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Bill Title: Relating to augmentation of firefighting capacity of airports; prescribing an effective date.

Government Unit(s) Affected: Cities, Counties, Department of Emergency Management, Oregon Military Department, Department of Transportation

Summary of Fiscal Impact

Costs related to the measure are indeterminate at this time - see explanatory analysis.

Measure Description

The measure requires the Oregon Department of Emergency Management (ODEM) to maintain vehicle fleets for use at pilot program airports. Pilot program airports are defined in the measure as Burns Municipal Airport and La Grande/Union County Airport. ODEM must maintain certain fleet vehicles for specified purposes to augment existing resources at the pilot program airports for firefighting purposes. The measure includes a General Fund appropriation of \$2.2 million to ODEM to procure appropriate vehicles and for the costs to manage and operate the vehicle fleet.

Additionally, the Oregon Military Department (OMD) is authorized to have members of the Oregon National Guard and the Oregon Civil Defense Force to transport aviation fuel to and between the pilot program airports if ODEM deems necessary.

The measure directs ODEM to issue grants to owners or operators of pilot program airports for capital projects to increase airport capacity to store aviation fuel. The pilot program airports must report to ODEM their plans for aviation fuel storage prior to ODEM issuing grants. The measure creates the Pilot Program Airport Fund, separate and distinct from the General Fund, and continuously appropriates monies in the fund to ODEM to carry out the grant program. ODEM may expend up to 20% of the fund for administration of the grant program.

Finally, the measure appropriates \$240,000 General Fund, on a one-time basis, for deposit into the Pilot Program Airport Fund. The fund and the grant requirements sunset on January 2, 2029, and any remaining monies in the fund are to be transferred to the General Fund for general purposes.

Fiscal Analysis

The fiscal impact is indeterminate and dependent on the locating, procuring, and maintaining a fleet of vehicles capable of transporting aviation fuel, the costs associated with maintaining the fleet of vehicles, and the costs associated with expanding the fuel storage capabilities of an airport.

Oregon Department of Emergency Management

The fiscal impact to the ODEM is indeterminate. While the measure includes two General Fund appropriations, totaling \$2.4 million, there are too many unknown variables that would factor into the actual cost of ODEM being able to run the pilot program and grant program under the measure.

ODEM reports that a tanker truck can cost between \$160,000 for a small truck to \$350,000 for a large capacity truck. Regular maintenance would be required for the vehicles, which cannot remain idle for long periods of time, but when in use would be traveling 192.2 miles, one way, or 384.4 miles round trip between the pilot program airports.

ODEM estimates the need of five total positions, including two permanent full-time Automotive Technician 2 positions (1.25 FTE in 2025-27 and 2.00 FTE in 2027-29), two permanent full-time Heavy Equipment Technician 2 positions (1.25 FTE in 2025-27 and 2.00 FTE in 2027-29), and one permanent full-time Auto/Heavy Equipment Repair Supervisor position (0.75 FTE in 2025-27 and 1.00 FTE in 2027-29) to maintain the fleet of vehicles. The estimated costs of these positions, including standard position-related services and supplies costs, is \$1.4 million General Fund in the 2025-27 biennium and \$1.7 million General Fund in the 2027-29 biennium.

ODEM estimates that the cost to upgrade an airports storage capacity of fuel, the tank pad and containment areas, tanks, labor, regulation compliance, or any required environmental studies or permits and inspection costs could total between \$300,000 and \$1 million per airport.

Finally, the measure creates a fund and appropriates General Fund to that fund for purposes of ODEM issuing a grant program. ODEM anticipates needing two positions to assist with the grant program which includes one limited duration full-time Program Analyst 2 position (0.75 FTE in 2025-27), and one limited duration full-time Accountant 2 position (0.75 FTE in 2025-27). The estimated costs of these positions, including standard position-related services and supplies costs, is \$904,623 General Fund in the 2025-27 biennium. However, the Legislative Fiscal Office (LFO) notes the measure limits the administrative expenses to 20% of the moneys deposited in the fund for administration of the grant program. This would equate to \$48,000 of the \$240,000 General Fund appropriated and leave \$192,000 to be issued as grants. ODEM would also need to include Other Funds limitation to disburse those grant funds to sub-recipients, when awarded.

Oregon Military Department

The fiscal impact to OMD is indeterminate and dependent on if the actions of the measure would classify as a state activation of the Oregon National Guard or Oregon Civil Defense Force, the frequency and duration of state activations, the number of personnel and the type and number of vehicles involved, and if the costs could then be billed to ODEM for equipment usage fees and payroll costs.

Other entities

There is a minimal fiscal impact to counties and no fiscal impact to the Oregon Department of Transportation and cities.

Relevant Dates

The measure takes effect on the 91st day after sine die.

The provisions relating to the grant program and the Pilot Program Airport fund are repealed on January 2, 2029.