

Multiple Agency Fiscal Note Summary

Bill Number: 1004 HB	Title: Bridge jumping signs
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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	No fiscal impact					
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
Department of Transportation	.0	0	0	21,000	.0	0	0	16,000	.0	0	0	16,000
State Parks and Recreation Commission	.0	660	660	660	.0	120	120	120	.0	120	120	120
Department of Fish and Wildlife	.0	0	0	0	.0	0	0	0	.0	0	0	0
Department of Natural Resources	.0	0	0	0	.0	0	0	0	.0	0	0	0
Total \$	0.0	660	660	21,660	0.0	120	120	16,120	0.0	120	120	16,120

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	No fiscal impact								
Local Gov. Total									

Estimated Capital Budget Expenditures

Agency Name	2023-25			2025-27			2027-29		
	FTEs	Bonds	Total	FTEs	Bonds	Total	FTEs	Bonds	Total
Department of Transportation	.0	0	0	.0	0	0	.0	0	0
State Parks and Recreation Commission	.0	0	0	.0	0	0	.0	0	0
Department of Fish and Wildlife	.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	No fiscal impact								
Local Gov. Total									

Estimated Capital Budget Breakout

A correction to WSDOT cost assumptions.

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

Revised

Bill Number: 1004 HB	Title: Bridge jumping signs	Agency: 405-Department of Transportation
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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
Account					
Motor Vehicle Account-State 108 -1	13,000	8,000	21,000	16,000	16,000
Total \$	13,000	8,000	21,000	16,000	16,000

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: Christine Thomas	Phone: 360-786-7142	Date: 01/09/2023
Agency Preparation: Erik Jonson	Phone: 360-705-7106	Date: 01/31/2023
Agency Approval: Mark Gaines	Phone: 360-705-7231	Date: 01/31/2023
OFM Review: Maria Thomas	Phone: (360) 229-4717	Date: 01/31/2023

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.

See attached WSDOT fiscal note.

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.

Assumes four bridges per year at approximately \$2,000 per bridge with an additional one-time \$5,000 expense in the first year for policy development and best practice research efforts.

Part III: Expenditure Detail

III. A - Operating Budget Expenditures

Account	Account Title	Type	FY 2024	FY 2025	2023-25	2025-27	2027-29
108-1	Motor Vehicle Account	State	13,000	8,000	21,000	16,000	16,000
Total \$			13,000	8,000	21,000	16,000	16,000

III. B - Expenditures by Object Or Purpose

	FY 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years					
A-Salaries and Wages	5,000		5,000		
B-Employee Benefits					
C-Professional Service Contracts					
E-Goods and Other Services	8,000	8,000	16,000	16,000	16,000
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 \$	13,000	8,000	21,000	16,000	16,000

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: 1004 HB	Title: Bridge Jumping Signs	Agency: 405-Department of Transportation
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Part I: Estimates

Use the fiscal tables provided below to show fiscal impact by account, object, and program (if necessary), **add rows if needed**. For **NO FISCAL IMPACT**, check the box below, skip fiscal tables, and go to **Part II to explain briefly**, why the program believes there will be no fiscal impact to the department.

- ☐ **NO FISCAL IMPACT**
☐ **PARTIALLY INDETERMINATE**
☐ **INDETERMINATE**

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. *(This section refers to the State Capital Budget not the Transportation Budget Capital Budget funding.)*
- ☐ Requires new rule making, complete Part V.

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.

Dollars in Thousands

	2023-25 Biennium		2025-27 Biennium	
Expenditures	FY 2024	FY 2025	FY 2026	FY 2027
108-1-MOTOR VEHICLE	\$13.0	\$8.0	\$8.0	\$8.0
Total Expenditures	\$13.0	\$8.0	\$8.0	\$8.0
Biennial Totals	\$21.0		\$16.0	
Staffing	FY 2024	FY 2025	FY 2026	FY 2027
FTEs	0.0	0.0	0.0	0.0
Annual Average	0.0		0.0	
Objects of Expenditure	FY 2024	FY 2025	FY 2026	FY 2027
E - GOODS AND SERVICES	\$8.0	\$8.0	\$8.0	\$8.0
A - SALARIES AND WAGES	\$5.0	\$0.0	\$0.0	\$0.0

Agency Assumptions:

Assumes four bridges per year at approximately \$2,000 per bridge with an additional one-time \$5,000 expense in the first year for policy development and best practice research efforts.

Individual State Agency Fiscal Note

Agency Contacts:

Agency Preparer: Erik Jonson for Evan Grimm	Phone: 360-790-8881	Date: 1/9/2023
Agency Approval: Mark Gaines	Phone: 360-705-7231	Date: 1/9/2023
Agency Budget Analyst: Doug Clouse	Phone: 360-705-7535	Date: 1/10/2023

Part II: Narrative Explanation

II. A - Brief description of what the measure does that has fiscal impact

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

Section 4 allows cities and towns to erect signage on existing bridges to warn the public of the hazards of diving into cold water and the potential risk of cold-water shock.

Section 6 directs the department, before entering into contract to construct or replace any bridge, except for culverts that are barriers to fish passage, to consider requiring installation of information signs that address the hazards of jumping or diving off bridges that the Department deems to be a risk of cold water shock.

II. B - Cash receipts Impact

Briefly describe and quantify the cash receipts impact of the legislation on the responding agency, identifying the cash receipts provisions by section number and when appropriate the detail of the revenue sources. Briefly describe the factual basis of the assumptions and the method by which the cash receipts impact is derived. Explain how workload assumptions translate into estimates. Distinguish between one time and ongoing functions.

N/A

II. C - Expenditures

Briefly describe the agency expenditures necessary to implement this legislation (or savings resulting from this legislation), identifying by section number the provisions of the legislation that result in the expenditures (or savings). Briefly describe the factual basis of the assumptions and the method by which the expenditure impact is derived. Explain how workload assumptions translate into cost estimates. Distinguish between one time and ongoing functions.

Section 4 allows for local agencies installing signs on existing bridges, including where WSDOT right-of-way is involved. The department could have a very minor review task for these requests. The workload for this potential review would be minor and the costs are not reflected in this analysis.

Section 6 cost estimates assume that WSDOT constructs an average of 15 bridges per year. This includes replacement bridges that are part of the Preservation program as well as new bridges, which are part of the Improvement program. However, excludes bridges used to replace culverts that are barriers to fish passage.

The department estimates that up to 25% of these bridges will be deemed appropriate for warning signs (many bridges are not water crossings or are water crossings that aren't conducive to jumping). This equates to approximately four bridges per year that the department will determine needs signage. The department also estimates that it will cost approximately \$2,000 per bridge for the design, detail and installation of the signs, for a total annual cost of \$8,000 (assuming one sign on each of the bridge's four corners). This cost would be built into the total cost of the chosen bridge projects.

There will also be a one-time cost of \$5,000 in the first year to develop policy guidance for application of the new requirement. The work around this could include research to see what other state Departments of Transportation use, looking into best practices for this sort of signage, developing draft sign graphics, etc.

Individual State Agency Fiscal Note

Part III: Expenditure Detail

III. A - Expenditures by Object or Purpose

Part IV: Capital Budget Impact

N/A

Part V: New Rule Making Required

Identify provisions of the measure that require the agency to adopt new administrative rules or repeal/revise existing rules.

N/A

Individual State Agency Fiscal Note

Bill Number: 1004 HB	Title: Bridge jumping signs	Agency: 465-State Parks and Recreation 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
Account					
General Fund-State 001-1	600	60	660	120	120
Total \$	600	60	660	120	120

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: Christine Thomas	Phone: 360-786-7142	Date: 01/09/2023
Agency Preparation: Frank Gillis	Phone: (360) 902-8538	Date: 01/12/2023
Agency Approval: Frank Gillis	Phone: (360) 902-8538	Date: 01/12/2023
OFM Review: Matthew Hunter	Phone: (360) 529-7078	Date: 01/12/2023

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 – Requires Washington State Parks and Recreation Commission (WSPRC) to place signage, in memorial of Zachary Lee Rager, on or near the bridge on the Willapa Hills Trail that crosses the Chehalis River near old highway 603. The signage must also provide information on the hazards of cold-water shock related to diving or jumping off the bridge.

Section 12 – Modifies RCW 79A.05 that before entering a contract for the construction or replacement of any bridge on lands controlled by WSPRC the agency and director are to consider whether to install informational signs that address the hazards of diving or jumping off a bridge.

The proposed legislation is expected to have minimal onetime and ongoing fiscal impacts on WSPRC resulting from the requirements related to the bridge at Willapa Hills Trail. Future fiscal impacts could result from additional signage installations.

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.

Section 3 of the proposed legislation requires the placement of signage on the Willapa Hills Trail bridge crossing the Chehalis River located near old highway 603 crossing. Due to bridge traffic going both directions, WSPRC would install two signs, one on or near each end.

The proposed legislation would require at a minimum of two signs per bridge when signage is installed. Bridge span is to be considered when determining if more than two signs should be installed.

The estimated onetime cost per bridge is \$600 (\$300 per sign) for two signs:

- \$100 per sign
- \$50 for post and hardware per sign
- \$150 for installation per sign

While unknown WSPRC may incur additional fiscal impacts from potential cultural, historical, and State Environmental Impact Policy Act (SEPA) reviews.

The estimated ongoing annual cost per bridge is \$60 (\$30 per sign) for two signs.

Signage replacement is expected to occur every 10 years.

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	600	60	660	120	120
Total \$			600	60	660	120	120

III. B - Expenditures by Object Or Purpose

	FY 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years					
A-Salaries and Wages					
B-Employee Benefits					
C-Professional Service Contracts					
E-Goods and Other Services	600	60	660	120	120
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 \$	600	60	660	120	120

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: 1004 HB	Title: Bridge jumping signs	Agency: 477-Department of Fish and Wildlife
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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: Christine Thomas	Phone: 360-786-7142	Date: 01/09/2023
Agency Preparation: David Hoeveler	Phone: 3609701638	Date: 01/11/2023
Agency Approval: David Hoeveler	Phone: 3609701638	Date: 01/11/2023
OFM Review: Matthew Hunter	Phone: (360) 529-7078	Date: 01/11/2023

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 10 requires the department to consider installing informational signs that address the hazards of diving or jumping off the bridge as part of a bridge construction contract. The Department conducts bridge inspections on a rotating schedule. Safety for recreational jumping will be added to the inspection checklist at minimal additional cost and installing safety signs will be considered as appropriate. No 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.

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

Bill Number: 1004 HB	Title: Bridge jumping signs	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:

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: Christine Thomas	Phone: 360-786-7142	Date: 01/09/2023
Agency Preparation: Ana Cruz	Phone: 3609021121	Date: 01/12/2023
Agency Approval: Collin Ashley	Phone: 360-688-3128	Date: 01/12/2023
OFM Review: Lisa Borkowski	Phone: (360) 742-2239	Date: 01/12/2023

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. Costs are estimated to be minimal for the bridges Department of Natural Resources (DNR) manages and this cost will be absorbed by current operating funds for recreational signage within DNRs budget. The majority of the bridges managed by DNR are not over large bodies of water that would be deemed appropriate for jumping.

Evaluation of whether a new or replacement bridge needs signage and installation as required in section 11 can be included in the design process for DNR at de minimis cost to the capital budget.

Section 8 authorizes state government agencies to accept gifts or donations to pay for the erection of signs, DNR is not the typical agency related to this topic and assumes no revenue.

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.

LOCAL GOVERNMENT FISCAL NOTE

Department of Commerce

Bill Number: 1004 HB	Title: Bridge jumping signs
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Part I: Jurisdiction—Location, type or status of political subdivision defines range of fiscal impacts.

Legislation Impacts:

- ☐ Cities:
- ☐ Counties:
- ☐ Special Districts:
- ☐ Specific jurisdictions only:
- ☐ Variance occurs due to:

Part II: Estimates

- ☒ No fiscal impacts.
- ☐ Expenditures represent one-time costs:
- ☒ Legislation provides local option: Cities or towns may install signs near bridges to prevent jumping.
- ☐ Key variables cannot be estimated with certainty at this time:

Estimated revenue impacts to:

None

Estimated expenditure impacts to:

None

Part III: Preparation and Approval

Fiscal Note Analyst: Chelsea Mickel	Phone: 518-727-3478	Date: 01/10/2023
Leg. Committee Contact: Christine Thomas	Phone: 360-786-7142	Date: 01/09/2023
Agency Approval: Alice Zillah	Phone: 360-725-5035	Date: 01/10/2023
OFM Review: Matthew Hunter	Phone: (360) 529-7078	Date: 01/10/2023

Part IV: Analysis

A. SUMMARY OF BILL

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

This bill authorizes counties and cities to install informational signs near or attached to bridges providing location-specific information about the hazards of jumping with the goal of preventing future deaths.

SECTION 4 directs state and local governments to consider installing informational signs about the hazards of diving or jumping under this act when they construct new bridges or replace existing infrastructure. Signs under this section may include the statewide 988 suicide prevention hotline. Cities and towns may accept gifts or donations to pay for the creation, installation, or maintenance of signs under this section.

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 no expenditure impact on local governments, as this is a local option.

Local governments choosing to erect a sign would incur signage cost, estimated by Washington State Department of Transportation (WSDOT) to be \$2,000 added to the cost of construction contracts for new bridges. The material costs for signs on new bridges are minimal as they would be included in the structure design and construction.

Sign costs for existing bridges can vary based on fabrication and materials, as well as whether or not the bridge has existing posts to mount a sign. If a new sign is being installed on or near an existing bridge, current fabrication and materials costs for a sign, post, and mounting hardware are approximately \$200 to \$250 each for a standard sign (18” wide by 24” tall). Assuming that local governments would want to place signs on both sides of both ends of a bridge, this would require four signs per bridge, bringing the cost to \$800 to \$1,000 in signage costs for a single bridge.

There are currently 4,614 bridges maintained by counties and 938 bridges maintained by cities, but is not known how many may pursue the option for signs.

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 not authorize cities and counties to accept gifts or donations for costs associated with new bridge signs. As a local option, the Local Government Fiscal Note Program assumes a de minimus revenue impact as a result of this legislation.

SOURCES

House Bill Report, HB 1595, Transportation Committee

Local Government Fiscal Note, HB 1595, (2022)

Washington State Department of Transportation