

Multiple Agency Fiscal Note Summary

Bill Number: 1498 HB	Title: Aviation assurance funding
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Estimated Cash Receipts

NONE

Agency Name	2023-25		2025-27		2027-29	
	GF- State	Total	GF- State	Total	GF- State	Total
Local Gov. Courts						
Loc School dist-SPI						
Local Gov. Other	Non-zero but indeterminate cost and/or savings. Please see discussion.					
Local Gov. Total						

Estimated Operating Expenditures

Agency Name	2023-25				2025-27				2027-29			
	FTEs	GF-State	NGF-Outlook	Total	FTEs	GF-State	NGF-Outlook	Total	FTEs	GF-State	NGF-Outlook	Total
Washington State Patrol	Non-zero but indeterminate cost and/or savings. Please see discussion.											
State Conservation Commission	.8	0	0	221,824	.8	0	0	221,824	.8	0	0	221,824
State Conservation Commission	In addition to the estimate above, there are additional indeterminate costs and/or savings. Please see individual fiscal note.											
Department of Natural Resources	.3	92,800	92,800	92,800	.3	92,800	92,800	92,800	.3	92,800	92,800	92,800
Total \$	1.1	92,800	92,800	314,624	1.1	92,800	92,800	314,624	1.1	92,800	92,800	314,624

Agency Name	2023-25			2025-27			2027-29		
	FTEs	GF-State	Total	FTEs	GF-State	Total	FTEs	GF-State	Total
Local Gov. Courts									
Loc School dist-SPI									
Local Gov. Other	Non-zero but indeterminate cost and/or savings. Please see discussion.								
Local Gov. Total									

Estimated Capital Budget Expenditures

Agency Name	2023-25			2025-27			2027-29		
	FTEs	Bonds	Total	FTEs	Bonds	Total	FTEs	Bonds	Total
Washington State Patrol	.0	0	0	.0	0	0	.0	0	0
State Conservation Commission	.0	0	0	.0	0	0	.0	0	0
Department of Natural Resources	.0	0	0	.0	0	0	.0	0	0
Total \$	0.0	0	0	0.0	0	0	0.0	0	0

Agency Name	2023-25			2025-27			2027-29		
	FTEs	GF-State	Total	FTEs	GF-State	Total	FTEs	GF-State	Total
Local Gov. Courts									
Loc School dist-SPI									
Local Gov. Other	Non-zero but indeterminate cost and/or savings. Please see discussion.								
Local Gov. Total									

Estimated Capital Budget Breakout

NONE

Prepared by: Matthew Hunter, OFM	Phone: (360) 529-7078	Date Published: Final
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Individual State Agency Fiscal Note

Bill Number: 1498 HB	Title: Aviation assurance funding	Agency: 225-Washington State Patrol
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Part I: Estimates

No Fiscal Impact

Estimated Cash Receipts to:

NONE

Estimated Operating Expenditures from:

Non-zero but indeterminate cost and/or savings. Please see discussion.

Estimated Capital Budget Impact:

NONE

The cash receipts and expenditure estimates on this page represent the most likely fiscal impact. Factors impacting the precision of these estimates, and alternate ranges (if appropriate), are explained in Part II.

Check applicable boxes and follow corresponding instructions:

- If fiscal impact is greater than \$50,000 per fiscal year in the current biennium or in subsequent biennia, complete entire fiscal note form Parts I-V.
- If fiscal impact is less than \$50,000 per fiscal year in the current biennium or in subsequent biennia, complete this page only (Part I).
- Capital budget impact, complete Part IV.
- Requires new rule making, complete Part V.

Legislative Contact: Robert Hatfield	Phone: 360-786-7117	Date: 01/23/2023
Agency Preparation: Yvonne Ellison	Phone: 360-596-4042	Date: 01/26/2023
Agency Approval: Mario Buono	Phone: (360) 596-4046	Date: 01/26/2023
OFM Review: Tiffany West	Phone: (360) 890-2653	Date: 01/26/2023

Part II: Narrative Explanation

II. A - Brief Description Of What The Measure Does That Has Fiscal Impact

Significant provisions of the bill and any related workload or policy assumptions that have revenue or expenditure impact on the responding agency by section number.

The proposed legislation does not directly involve the Washington State Patrol (WSP), but it may have an indirect fiscal impact.

New Section 2 creates the Aviation Assurance Fund Office within the Conservation Commission to administer and award aviation assurance funding to local fire suppression entities for reimbursement of costs associated with the early use of fire suppression aircraft.

II. B - Cash receipts Impact

Cash receipts impact of the legislation on the responding agency with the cash receipts provisions identified by section number and when appropriate, the detail of the revenue sources. Description of the factual basis of the assumptions and the method by which the cash receipts impact is derived. Explanation of how workload assumptions translate into estimates. Distinguished between one time and ongoing functions.

NONE

II. C - Expenditures

Agency expenditures necessary to implement this legislation (or savings resulting from this legislation), with the provisions of the legislation that result in the expenditures (or savings) identified by section number. Description of the factual basis of the assumptions and the method by which the expenditure impact is derived. Explanation of how workload assumptions translate into cost estimates. Distinguished between one time and ongoing functions.

The Chief of the WSP is responsible for authorizing mobilizations under the Washington State Fire Service Mobilization Plan, requiring reimbursement for related costs to state agencies and local jurisdictions. The proposed legislation would allow for the early intervention of fire suppression aircraft in fighting wildland fires. This could result in a reduction of wildland fires that require a statewide mobilization response.

It is not possible to know the number or severity of mobilization responses that could be avoided as a result of early intervention with fire suppression aircraft, but the following examples are provided to illustrate some potential costs related to mobilization that could be avoided.

The figures below provide costs for a wildfire mobilization response ranging from three strike teams for three days (\$164,597) to five strike teams for three days (\$199,141). Costs of non-fire service resources, such as tactical aircraft, heavy equipment, and hand crews vary widely by incident and are not included in these estimates.

3 strike teams/3 days	
Equipment	\$31,997
Personnel	\$121,301
Support	\$11,299
Total	\$164,597

5 strike teams/3 days	
Equipment	\$52,484
Personnel	\$128,578
Support	\$18,079
Total	\$199,141

Part III: Expenditure Detail

III. A - Operating Budget Expenditures

Non-zero but indeterminate cost and/or savings. Please see discussion.

III. B - Expenditures by Object Or Purpose

Non-zero but indeterminate cost and/or savings. Please see discussion.

III. C - Operating FTE Detail: *FTEs listed by classification and corresponding annual compensation. Totals agree with total FTEs in Part I and Part IIIA.*

NONE

III. D - Expenditures By Program (optional)

NONE

Part IV: Capital Budget Impact

IV. A - Capital Budget Expenditures

NONE

IV. B - Expenditures by Object Or Purpose

NONE

IV. C - Capital Budget Breakout

Acquisition and construction costs not reflected elsewhere on the fiscal note and description of potential financing methods.

NONE

IV. D - Capital FTE Detail: *FTEs listed by classification and corresponding annual compensation. Totals agree with total FTEs in Part IVB.*

NONE

Part V: New Rule Making Required

Provisions of the bill that require the agency to adopt new administrative rules or repeal/revise existing rules.

Individual State Agency Fiscal Note

Bill Number: 1498 HB	Title: Aviation assurance funding	Agency: 471-State Conservation Commission
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Part I: Estimates

No Fiscal Impact

Estimated Cash Receipts to:

NONE

Estimated Operating Expenditures from:

	FY 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years	0.8	0.8	0.8	0.8	0.8
Account					
Wildfire Response, Forest Restoration-State New-1	110,912	110,912	221,824	221,824	221,824
Total \$	110,912	110,912	221,824	221,824	221,824

In addition to the estimates above, there are additional indeterminate costs and/or savings. Please see discussion.

Estimated Capital Budget Impact:

NONE

The cash receipts and expenditure estimates on this page represent the most likely fiscal impact. Factors impacting the precision of these estimates, and alternate ranges (if appropriate), are explained in Part II.

Check applicable boxes and follow corresponding instructions:

- If fiscal impact is greater than \$50,000 per fiscal year in the current biennium or in subsequent biennia, complete entire fiscal note form Parts I-V.
- If fiscal impact is less than \$50,000 per fiscal year in the current biennium or in subsequent biennia, complete this page only (Part I).
- Capital budget impact, complete Part IV.
- Requires new rule making, complete Part V.

Legislative Contact: Robert Hatfield	Phone: 360-786-7117	Date: 01/23/2023
Agency Preparation: Karla Heinitz	Phone: 360-878-4666	Date: 01/30/2023
Agency Approval: Ron Shultz	Phone: 360-790-5994	Date: 01/30/2023
OFM Review: Matthew Hunter	Phone: (360) 529-7078	Date: 01/30/2023

Part II: Narrative Explanation

II. A - Brief Description Of What The Measure Does That Has Fiscal Impact

Significant provisions of the bill and any related workload or policy assumptions that have revenue or expenditure impact on the responding agency by section number.

HB 1498 establishes the aviation assurance fund office at the Conservation Commission. Section 2(2) requires the Commission to provide staff to support the office. Section (2)(3) sets forth several responsibilities for the office, including:
Convene and administer a new aviation assurance fund board;
Administer and award aviation assurance funding to local fire suppression entities consistent with recommendations from the board;
Prepare and submit an annual report to the legislature. Topics of the report are detailed in the bill.

Section 3 requires the establishment of an aviation assurance fund board. The Commission is to approve the members of the board. Membership is detailed in the bill.

Section 3(3)(a-e) details the responsibilities of the board.

Sections 2 and 3 have fiscal impact on the Commission. Staff will be needed to support the creation of the program and to implement the provisions of the statute. Staff will be required to process claims for assurance funding. Although funding will mostly be needed during the summer fire season, recent fire trends and the growing impacts of climate change suggest the types of small fires subject of the bill could happen any time of year. So staff will need to be able to respond to funding requests year-round.

Staff will also need to start up the board established in the bill. This would include solicitation of names for the board, submittal of the names to the Commission for approval, establishing board procedures, staffing board meetings which would include pre-meeting details, meeting support, and post-meeting work.

The Commission assumes board members will meet initially on a monthly basis to establish the program and the work of the board. Meetings would last approximately 3-4 hours per month. After 4 months of the initial meetings, the board would meet quarterly for 3-4 hours.

The aviation assurance fund board would be responsible for reviewing the initial needs of local fire suppression entities around the state; establishing criteria to guide the award of aviation assurance funding; reviewing applications for aviation assurance funding. Entering into prequalification agreements at the beginning of fire season, and reviewing lessons learned for improvements to the state's initial wildland attack capabilities.

II. B - Cash receipts Impact

Cash receipts impact of the legislation on the responding agency with the cash receipts provisions identified by section number and when appropriate, the detail of the revenue sources. Description of the factual basis of the assumptions and the method by which the cash receipts impact is derived. Explanation of how workload assumptions translate into estimates. Distinguished between one time and ongoing functions.

II. C - Expenditures

Agency expenditures necessary to implement this legislation (or savings resulting from this legislation), with the provisions of the legislation that result in the expenditures (or savings) identified by section number. Description of the factual basis of the assumptions and the method by which the expenditure impact is derived. Explanation of how workload assumptions translate into cost estimates. Distinguished between one time and ongoing functions.

Section 2. (1) establishes the aviation assurance fund office in the State Conservation Commission (SCC).

Funding for the aviation assurance fund office is subject to the availability of amounts appropriated. Currently, there isn't funding in the Wildfire Response, Forest Restoration, and Community Resilience account. General Fund-State funding would be needed to fund this office and associated costs.

Commission staff will be needed to support the aviation assurance fund office and the work of the board.

Staffing needs are estimated based on SCC's work with other programs within the agency.

Staff requirements to support the establishment of the fund and develop the process for claims and payments. Staff will then process claims, make payments, and provide oversight on the accounts. Goods and services are estimated for new computers, software, technology maintenance, and meeting costs in person or virtual.

A Management Analyst 5 .2 FTE would oversee the program and work with the aviation assurance fund board and management of the office, an Environmental Planner 4 .5 FTE would assist with writing the annual report and work with local fire departments and local aviation companies. A Contracts Specialist 3, .1 FTE would process invoices and oversee contracts with local aviation companies.

Funding for the aviation assurance fund office for staff and contracts for local aviation contracts and other expenses are indeterminate. It is unknown how many local fire departments would participate. Costs for local aviation contracts are indeterminate because it's unknown how many fires will occur during fire season and require an aviation response envisioned in this bill.

The bill sets forth several reporting requirements and other activities for the board and program staff. The Commission assumes board members will meet initially monthly to establish the program and the work of the board. Meetings would last approximately 3-4 hours per month. After 4 months of initial meetings, the board would meet quarterly for 3-4 hours.

Part III: Expenditure Detail

III. A - Operating Budget Expenditures

Account	Account Title	Type	FY 2024	FY 2025	2023-25	2025-27	2027-29
New-1	Wildfire Response, Forest Restoration	State	110,912	110,912	221,824	221,824	221,824
Total \$			110,912	110,912	221,824	221,824	221,824

In addition to the estimates above, there are additional indeterminate costs and/or savings. Please see discussion.

III. B - Expenditures by Object Or Purpose

	FY 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years	0.8	0.8	0.8	0.8	0.8
A-Salaries and Wages	71,046	71,046	142,092	142,092	142,092
B-Employee Benefits	24,866	24,866	49,732	49,732	49,732
C-Professional Service Contracts					
E-Goods and Other Services	15,000	15,000	30,000	30,000	30,000
G-Travel					
J-Capital Outlays					
M-Inter Agency/Fund Transfers					
N-Grants, Benefits & Client Services					
P-Debt Service					
S-Interagency Reimbursements					
T-Intra-Agency Reimbursements					
9-					
Total \$	110,912	110,912	221,824	221,824	221,824

In addition to the estimates above, there are additional indeterminate costs and/or savings. Please see discussion.

III. C - Operating FTE Detail: *List FTEs by classification and corresponding annual compensation. Totals need to agree with total FTEs in Part I and Part IIIA*

Job Classification	Salary	FY 2024	FY 2025	2023-25	2025-27	2027-29
Contracts Specialist 3, Range 59 Step L	80,952	0.1	0.1	0.1	0.1	0.1
Environmental Planner 4, Range 63 Step L	89,292	0.5	0.5	0.5	0.5	0.5
Management Analyst 5, Range 64 Step L	91,524	0.2	0.2	0.2	0.2	0.2
Total FTEs		0.8	0.8	0.8	0.8	0.8

III. D - Expenditures By Program (optional)

NONE

Part IV: Capital Budget Impact

IV. A - Capital Budget Expenditures

NONE

IV. B - Expenditures by Object Or Purpose

NONE

IV. C - Capital Budget Breakout

Acquisition and construction costs not reflected elsewhere on the fiscal note and description of potential financing methods.

NONE

IV. D - Capital FTE Detail: *FTEs listed by classification and corresponding annual compensation. Totals agree with total FTEs in Part IVB.*

NONE

Part V: New Rule Making Required

Provisions of the bill that require the agency to adopt new administrative rules or repeal/revise existing rules.

Individual State Agency Fiscal Note

Bill Number: 1498 HB	Title: Aviation assurance funding	Agency: 490-Department of Natural Resources
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Part I: Estimates

No Fiscal Impact

Estimated Cash Receipts to:

NONE

Estimated Operating Expenditures from:

	FY 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years	0.3	0.3	0.3	0.3	0.3
Account					
General Fund-State 001-1	46,400	46,400	92,800	92,800	92,800
Total \$	46,400	46,400	92,800	92,800	92,800

Estimated Capital Budget Impact:

NONE

The cash receipts and expenditure estimates on this page represent the most likely fiscal impact. Factors impacting the precision of these estimates, and alternate ranges (if appropriate), are explained in Part II.

Check applicable boxes and follow corresponding instructions:

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- If fiscal impact is less than \$50,000 per fiscal year in the current biennium or in subsequent biennia, complete this page only (Part I).
- Capital budget impact, complete Part IV.
- Requires new rule making, complete Part V.

Legislative Contact: Robert Hatfield	Phone: 360-786-7117	Date: 01/23/2023
Agency Preparation: Angela Konen	Phone: 360-902-2165	Date: 01/26/2023
Agency Approval: Nicole Dixon	Phone: 360-902-1155	Date: 01/26/2023
OFM Review: Lisa Borkowski	Phone: (360) 742-2239	Date: 01/26/2023

Part II: Narrative Explanation

II. A - Brief Description Of What The Measure Does That Has Fiscal Impact

Significant provisions of the bill and any related workload or policy assumptions that have revenue or expenditure impact on the responding agency by section number.

Section 3: The bill established an aviation assurance fund board convened by the State Conservation Commission. The board includes representatives from local fire suppression entities, the wildland fire liaison within the Department of Natural Resources (DNR), and the State Fire Marshal. The board must review the local fire suppression needs, establish criteria to award funding, review funding applications, established prequalification agreements with local fire suppression entities annually and report to the legislature annually.

II. B - Cash receipts Impact

Cash receipts impact of the legislation on the responding agency with the cash receipts provisions identified by section number and when appropriate, the detail of the revenue sources. Description of the factual basis of the assumptions and the method by which the cash receipts impact is derived. Explanation of how workload assumptions translate into estimates. Distinguished between one time and ongoing functions.

II. C - Expenditures

Agency expenditures necessary to implement this legislation (or savings resulting from this legislation), with the provisions of the legislation that result in the expenditures (or savings) identified by section number. Description of the factual basis of the assumptions and the method by which the expenditure impact is derived. Explanation of how workload assumptions translate into cost estimates. Distinguished between one time and ongoing functions.

DNR requires 0.25 FTE WMS Band 2 as the member representing the local wildland fire liaison within DNR to participate in the Aviation Assurance Fund Board. The WMS2 will attend meetings and work with other board members to fulfill requirements and activities of the board, including annual reporting to the Legislature.

As stated in the bill, the aviation assurance fund may not be used for emergency fire costs or suppression costs as defined in RCW 76.04.005. Additionally, DNR assumes this new program through the Wildfire Response, Forest Restoration and Community Resilience Account will not impact the funding to the programs already funded through this account.

Total costs are \$46,400 per fiscal year (FY) beginning in FY 2024 and on-going.

Goods and services and travel are calculated on actual program averages per person.

Administrative costs are calculated at 31% of staff salary and benefits and staff-related goods and services and travel. For fiscal note purposes, this cost is represented as a Fiscal Analyst 2 position.

Part III: Expenditure Detail

III. A - Operating Budget Expenditures

Account	Account Title	Type	FY 2024	FY 2025	2023-25	2025-27	2027-29
001-1	General Fund	State	46,400	46,400	92,800	92,800	92,800
Total \$			46,400	46,400	92,800	92,800	92,800

III. B - Expenditures by Object Or Purpose

	FY 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years	0.3	0.3	0.3	0.3	0.3
A-Salaries and Wages	25,300	25,300	50,600	50,600	50,600
B-Employee Benefits	8,000	8,000	16,000	16,000	16,000
C-Professional Service Contracts					
E-Goods and Other Services	2,400	2,400	4,800	4,800	4,800
G-Travel	200	200	400	400	400
J-Capital Outlays					
M-Inter Agency/Fund Transfers					
N-Grants, Benefits & Client Services					
P-Debt Service					
S-Interagency Reimbursements					
T-Intra-Agency Reimbursements	10,500	10,500	21,000	21,000	21,000
9-					
Total \$	46,400	46,400	92,800	92,800	92,800

III. C - Operating FTE Detail: *List FTEs by classification and corresponding annual compensation. Totals need to agree with total FTEs in Part I and Part IIIA*

Job Classification	Salary	FY 2024	FY 2025	2023-25	2025-27	2027-29
Fiscal Analyst 2	55,842	0.1	0.1	0.1	0.1	0.1
WMS Band 2	101,268	0.3	0.3	0.3	0.3	0.3
Total FTEs		0.3	0.3	0.3	0.3	0.3

III. D - Expenditures By Program (optional)

NONE

Part IV: Capital Budget Impact

IV. A - Capital Budget Expenditures

NONE

IV. B - Expenditures by Object Or Purpose

NONE

IV. C - Capital Budget Breakout

Acquisition and construction costs not reflected elsewhere on the fiscal note and description of potential financing methods.

NONE

IV. D - Capital FTE Detail: *FTEs listed by classification and corresponding annual compensation. Totals agree with total FTEs in Part IVB.*

NONE

Part V: New Rule Making Required

Provisions of the bill that require the agency to adopt new administrative rules or repeal/revise existing rules.

LOCAL GOVERNMENT FISCAL NOTE

Department of Commerce

Bill Number: 1498 HB

Title: Aviation assurance funding

Part I: Jurisdiction-Location, type or status of political subdivision defines range of fiscal impacts.

Legislation Impacts:

- Cities:
- Counties:
- Special Districts: Fire protection districts would be able to enter into prequalification or preemptive service agreements for reimbursement for expenses incurred to private aerial firefighting contractors during wildfire season.
- Specific jurisdictions only: Fire protection districts that have representatives selected for the Aviation Assurance Fund Board (Board) may have travel costs for meetings and staff time for Board activities.
- Variance occurs due to:

Part II: Estimates

- No fiscal impacts.
- Expenditures represent one-time costs:
- Legislation provides local option: Entering into prequalification or preemptive service agreements with the Aviation Assurance Fund Office are a local option.
- Key variables cannot be estimated with certainty at this time: Amount of funding for the Aviation Assurance Fund Office for the specific purposes of this act have not been established; number of contracts for aerial firefighting capacity would vary year-to-year.

Estimated revenue impacts to:

Non-zero but indeterminate cost and/or savings. Please see discussion.

Estimated expenditure impacts to:

Non-zero but indeterminate cost and/or savings. Please see discussion.

Part III: Preparation and Approval

Fiscal Note Analyst: Allan Johnson	Phone: 360-725-5033	Date: 01/30/2023
Leg. Committee Contact: Robert Hatfield	Phone: 360-786-7117	Date: 01/23/2023
Agency Approval: Alice Zillah	Phone: 360-725-5035	Date: 01/30/2023
OFM Review: Matthew Hunter	Phone: (360) 529-7078	Date: 01/30/2023

Part IV: Analysis

A. SUMMARY OF BILL

Description of the bill with an emphasis on how it impacts local government.

This legislation would establish an office to administer funding to support local fire departments that use aviation companies certified and trained to operate in wildland fires. The bill would allow for reimbursement for invoices of an aviation services used for early fire suppression, primarily during the initial attack phase of firefighting operations. The goal of this act would be to provide assurance that a local fire department would have enough funding to effectively control wildland fires throughout the fire season.

Sec. 2 would establish the Aviation Assurance Fund Office within the State Conservation Commission.

Sec. 3 would establish Aviation Assurance Fund Board that would be partially staffed with local fire suppression entities serving areas located east and west of the Cascades.

Sec. 4 would establish funding for the specific purposes of this act. Funding for eligible local fire suppression entities is subject to prequalification or preemptive service agreements, and these entities must have incurred actual costs during the wildland fire season to contract for private aerial fire response capabilities.

Sec. 5 would authorize funding for the Aviation Assurance Funding Program from the Wildfire Response, Forest Restoration, and Community Resilience Account.

Sec. 6 Sections 1 through 4 of this act would constitute a new chapter in Title 89 RCW.

B. SUMMARY OF EXPENDITURE IMPACTS

Expenditure impacts of the legislation on local governments with the expenditure provisions identified by section number and when appropriate, the detail of expenditures. Delineated between city, county and special district impacts.

This legislation would have indeterminate expenditure impacts for local governments that have representatives selected to the Aviation Assurance Fund Board (Board).

POTENTIAL COSTS RELATED TO THE AVIATION FUND ASSURANCE BOARD:

Meeting Costs:

Indeterminate –The State Conservation Commission indicate that meetings planned pursuant to Board activities would be virtual, which would have minimal costs. However, if meetings were to be in person at a later date, an illustrative example is provided below.

Board members would be selected based on their geographic location, two members would be from fire services in eastern Washington, and one would be selected from fire services in western Washington. These members may have the costs to participate in Board activities and assist the State Conservation Commission (SCC). If all meetings were held virtually, the costs would be minimal. The SCC indicate that there would be monthly meetings to establish the initial work plans of the Board that would last approximately 3 to 4 hours each. After 4 months, the meetings would move to quarterly frequency, and still remain about 3 to 4 hours in length.

Illustrative example of meeting costs:

The jurisdiction of the representatives cannot be known in advance, however the following illustrative example describes potential meeting costs that could apply to impacted jurisdictions for quarterly meetings located at the SCC headquarters in Olympia.

--4 meetings held at the State Conservation Commission's headquarters in Olympia.

- One representative is from Port Angeles Fire Protection District No. 2.
- Two representatives are from Walla Walla County Fire Protection District No. 4 in Walla Walla and Okanogan County

Fire Protection District No. 8 in Okanogan

- Per diem rate applied to representatives costs for travel and lodging.
- Costs are calculated with the Local Government Fiscal Note Program Travel Calculator.

City representatives would have costs per meeting of \$437 and a total cost of \$1,748

County representatives would have costs per meeting of \$1,806 and a total cost of \$7,224

Each meeting for representatives in this illustrative example would cost \$2,243 and have a total annual cost of \$8,972.

Costs to Support the Aviation Assurance Fund Board:

Indeterminate – There may be costs related to performing Board activities for local department representatives that are selected for Board positions. Work for local fire departments may be approximately 21 to 28 hours per year, per representative, for support activities related to the Board's work as outlined below. Costs for staff time would vary depending on which jurisdiction has members selected to the Board, and cannot be known in advance.

Based on State Conservation Commission's assumptions, the Board would meet initially on a monthly basis to establish the work of the Board for 3 to 4 hours each meeting (4 monthly meetings x 3 hours = 12 hours; 4 monthly meetings x 4 hours = 16), the Board would then meet quarterly for the same amount of time per meeting (3 quarterly meetings x 3 hours = 9 hours; 3 quarterly meetings x 4 hours = 12 hours). The range of time assumed by the SCC for the purposes of the Aviation Assurance Fund Board would be 21 to 28 hours of staff time.

Board activities would include: stakeholder engagement to reviewing the initial attack needs of local fire suppression entities around the state, establishing criteria to guide the award of aviation assurance funding, reviewing applications for aviation assurance funding and making funding available consistent with the criteria established by the board, entering into prequalification agreements at the beginning of each fire season with local fire departments that have been awarded funding for that fire season, and reviewing recent wildland fire responses and developing recommendations for improvements to the state's initial wildland fire attack capabilities, which would be included in the Aviation Assurance Fund Office's annual report.

ASSUMPTIONS: This legislation would apply to county fire protection districts and regional fire protection service authorities but would not apply to city fire departments.

C. SUMMARY OF REVENUE IMPACTS

Revenue impacts of the legislation on local governments, with the revenue provisions identified by section number, and when appropriate, the detail of revenue sources. Delineated between city, county and special district impacts.

This legislation would have indeterminate revenue impacts for local governments that use contracted aerial firefighting services for the initial attack phase of a firefighting strategy. The amount of revenue that may be recovered for contracted services would depend on amounts appropriated for the purposes of this act. If costs exceed amounts appropriated for the purposes of this act, the actual reimbursement awards would be prorated by the Aviation Assurance Funding Office.

Illustrative Example of Contract Aerial Firefighting Costs:

The Department of Natural Resources (DNR) reported that there were a total of 336 incidents responded to with contract fixed-wing aircraft during the 2020 fire season. These aircraft dropped 1,793,124 gallons of water (or equivalent) and had combined flight time of approximately 1,058 hours. The Local Government Fiscal Note Program estimates that the weighted average costs of all drops across different contracted fixed-wing aircraft types was \$1.69/gal, equating to an estimated cost of \$3,048,311.

DNR reported that there were a total of 41 incidents responded to with contract helicopters during the 2020 fire season. These aircraft dropped 1,417,330 gallons of water (or equivalent) and had combined flight time of approximately 272 hours. The Local Government Fiscal Note Program estimates that the weighted average costs of all drops across different contracted helicopter aircraft types was \$0.80/gal, equating to an estimated cost of \$1,133,864.

Contract Fixed-wing Scooper Aircraft Type Drop Costs:

EU Fireboss: 1,726,920 gallons from 2,793 tanks. Average 618/gal/tank. Cost per drop \$1,045 at \$1.69/gal

CWN Fireboss: 66,050 gallons from 116 tanks. Average 569/gal/tank. Cost per drop \$945 at \$1.66/gal

Contract Type I Helicopter Aircraft Type Drop Costs:

Type I KMAX: 1,342,800 gallons from 2,034 buckets. Average of 660/gal/bucket. Cost per drop \$455 at \$0.69/gal

Type I NW UH-60: 60,020 gallons from 98 buckets. Average of 612/gal/bucket. Cost per drop \$1,659 at \$2.71/gal

Overview of Private Contract Aerial Firefighting Capacity Costs:

The U.S. Forest Service Aerial Firefighting Use and Effectiveness (AFUE) Study defines and initial attack as aerial firefighters applying water, water enhancers, or long-term retardant with the initial responding resources only when the fire was smaller than 100 acres in timber or 300 acres in grass/shrub.

There are many variables that affect the number of gallons per day that an aircraft can drop on a fire during the initial attack phase. These variables include the aircraft's speed, range, distance to reload and refuel, drop capacity, and time required to reload and refuel. These aircraft have different costs depending on their capacity to hold water and fire retardant. The following are different types of aircraft that are owned by private companies which contract with states and firefighting agencies:

Very Large Aircraft Tankers (VLATS) are DC-10's or Boeing 747's that can carry more than 11,000 gallons of retardant. The cost for each drop is \$65,000 plus about \$22,000 an hour in flight time.

Large Air Tankers (LATS) which can carry about 3,000 gallons of retardant. These planes run about \$9,000 to \$12,000 per drop plus flight time.

Single Engine Aircraft Tankers (SEATS) carry about 600-800 gallons of retardant at a time. Costs for retardant ranges from \$2/gal (U.S. Forest Service) to \$6/gal (MyNews4) at average of \$4/gal for costs surveyed $(\$6/\text{gal} + \$2/\text{gal}) / 2 = \$4/\text{gal}$. 600 to 800 gallons of retardant would approximate to \$2,400 to a \$3,200 per drop plus flight time costs. The AUFEE study found that although SEATs had a similar breakdown of drop objectives with LATs and VLATs, they were used more frequently for initial attack and entail widely different logistical considerations concerning response time, cruising speed, drop volume, etc.

Scoopers can carry more than 1,600 gallons of water, which they collect from waterbodies near, or on route to, active wildfires. Given their ability to reload from water bodies, scoopers exhibit similar use characteristics for initial attack firefighting as helicopters. For 2020, DNR reported that all Scoopers-type contract fixed-wing aircraft responded to 336 total incidents carrying at least 1,793,124 gallons of water or equivalent, and have a weighted average cost per gallon of \$1.69.

EU Fireboss $(1,726,920 \text{ gallons} \times \$1.69) = \$2,918,495 / 1,793,124 \text{ gallons} = \$1.627/\text{gal}$

CWN Fireboss $(66,050 \text{ gallons} \times \$1.66) = \$109,643 / 1,793,124 \text{ gallons} = \$0.061/\text{gal}$

CL-215 Scoopers $(154 \text{ gallons} \times \$4.47) = \$688.38 / 1,793,124 \text{ gallons} = \$0.0003/\text{gal}$

Weighted average costs: $\$1.627/\text{gal} + \$0.061/\text{gal} + \$0.0003/\text{gal} = \$1.69/\text{gal}$

Helicopters are defined by their capacity and aerial firefighting capability in one of three types, Type 1 being capable of lifting more than 1,600 gallons. For Helicopter Types I through III, the average service rates per hour was \$2,353 across 80 different types under contract by the U.S. Forest Service for contracts awarded from 2018 to 2021. For 2020, DNR reported that contract helicopters responded to 41 total incidents carrying at least 1,417,330 gallons of water or equivalent, and have a weighted average cost of approximately \$0.80 per gallon.

Type I KMAX (1,342,800 gallons x \$0.69) = \$926,532 / 1,417,330 = \$0.653/gal
Type I NW UH-60 (60,020 gallons x \$2.71) = \$162,654 / 1,417,330 = \$0.114/gal
Type II NW Helos (8,750 gallons x \$4.03) = \$35,263 / 1,417,330 = \$0.024/gal
Type III Hillcrest (5,760 gallons x \$2.22) = \$12787.2 / 1,417,330 = \$0.009/gal
Weighted average costs: \$0.653/gal + \$0.114/gal + \$0.024/gal + \$0.009/gal = \$0.80/gal

SOURCES:

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US Department of Agriculture, Forest Services, "The Aerial Firefighting Use and Effectiveness (AFUE) Study" (March 2020)
US Department of Agriculture, Forest Services, Flight-Rate Charts Effective February 16, 2021 for Contracts Awarded 2018-2021