

A-Engrossed
House Bill 3058

Ordered by the House April 21
Including House Amendments dated April 21

Sponsored by Representative EVANS

SUMMARY

The following summary is not prepared by the sponsors of the measure and is not a part of the body thereof subject to consideration by the Legislative Assembly. It is an editor's brief statement of the essential features of the measure.

[Directs Oregon Department of Aviation to study issues related to improving airport infrastructure resilience and to report to appropriate committee or interim committee of Legislative Assembly on or before September 15, 2024.]

[Sunsets January 2, 2025.]

Directs Oregon Department of Aviation to conduct study developing plan for strategic investment for airports in this state and to report to appropriate interim committee of Legislative Assembly no later than January 1, 2024.

Sunsets January 2, 2024.

Declares emergency, effective on passage.

A BILL FOR AN ACT

1
2 Relating to airport infrastructure resilience; and declaring an emergency.

3 **Be It Enacted by the People of the State of Oregon:**

4 **SECTION 1. (1) The Oregon Department of Aviation shall conduct a study developing a**
5 **plan for strategic investment for airports in this state.**

6 **(2) In conducting the study, the department shall consult the following stakeholders:**

7 **(a) The State Resilience Officer;**

8 **(b) The Oregon Department of Emergency Management;**

9 **(c) The Department of Transportation; and**

10 **(d) The Oregon Airport Management Association.**

11 **(3) The plan for strategic investment developed under this section must include, but need**
12 **not be limited to, the following components:**

13 **(a) Development of a tiered system of designation of the following categories for airports**
14 **of geographic or functional significance:**

15 **(A) Tier 1 facilities that can be, and should be, prepared for providing event assistance,**
16 **limited response support and immediate post-event flight activities.**

17 **(B) Tier 2 facilities that can be, and should be, prepared for providing event assistance,**
18 **limited response support and return to flight activities within one month post-event.**

19 **(C) Tier 3 facilities that can be, and should be, prepared for providing event assistance,**
20 **including limited response support, and return to flight activities within three months post-**
21 **event.**

22 **(D) Special function facilities as outlined in state plans related to resilience.**

23 **(b) Priorities for replacement of standardized critical equipment and a process for**
24 **standardization of equipment.**

NOTE: Matter in **boldfaced** type in an amended section is new; matter *[italic and bracketed]* is existing law to be omitted. New sections are in **boldfaced** type.

1 **(c) Identification of potential partnerships for mission-specific activities in support of**
2 **Oregon’s statewide resilience posture.**

3 **(d) Identification of baseline equipment for designated response and recovery facilities,**
4 **including at least the following:**

5 **(A) Generators.**

6 **(B) Resilient fuel distribution and storage.**

7 **(C) Shelters.**

8 **(D) Communications equipment.**

9 **(E) Potable water and sanitation facilities.**

10 **(4) The Oregon Department of Aviation shall submit a report in the manner provided by**
11 **ORS 192.245, and may include recommendations for legislation, to the interim committees**
12 **of the Legislative Assembly related to transportation no later than January 1, 2024.**

13 **SECTION 2.** **Section 1 of this 2023 Act is repealed on January 2, 2024.**

14 **SECTION 3.** **This 2023 Act being necessary for the immediate preservation of the public**
15 **peace, health and safety, an emergency is declared to exist, and this 2023 Act takes effect**
16 **on its passage.**

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