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# EMERGENCY PREPAREDNESS

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## 2018 SUMMARY OF LEGISLATION: MEASURE SUMMARIES

The *2018 Summary of Legislation – Emergency Preparedness* summarizes selected measures related to this policy area that were considered by the 79th Oregon Legislative Assembly, including bills, memorials, and resolutions. This publication will become part of a more comprehensive *2018 Summary of Legislation* that includes all topic area summaries and committee membership lists.

This publication begins with a table highlighting measures that establish task forces or create reporting requirements. The summaries of selected measures follow in three groups—bills, memorials, and resolutions—each listed in numerical order.

Each summary provides information on the chief sponsors, committees assigned, background and current law, description of the measure, and date when the measure, if enacted, becomes effective. Each summary also includes a link to the measure on the [Oregon Legislative Information System \(OLIS\)](#), which provides a more comprehensive staff measure summary, all versions of the measure, amendments, public testimony, a complete measure history, and final vote tallies.

The *2018 Summary of Legislation* focuses on policy measures. Information on revenue measures is available on the [Legislative Revenue Office website](#). Information on the state budget and selected legislation that impacts state agencies is available on the [Legislative Fiscal Office website](#).

The Legislative Policy and Research Office will update this publication with each bill's effective date and assigned chapter in Oregon Laws 2018 when that information becomes available.

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# EMERGENCY PREPAREDNESS TASK FORCES AND REPORTING REQUIREMENTS

There were no task forces or reporting requirements involving Emergency Preparedness enacted through legislation during the 2018 session.

## Emergency Management Catchall

**At the request of:** Senate Interim Committee on Veterans and Emergency Preparedness

**Committees:** Senate Veterans and Emergency Preparedness, Joint Ways and Means

**Background and Current Law:** Senate Bill 1518-A would have addressed a number of emergency planning matters affecting cemeteries; deficiencies at the Office of Emergency Management; training for and responding to potential oil train spills; and the composition of the Homeland Security Council.

**Bill Summary:** The disposition of human remains is heavily regulated. In the event a natural disaster or similar emergency disturbs interred human remains, Senate Bill 1518-A would have allowed cemetery authorities to respond quickly, in specified ways, after making reasonable efforts to notify persons with decision-making authority over the affected remains.

Recent state and federal audits of the Office of Emergency Management (OEM) identified shortcomings in OEM's handling of federal grant funds and the state's overall preparedness for catastrophic events. Senate Bill 1518-A would have required quarterly reports through 2020 on OEM's progress addressing these deficiencies.

In June of 2016, a train shipping crude oil derailed near Mosier, Oregon. The State and local emergency response to the derailment continues to be evaluated for potential improvement. Senate Bill 1518-A would have codified existing multiagency/multijurisdictional planning and training exercises through the State Fire Marshal's office; would have required OEM to include and integrate marine and rail operators into the state's catastrophic emergency planning; and required OEM and other relevant public entities to meet with railroad operators to review and report on oil train spill prevention and response plans.

Oregon's Homeland Security Council within OEM receives regular briefings on security matters and advises relevant state agencies on emergency management strategies. The Council currently consists of the Governor, the Adjutant General, four legislators, the Superintendent of State Police, and OEM's director. Senate Bill 1518-A would have added a representative from the Department of Justice (DOJ), in light of the DOJ's role operating the Oregon TITAN Fusion Center.

### [House Bill 4004](#)

Not Enacted

#### Transport of Oil by Rail

**Chief Sponsors:** Rep. Smith Warner

**Committees:** House Veterans and Emergency Preparedness

**Background and Current Law:** In 2015, the Oregon Legislative Assembly enacted House Bill 3225, which required the Office of the State Fire Marshal to adopt a plan for coordinated response to a spill or release of oil or other hazardous material that could occur during rail transport.

On June 3, 2016, a train carrying crude oil derailed near the small city of Mosier in the Columbia River Gorge. Eleven cars from the 96-car train left the rails near Rock Creek, which feeds the Columbia River. Several cars caught fire and some oil was released.

**Bill Summary:** House Bill 4004 would have designated train routes transporting high volumes of oil near bodies of water as high hazard train routes. The designation would have required railroads transporting oil through high hazard train routes to develop emergency response contingency plans and to submit such plans to the Department of Environmental Quality for approval.

### [House Bill 4092-A](#)

Not Enacted

#### Aurora Airport Expansion

**Chief Sponsors:** Reps. Lewis, Vial; Sen. Girod

**Committees:** House Transportation Policy, House Rules

**Background and Current Law:** Oregon's airport network consists of 97 public-use airports. Local jurisdictions (cities, counties, and port districts) own Oregon's six commercial service airports (Eugene, Medford, North Bend, Pendleton, Portland, Redmond) and most general aviation airports. Twenty-eight airports are owned and maintained by the State of Oregon. The Aurora State Airport, constructed in 1943, is the largest of the state airports. It is located in Marion County, just south of the Marion-Clackamas county line, just east of Interstate 5. It has a single runway, 5,004 feet in length. The Aurora Airport's master plan calls for a 1,000-foot extension of its runway; however, while the airport has the land necessary for the runway, additional land must be acquired for supporting facilities.

**Bill Summary:** House Bill 4092-A would have established standards for expansion of the Aurora State Airport on land zoned for exclusive farm use. Local planning bodies would have been directed to approve the expansion unless the project would cause significant impacts on existing farm practices or to public health, public safety, or the welfare of individuals residing in the area. Local governments would have been directed to amend their comprehensive plans as appropriate to conform to provisions of the measure.

House Bill 4092-A would also have directed the Oregon Homeland Security Council to consider the Aurora State Airport as a critical emergency preparedness, response, recovery, and resiliency platform and to prioritize state airports for resiliency investments.