

FISCAL IMPACT OF PROPOSED LEGISLATION

Measure: SB 1518 - A

79th Oregon Legislative Assembly – 2018 Regular Session
Legislative Fiscal Office*Only Impacts on Original or Engrossed
Versions are Considered Official*Prepared by: John Terpening
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Date: 2-26-2018**Measure Description:**

Authorizes cemetery authority to move, temporarily store or reinter human remains dislodged from original cemetery plot by natural disaster or other similar emergency.

Government Unit(s) Affected:

Oregon State Police (OSP), Oregon Department of Transportation (ODOT), Cities, Counties, Department of Environmental Quality (DEQ), Oregon Military Department (OMD)

Summary of Expenditure Impact:

Agency -- Fund Type	2017-2019 Biennium	2019-2021 Biennium
Oregon State Police -- General Fund		
Personal Services	\$60,975	\$243,904
Services & Supplies	\$5,104	\$153,594
Total Costs	\$66,079	\$397,498
Position / FTE	1 / 0.25	1 / 1.00

Agency -- Fund Type	2017-2019 Biennium	2019-2021 Biennium
Oregon Military Department -- General Fund		
Personal Services	\$105,145	\$180,249
Services & Supplies	\$15,750	\$27,000
Total Costs	\$120,895	\$207,249
Position / FTE	1 / 0.58	1 / 1.00

Analysis:

The measure requires the Oregon State Police State Fire Marshal (OSFM) to include annual statewide training exercises as part of its statewide hazardous material emergency response plan. Additionally, OSFM shall plan, prepare, and conduct a biennial full-scale, multiagency, multijurisdictional, and multidisciplinary oil and hazardous material spill or release training exercises.

The Oregon Military Department's Office of Emergency Management (OEM) shall prepare a quarterly report on progress in advancing statewide plans and preparedness for natural disasters and similar emergencies. OEM is directed to provide this report to the appropriate interim committees of the Legislative Assembly.

Additionally, OEM shall meet biannually and collaborate with marine and railroad operators that transport hazardous materials and operate in Oregon, to determine their role during a natural disaster or emergency event. OEM is to report on progress to integrate these operators into state response plans to a Cascadia subduction zone event by March 31, 2019.

Finally, OEM is to collaborate with the Department of Environmental Quality (DEQ), Department of Transportation (ODOT), OSFM, and railroad operators that transport oil in Oregon, to review programs established by California, Washington, and the federal government related to oil spill prevention, preparedness

and response. OEM is to report on its findings to the appropriate interim committees of the Legislative Assembly by September 15, 2018. The measure is effective the 91st day after sine die and OEM may take action before the operative date.

The OSFM anticipates the need for a permanent full-time Public Safety Training Specialist 2 position to administer the statewide training described in the measure. OSFM anticipates needing to recruit the position at a salary step 8, given the level of responsibility required, with an estimated hire date of January 1, 2019. The estimated cost of the position is \$66,079 General Fund for the 2017-19 biennium, including necessary services and supplies, and \$253,518 General Fund in 2019-21. OSFM anticipates the biennial full-scale exercise to be performed in the spring of 2021, with an estimated cost of \$143,980 General Fund.

OEM anticipates the need for a limited duration Program Analyst 3 to coordinate with other entities on hazardous material plans and preparing the required reports to the Legislature. The estimated cost of the position is \$120,895 General Fund in the 2017-19 biennium, including necessary services and supplies, with an estimated hire date of May 1, 2018. The full biennial costs of the position in 2019-21 is anticipated to be \$207,249 General Fund. The Legislative Fiscal Office notes that limited duration positions are rescinded at the conclusion of the biennium and OEM would need to request reinstatement of the position in a policy option package during the 2019 budget process.

There is a minimal fiscal impact to the Department of Transportation and the Department of Environmental Quality to participate in the measure's activities that are coordinated by OEM and the OSFM.