

# Multiple Agency Fiscal Note Summary

<b>Bill Number:</b> 1498 S HB	<b>Title:</b> 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.											
Military Department	.0	0	0	0	.0	0	0	0	.0	0	0	0
State Conservation Commission	.0	0	0	0	.0	0	0	0	.0	0	0	0
Department of Natural Resources	2.6	834,400	834,400	834,400	2.6	661,600	661,600	661,600	2.6	661,600	661,600	661,600
<b>Total \$</b>	<b>2.6</b>	<b>834,400</b>	<b>834,400</b>	<b>834,400</b>	<b>2.6</b>	<b>661,600</b>	<b>661,600</b>	<b>661,600</b>	<b>2.6</b>	<b>661,600</b>	<b>661,600</b>	<b>661,600</b>

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
Military Department	.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
<b>Total \$</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>

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

<b>Prepared by:</b> Lisa Borkowski, OFM	<b>Phone:</b> (360) 742-2239	<b>Date Published:</b> Final 2/23/2023
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# Individual State Agency Fiscal Note

<b>Bill Number:</b> 1498 S HB	<b>Title:</b> Aviation assurance funding	<b>Agency:</b> 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: 02/16/2023
Agency Preparation: Yvonne Ellison	Phone: 360-596-4042	Date: 02/17/2023
Agency Approval: Shawn Eckhart	Phone: 360-596-4083	Date: 02/17/2023
OFM Review: Tiffany West	Phone: (360) 890-2653	Date: 02/17/2023

## 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.

The substitute version of the proposed legislation changes the responsibility for providing funding support for aviation resources in wildland fire response from a newly created Aviation Assurance Fund Office to the Department of Natural Resources (DNR). This change does not change our assumptions about the potential fiscal impact.

### 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

<b>Bill Number:</b> 1498 S HB	<b>Title:</b> Aviation assurance funding	<b>Agency:</b> 245-Military Department
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## Part I: Estimates

**No Fiscal Impact**

**Estimated Cash Receipts to:**

NONE

**Estimated Operating Expenditures from:**

NONE

**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: 02/16/2023
Agency Preparation: Serina Roberts	Phone: 2535127388	Date: 02/21/2023
Agency Approval: Timothy Rajcevich	Phone: 2535127596	Date: 02/21/2023
OFM Review: Cheri Keller	Phone: (360) 584-2207	Date: 02/21/2023

## 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.*

There is no fiscal impact to the Military Department in this bill.

### 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.*

## Part III: Expenditure Detail

### III. A - Operating Budget Expenditures

NONE

### III. B - Expenditures by Object Or Purpose

NONE

**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

<b>Bill Number:</b> 1498 S HB	<b>Title:</b> Aviation assurance funding	<b>Agency:</b> 471-State Conservation Commission
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## Part I: Estimates

**No Fiscal Impact**

**Estimated Cash Receipts to:**

NONE

**Estimated Operating Expenditures from:**

NONE

**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: 02/16/2023
Agency Preparation: Karla Heinitz	Phone: 360-878-4666	Date: 02/16/2023
Agency Approval: Ron Shultz	Phone: 360-790-5994	Date: 02/16/2023
OFM Review: Matthew Hunter	Phone: (360) 529-7078	Date: 02/16/2023

## 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.*

No fiscal impact to the State Conservation Commission.

The Substitute bill removes the State Conservation Commission from the aviation assurance funding in wildland fires and from creating an aviation assurance fund office.

The Department of Natural Resources will provide aviation resources to local and tribal fire departments statewide.

### 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.*

## Part III: Expenditure Detail

### III. A - Operating Budget Expenditures

NONE

### III. B - Expenditures by Object Or Purpose

NONE

**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

<b>Bill Number:</b> 1498 S HB	<b>Title:</b> Aviation assurance funding	<b>Agency:</b> 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	2.6	2.6	2.6	2.6	2.6
<b>Account</b>					
General Fund-State 001-1	503,600	330,800	834,400	661,600	661,600
<b>Total \$</b>	503,600	330,800	834,400	661,600	661,600

### 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: 02/16/2023
Agency Preparation: Zoe Catron	Phone: 360-902-1121	Date: 02/23/2023
Agency Approval: Brian Considine	Phone: 3604863469	Date: 02/23/2023
OFM Review: Lisa Borkowski	Phone: (360) 742-2239	Date: 02/23/2023

## 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.*

Differences between HB 1498 and SHB 1498:

HB 1498 would create the Aviation Assurance Fund Office within the State Conservation District to convene a board, administer and award funding for local fire suppression entities, and prepare and submit an annual report.

SHB 1498 strikes the majority of HB 1498 and will require the Department of Natural Resources to:

- Section 2: Will direct DNR to provide an annual report to the legislature including the dollar value utilized by local and tribal fire departments, the specific departments and fires, and lessons learned. It will also require DNR to consult with partners regarding aviation performance and determine aviation needs.
- Section 3(1): Will authorize DNR to provide initial attack aviation support to local and tribal fire departments.
- Section 3(2): Will set the requirements for the use of funding from Section 3(1).
- Section 4: Will require DNR to convene a workgroup and submit an annual report to the Wildfire Advisory Committee and appropriate committees of the legislature.

### 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.*

To implement Section 2 DNR will need the following resources:

Wildland Fire Program Coordinator 2 - 1.0 FTE in FY 24 and ongoing - This position will work to identify Fire Service Aviation needs; identify and coordinate procurement of needed assets; track data on fire responses and effectiveness directed by the bill; conduct follow-ups with the State Fire Defense Committee on current and future program improvements; conduct training for fire service personnel on effective aircraft usage; field response coordination during fire season and coordinate with dispatch centers hosting aviation assets.

Safety Officer 3 - 1.0 FTE in FY 24 and ongoing - This position will ensure the overall safety of fire service aviation by: conducting base inspections; observing field use of aircraft; designing safety training programs for the fire service; tracking mishaps or aircraft deficiencies; ensuring reporting is completed on any unsafe conditions or accidents; investigation any accidents or significant safety deficiencies and coordinating with the lead DNR Aviation Safety Officer.

FY 2024 includes one-time computer & vehicle purchases in Capital Outlays.

Section 3 requires DNR to utilize suppression funding (001-05\*). Suppression funding is reported to the legislature monthly, and any increases would be included in future supplemental decision packages. Costs associated with this section are indeterminate and would depend on wildland fire activity and agreements with local fire districts.

It is assumed that requirements of Section (4), to convene a workgroup to develop a state certification program for pilots and aircraft used in suppression, and Section 2 and 4, to prepare a report, will be completed using existing capacity.

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 (0.6 FTE).

**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	503,600	330,800	834,400	661,600	661,600
<b>Total \$</b>			503,600	330,800	834,400	661,600	661,600

**III. B - Expenditures by Object Or Purpose**

	FY 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years	2.6	2.6	2.6	2.6	2.6
A-Salaries and Wages	156,200	156,200	312,400	312,400	312,400
B-Employee Benefits	56,900	56,900	113,800	113,800	113,800
C-Professional Service Contracts					
E-Goods and Other Services	30,400	30,400	60,800	60,800	60,800
G-Travel	12,600	12,600	25,200	25,200	25,200
J-Capital Outlays	172,800		172,800		
M-Inter Agency/Fund Transfers					
N-Grants, Benefits & Client Services					
P-Debt Service					
S-Interagency Reimbursements					
T-Intra-Agency Reimbursements	74,700	74,700	149,400	149,400	149,400
9-					
<b>Total \$</b>	503,600	330,800	834,400	661,600	661,600

**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	55,872	0.6	0.6	0.6	0.6	0.6
Safety Officer 3	73,260	1.0	1.0	1.0	1.0	1.0
Wildland Fire Program Coordinator 2	82,896	1.0	1.0	1.0	1.0	1.0
<b>Total FTEs</b>		2.6	2.6	2.6	2.6	2.6

**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 S 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 work group may have travel costs for meetings and staff time for work group 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 Department of Natural Resources (DNR) are a local option.
- Key variables cannot be estimated with certainty at this time: Amount of funding for the DNR 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: 02/22/2023
Leg. Committee Contact: Robert Hatfield	Phone: 360-786-7117	Date: 02/16/2023
Agency Approval: Alice Zillah	Phone: 360-725-5035	Date: 02/22/2023
OFM Review: Lisa Borkowski	Phone: (360) 742-2239	Date: 02/22/2023



## **Part IV: Analysis**

### **A. SUMMARY OF BILL**

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

#### **CHANGES FROM THE ORIGINAL BILL:**

This version of the bill would direct the Department of Natural Resources to administer a program to assist with funding and deployment of wildfire aviation assistance instead of the establishing a wildfire aviation assistance funding program within the State Conservation Commission.

DNR would be required to prepare and submit an appendix on aviation usage by local fire departments for initial attack as a part of its annual wildfire report to the standing committees of the Legislature with jurisdiction over wildland firefighting.

DNR would be required to consult with local fire service representatives and other partners to determine aviation needs for the following fire year.

DNR would be authorized, subject to appropriation, to use wildfire suppression funding to assist local fire departments with aerial fire response capabilities during the initial attack phase of fighting a wildland fire, subject to certain specified requirements.

DNR would be required to convene a work group composed of partners including local fire service representatives to develop a state certification program for aircraft and pilots used in wildfire suppression.

#### **SUMMARY OF CURRENT BILL:**

The Department of Natural Resources (DNR) must prepare and submit an appendix on aviation usage by local fire departments for initial attack as part of its annual wildfire report to the Legislature. The DNR must submit the report by December 1 of each year. The report must address topics including a review of lessons learned related to aviation use by local and tribal fire departments for initial attack based on the preceding fire season, along with recommendations for future improvements to the wildland fire response process based on the lessons learned.

The DNR must consult with the local fire service representatives annually to review aviation program performance and determine aviation needs for the following fire year.

Subject to the availability of funding, the DNR may use suppression funding to assist local fire departments with aerial fire response capabilities during the critical initial attack phase of fighting a wildland fire.

The DNR may use suppression funding to assist local or tribal fire departments with initial attacks that meet the following requirements:

- The local fire department must have entered into a response agreement with the DNR.
- Local fire departments must make direct requests to the appropriate coordination center.

The DNR must convene a work group including local fire service representatives to develop a state certification program for aircraft and pilots used in wildfire suppression. The DNR must include the findings of the work group in a report to be submitted to the Wildfire Advisory Committee and appropriate committees of the Legislature by December 1, 2025.

### **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 Department of Natural Resources (DNR) work group.

## POTENTIAL COSTS RELATED TO THE PARTICIPATION IN THE DNR WORK GROUP:

Indeterminate –It is anticipated that meetings or activities to support the DNR work group would have minimal costs. However, if meetings were to be in person at a later date, an illustrative example is provided below.

Local fire district representatives may have the costs to participate in work group activities and assist the DNR. If meetings were held virtually, the costs would be minimal. The number and frequency of meetings or other support activities is not known. Costs would be higher for in person participation.

Illustrative example of meeting costs:

The jurisdiction of the work group members 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 DNR headquarters in Olympia.

--Four meetings held at the DNR 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.

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

For illustrative purposes, if the work group would meet initially on a monthly basis for 3 to 4 hours each meeting (4 monthly meetings x 3 hours = 12 hours; 4 monthly meetings x 4 hours = 16), the work group 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 assume for the purposes of this analysis would be 21 to 28 hours of staff time.

Work group activities could 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 DNR, 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 DNR annual wildfire 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.

#### 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 an 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 gallons x \$1.69) = \$2,918,495 / 1,793,124 gallons = \$1.627/gal

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

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

Weighted average costs: \$1.627/gal + \$0.061/gal + \$0.0003/gal = \$1.69/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, Flight-Rate Charts Effective February 16, 2021 for Contracts Awarded 2018-2021