would recommend an amendment to include this terminology in the Bill.

Thank you for this opportunity, I would be happy to answer any questions that you may have.

January 6, 2017

1
HB 1105
1-6-17

PROPOSED AMENDMENTS TO HOUSE BILL NO. 1105

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Renumber accordingly

H.B. 1105
2.9.17
Written testimony #1

TESTIMONY – HB 1105
SENATE POLITICAL SUBDIVISION COMMITTEE
FEBRUARY 9, 2017
BY GREG WILZ
DEPUTY DIRECTOR, DEPARTMENT OF EMERGENCY SERVICES

Mr. Chairman and members of the committee, my name is Greg Wilz. I am Deputy Director of the Department of Emergency Services (DES), and Director of the Homeland Security Division. I offer testimony in support of House Bill 1105.

The Department of Emergency Services has received appeals from numerous jurisdictions to request members of the legislature modify definitions within NDCC 39-01-01 relating to emergency vehicles.

Several smaller cities and counties are struggling to maintain a licensed/certified ambulance service. In North Dakota there is a severely limited number of volunteers who can devote the necessary time required for initial and yearly refresher training. The situation has precipitated abandonment of several ambulance services. This has caused some to reorganize into quick reaction units in order to fulfill vital needs when incidents occur many miles away from a licensed ambulance service. Although the units do not transport patients, all are staffed with people who, under oversight of the Department of Health, administer basic first aid, implement CPR, and take other limited life saving measures until an ambulance arrives.

Adoption of HB 1105 will designate vehicles authorized by licensure under NDCC 23-27. as Class A vehicles. It will enable the units to operate under current law pertaining to ambulances and promote the delivery of quick life-saving response in remote localities.

The bill expedites initial response and on behalf of the Department of Emergency Services, I advocate engrossed HB 1105 receive a do pass.

Thank you for your time; I will answer questions you may have.