

Multiple Agency Fiscal Note Summary

Bill Number: 5879 SB	Title: Railroad workers
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Estimated Cash Receipts

Agency Name	2019-21		2021-23		2023-25	
	GF- State	Total	GF- State	Total	GF- State	Total
Office of State Treasurer	Non-zero but indeterminate cost and/or savings. Please see discussion.					
Employment Security Department	Non-zero but indeterminate cost and/or savings. Please see discussion.					
Total \$	0	0	0	0	0	0

Estimated Operating Expenditures

Agency Name	2019-21			2021-23			2023-25		
	FTEs	GF-State	Total	FTEs	GF-State	Total	FTEs	GF-State	Total
Office of State Treasurer	.0	0	0	.0	0	0	.0	0	0
Office of Administrative Hearings	.0	0	0	.0	0	0	.0	0	0
Utilities and Transportation Commission	.8	0	360,542	1.1	0	256,974	1.1	0	256,974
Employment Security Department	.8	0	230,566	.5	0	47,720	.5	0	47,720
Total \$	1.6	0	591,108	1.6	0	304,694	1.6	0	304,694

Estimated Capital Budget Expenditures

Agency Name	2019-21			2021-23			2023-25		
	FTEs	Bonds	Total	FTEs	Bonds	Total	FTEs	Bonds	Total
Office of State Treasurer	.0	0	0	.0	0	0	.0	0	0
Office of Administrative Hearings	.0	0	0	.0	0	0	.0	0	0
Utilities and Transportation Commission	.0	0	0	.0	0	0	.0	0	0
Employment Security Department	.0	0	0	.0	0	0	.0	0	0
Total \$	0.0	0	0	0.0	0	0	0.0	0	0

Estimated Capital Budget Breakout

NONE

* See Office of the Administrator for the Courts judicial fiscal note

** See local government fiscal note

FNPID: 56250

FNS029 Multi Agency rollup

Prepared by: Alyssa Ball, OFM	Phone: (360) 902-0419	Date Published: Final 2/21/2019
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* See Office of the Administrator for the Courts judicial fiscal note

** See local government fiscal note
FNPID: 56250

Individual State Agency Fiscal Note

Bill Number: 5879 SB	Title: Railroad workers	Agency: 090-Office of State Treasurer
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Part I: Estimates

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No Fiscal Impact

Estimated Cash Receipts to:

Non-zero but indeterminate cost. Please see discussion.

Estimated Operating Expenditures from:

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 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: Richard Rodger	Phone: (360)786-7461	Date: 02/15/2019
Agency Preparation: Dan Mason	Phone: (360) 902-8990	Date: 02/20/2019
Agency Approval: Dan Mason	Phone: (360) 902-8990	Date: 02/20/2019
OFM Review: Ramona Nabors	Phone: (360) 902-0547	Date: 02/20/2019

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.

SB 5879 creates the safe leave for railroad workers enforcement account, coupled with the general fund as the recipient of the earnings from investments.

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.

Projected cash flows are currently unavailable; therefore, estimated earnings from investments are indeterminable. Earnings for an account are a function of the average daily balance of the account and the earnings rate of the investment portfolio. Two accounts with the same overall level of receipts, disbursements, and transfers can have different average daily balances, and hence different earnings. Based on the November 2018 revenue forecast, assume approximately \$27,200 in FY 20, \$32,500 in FY 21, \$33,300 in FY 22, and \$34,300 in FY 23 in net earnings would be gained or lost annually for every \$1 million shift in average daily cash balances.

There may be an impact on the debt service limitation calculation. Any change to the earnings credited to the general fund will change, by an equal amount, general state revenues.

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.

Part III: Expenditure Detail

III. A - Operating Budget Expenditures

NONE

III. B - Expenditures by Object Or Purpose

NONE

Part IV: Capital Budget Impact

NONE

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.

Individual State Agency Fiscal Note

Bill Number: 5879 SB	Title: Railroad workers	Agency: 110-Office of Administrative Hearings
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Part I: Estimates

☒

No Fiscal Impact

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: Richard Rodger	Phone: (360)786-7461	Date: 02/15/2019
Agency Preparation: Deborah Feinstein	Phone: 360-407-2717	Date: 02/19/2019
Agency Approval: Deborah Feinstein	Phone: 360-407-2717	Date: 02/19/2019
OFM Review: Bryan Way	Phone: (360) 902-0650	Date: 02/21/2019

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.

No fiscal impact.

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.

None.

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.

No fiscal impact. The Employment Security Department estimated that there would be about 2 additional appeals per year as a result of this legislation. This level of appeals is within normal fluctuations and considered nominal.

Part III: Expenditure Detail

Part IV: Capital Budget Impact

NONE

None.

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.

None.

Individual State Agency Fiscal Note

Bill Number: 5879 SB	Title: Railroad workers	Agency: 215-Utilities and Transportation Commission
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Part I: Estimates

☐

No Fiscal Impact

Estimated Cash Receipts to:

NONE

Estimated Operating Expenditures from:

	FY 2020	FY 2021	2019-21	2021-23	2023-25
FTE Staff Years	0.6	1.1	0.8	1.1	1.1
Account					
Public Service Revolving Account-State 111-1	232,055	128,487	360,542	256,974	256,974
Total \$	232,055	128,487	360,542	256,974	256,974

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 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: Richard Rodger	Phone: (360)786-7461	Date: 02/15/2019
Agency Preparation: Melissa Hamilton	Phone: 360 664-1158	Date: 02/20/2019
Agency Approval: Jon Noski	Phone: 360-664-1209	Date: 02/20/2019
OFM Review: Alyssa Ball	Phone: (360) 902-0419	Date: 02/20/2019

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.

Creation of the Safe Leave Act for Washington Railroad Workers (Act)

A railroad carrier is prohibited from disciplining an employee because of absence due to illness or injury if the employee has completed three consecutive months of continuous employment and the period of absence does not exceed 12 weeks.

The carrier may, within 10 days after the employee returns to work, require the employee to provide documentation from a health care provider that the employee was incapable of working due to illness or injury. The employer must make the request for documentation in writing and give the employee at least 30 days to provide the documentation.

Employee absences for illness or injury are not subject to any type of carrier availability or attendance policy and are stated to be separate from the family and medical leave insurance program.

Fatigue leave. - Class I railroad carriers and Class II and III carriers with regular operating craft working hours extending beyond 16 hours a day more frequently than once a week (exclusive of unforeseen events) must establish a fatigue layoff program (program). The carrier must submit the program to the Utilities and Transportation Commission (Commission) for review and approval within 90 days from the effective date of the Act. Before approving a program, the Commission must submit the program to the leadership of the operating craft rail labor organization state legislative boards. An operating craft employee may layoff due to fatigue without being subjected to discipline or any type of attendance or availability policy.

The Commission must adopt rules to implement the fatigue leave requirements. In adopting rules, the Commission must consider research addressing alertness, depression, and other consequences of irregular, nonscheduled "on-call" working conditions. The Commission must also recognize the importance of ensuring fatigue layoffs are reasonable and legitimate.

A carrier must report data requested by the Commission. If the Commission identifies additional actions to address fatigue that require legislative action, the Commission must report its findings to the appropriate legislative committees.

Upon complaint by an employee regarding the sick leave and fatigue leave provisions, the Commission must investigate. If the Commission finds a violation, the Commission must issue a notice of infraction and may impose a fine of up to \$500 for the first infraction, up to \$5,000 for a second infraction, and up to \$25,000 for each subsequent infraction committed within three years of a previous infraction. The Commission may also order back pay and reinstatement and may increase the penalties by rule based on changing economic conditions.

Section 4 – The Commission must review, make recommendations on, and ultimately approve fatigue layoff programs submitted by railroads. As part of this effort, the Commission must coordinate with, and receive feedback from, leadership of the rail labor organization.

Section 4(4) Requires the Commission to adopt rules to implement the fatigue layoff program. Specifically, the Commission must “review and consider research addressing alertness, depression, and other consequences of irregular, nonscheduled “on-call” working conditions.”

Section 5 – The Commission must review annual data filed by railroads (such as the number of employees laying off for injury, illness, or fatigue and the length of layoff).

Section 6 – The Commission must receive and investigate complaints, which may result in notices of infraction, penalties, or contested hearings before the Commission.

Fiscal Impact:

- 1) Complex rulemaking, resulting in increased costs for the Commission Rail Safety Staff, Administrative Law section, and Attorney General's Office.
- 2) Increased number of investigations and hearings for the Commission Rail Safety Staff, Administrative Law section, and Attorney General's Office resulting from contested hearings.
- 3) Hire a consultant to research, review and prepare a report addressing all aspects of a comprehensive fatigue management program. Keep the consultant on contract during the rulemaking and implementation of the new rule to provide assistance to staff and stakeholders.
- 4) Hire one full-time permanent Transportation Engineer 3 with primary responsibility for the fatigue layoff program.

The Commission anticipates times of peak workload during the establishment of the initial program and assessment of fatigue layoff programs. Filing of annual data and investigating complaints which may result in a formal hearing will be on-going.

This is new work for the Commission and current staffing does not support additional work of this magnitude.

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.

No Cash Receipt Impact.

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.

Sections 1 through 6 add new sections to chapter 81.40 RCW creating a safe leave act with Commission oversight of reviewing and approving railroad's fatigue layoff program, reviewing annual filings, investigating complaints, issuing infractions, and if needed issuing fines. The Commission anticipates that railroads will contest fines, resulting in hearings.

Expenditures include: 2168

FY2020 – One-time Costs

1. Cost of a complex rulemaking to create rules in WAC 480-62, to implement the legislation.
\$82,055 (Administrative Law Judge, 0.08 FTE; Rail Safety Supervisor, 0.07 FTE; Transportation Planning Specialist 3, 0.06 FTE; Director, Transportation Safety, 0.02 FTE; Transportation Planner, 0.06 FTE; Legal Assistant 2, 0.02 FTE; Paralegal 1, 0.03 FTE; Policy Advisor, 0.07 FTE; Transportation Engineer, 0.15 FTE)
2. Cost of consultant to research, review and prepare a report addressing fatigue management program. Cost: \$100,000
3. Cost of consultant to work with staff and stakeholders through rulemaking and implementation process. Cost: \$50,000

Starting FY2021 - Anticipate rulemaking to be conducted in 2020, once rulemaking is complete then begin hiring staff and setting up the new program early FY2021.

4. One full-time Transportation Engineer 3, salaries and benefits. The Commission estimates that up to 15 railroads operating in Washington will be required to establish a program, receive the Commission approval, and file annual lay off data. Railroad employees will file complaints with the Commission. A full-time position is necessary to manage the workload, as described in #5 through 11, below.

\$112,212

5. Impact of one contested case staff hearing annually to resolve disputes regarding approval of fatigue management plans filed by railroad companies.

Lead: Transportation Engineer 3 – Time: 40 hours (Time/Dollars included in #4 above)

\$3,535 (Rail Safety Manager, 0.00 FTE (8 hours); Administrative Law Judge, 0.01 FTE)

In the initial filing of plans, we anticipate that several may go to hearing.

6. Review annual data regarding the number of employees laying off for injury, illness, or fatigue and the length of layoff by impacted railroads. We estimate 15 railroads will be required to make the annual filing.

Lead: Transportation Engineer 3 – Time: 35 hours x 15 filings = 525 hours (Time/Dollars included in #4 above)

7. Prepare notice of infraction, investigation, and penalty or complaint for those companies with discrepancies or non-compliance within the annual data filing, estimated to be two annually.

Lead: Transportation Engineer 3 – Time: 40 hours x 2 filings = 80 hours

(Time/Dollars included in #4 above)

8. One contested case staff hearing annually to resolve disputes regarding penalty or company for annual data filings by railroad companies. We anticipate that several disputes will go to hearing within the first few years.

Lead: Transportation Engineer 3 – Time: 40 hours (Time/Dollars included in #4 above)

\$3,535 (Rail Safety Manager, 0.00 FTE (8 hours); Administrative Law Judge, 0.01 FTE)

9. Investigate complaints filed by railroad employees.

Lead: Transportation Engineer 3 – Time: 1,200 hours annually (Time/Dollars included in #4 above)

10. Prepare notice of infraction, investigation, and penalty or complaint for those companies whose employee complaints are found to result in violations by the railroad of state law or the Commission rules, estimated to be three annually.

Lead: Transportation Engineer 3 – Time: 40 hours x 3 notices = 120 hours (Time/Dollars included in #4 above)

11. Two contested case staff hearings annually to resolve penalties or complaints made by staff for violations found in employee complaints.

Lead: Transportation Engineer 3 – Time: 40 hours x 2 cases = 80 hours (Time/Dollars included in #4 above)

\$9,203 (Rail Safety Manager, 0.01 FTE; Administrative Law Judge, 0.01 FTE)

Part III: Expenditure Detail

III. A - Operating Budget Expenditures

Account	Account Title	Type	FY 2020	FY 2021	2019-21	2021-23	2023-25
111-1	Public Service Revolving Account	State	232,055	128,487	360,542	256,974	256,974
Total \$			232,055	128,487	360,542	256,974	256,974

III. B - Expenditures by Object Or Purpose

	FY 2020	FY 2021	2019-21	2021-23	2023-25
FTE Staff Years	0.6	1.1	0.8	1.1	1.1
A-Salaries and Wages	47,026	86,729	133,755	173,458	173,458
B-Employee Benefits	11,286	20,815	32,101	41,630	41,630
C-Professional Service Contracts	150,000		150,000		
E-Goods and Other Services	23,743	17,943	41,686	35,886	35,886
G-Travel		3,000	3,000	6,000	6,000
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 \$	232,055	128,487	360,542	256,974	256,974

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 2020	FY 2021	2019-21	2021-23	2023-25
Admrstrative Law Judge	121,452	0.1	0.0	0.1	0.0	0.0
Director, Trans. And Safety	100,848	0.0		0.0		
Legal Assist. 2	46,188	0.0		0.0		
Paralegal 1	59,148	0.0		0.0		
Rail Safety Manager	78,348	0.1	0.0	0.1	0.0	0.0
Trans. & Safety Policy Analyst.	97,572	0.2		0.1		
Trans. Engineer 3	77,988	0.1	1.0	0.5	1.0	1.0
Trans. Planner	65,040	0.1		0.0		
Trans. Planning Spec. 3	78,988	0.1		0.0		
Total FTEs		0.6	1.1	0.8	1.1	1.1

Part IV: Capital Budget Impact

NONE

No Capital Budget Impact.

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.

To implement the provisions of the bill the Commission will conduct a complex rulemaking in FY 2020 at an estimated cost of \$82,055.

The complex rulemaking will entail two day-long workshops, development of draft and proposed rules, and two rounds of stakeholder comments.

Individual State Agency Fiscal Note

Bill Number: 5879 SB	Title: Railroad workers	Agency: 540-Employment Security Department
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Part I: Estimates

☐ No Fiscal Impact

Estimated Cash Receipts to:

Non-zero but indeterminate cost. Please see discussion.

Estimated Operating Expenditures from:

	FY 2020	FY 2021	2019-21	2021-23	2023-25
FTE Staff Years	1.2	0.5	0.8	0.5	0.5
Account					
All Other Funds-State 000-1	206,706	23,860	230,566	47,720	47,720
Total \$	206,706	23,860	230,566	47,720	47,720

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: Richard Rodger	Phone: (360)786-7461	Date: 02/15/2019
Agency Preparation: Dan Phillips	Phone: 360 902-9448	Date: 02/15/2019
Agency Approval: Sondra Walsh	Phone: 360/902-0023	Date: 02/15/2019
OFM Review: Anna Minor	Phone: (360) 902-0541	Date: 02/19/2019

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.

The bill establishes new rights for railroad workers related to family leave. This bill gives these workers the ability to file a complaint with the Employment Security Department (ESD) if they feel the provisions of the bill are not being followed by the employer. ESD must investigate the complaint and if it has merit, have Office of Administrative Hearings (OAH) conduct a hearing where the employer could receive a civil penalty. Any penalties received from employers are to be deposited in an account to help support the administration of the program.

This bill creates a new Chapter in Title 50. ESD's role is to investigate employee complaints and to instigate the appeals process for these complaints (See Section 18). ESD, in Section 21, is given the responsibility to create or approve posters which explains the new rights for railroad employees included in the bill. ESD intends to fulfill this mandate through our normal auditing process.

The assumption of the fiscal impact of the bill was determined in part, after analysis of a similar section of a fiscal note prepared by UTC last year for SHB 2944. UTC assumed that during a years time railroad workers would file a total of three complaints against their employer that would need to be investigated and that two of the three would be legitimate enough to necessitate an appeal before OAH.

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.

Indeterminate: A fiscal year's cash receipts cannot be predicted with certainty. ESD assumes receiving three complaints per year, with two necessitating an administrative hearing. Section 19 of the bill provides for different civil penalties based on the size of the carrier. We cannot predict if a carrier will receive a penalty in any one fiscal year and even if we assume a penalty will be assessed on a carrier, we cannot know the size of the carrier. Therefore, we cannot determine with specificity any cash receipts we will receive from civil penalties under the bill.

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.

This bill will incur cost to ESD as follows:

Prepare notice of infraction, investigation, and penalty or complaint for those companies whose employee complaints are found to result in violations by the railroad of state law or rules, estimated to be three annually. (See Section 18)

Lead: Investigator 3 – Time: 40 hours per notice x 3 notices = 120 hours

Two contested case staff hearings annually to resolve penalties or complaints made by staff for violations found in employee complaints.

Lead: Investigator 3 – Time: 40 hours per case x 2 cases = 80 hours;

legal appeals team – Time 40 hours X 2;

Minimal impact to OAH/CRO – standard rate for estimated 2 additional appeals.

Enforce display of employee rights poster (Section 21)

Lead: TPS 3- field auditor. The field auditor will confirm that a poster explaining railroad employee rights is displayed as required under the bill. This very small increase in audit responsibilities would not require additional FTEs.

Also, the bill gives ESD the option of preparing or approving the poster. ESD will not prepare the poster. Policy will ensure that the auditors understand what the bill requires the posters to say. 1 TPS2 – Time: 1 hour preparation; 1 hour for briefing. Policy team will provide a briefing for the managers and supervisors of the audit team to outline the contents of the poster.

The bill would also require a major rulemaking and the creation of a new Chapter in 192 WAC. (Sections 7-29)

Part III: Expenditure Detail

III. A - Operating Budget Expenditures

Account	Account Title	Type	FY 2020	FY 2021	2019-21	2021-23	2023-25
000-1	All Other Funds	State	206,706	23,860	230,566	47,720	47,720
Total \$			206,706	23,860	230,566	47,720	47,720

III. B - Expenditures by Object Or Purpose

	FY 2020	FY 2021	2019-21	2021-23	2023-25
FTE Staff Years	1.2	0.5	0.8	0.5	0.5
A-Salaries and Wages	97,686	11,916	109,602	23,832	23,832
B-Employee Benefits	39,074	4,766	43,840	9,532	9,532
C-Professional Service Contracts					
E-Goods and Other Services	30,058	2,704	32,762	5,408	5,408
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	39,888	4,474	44,362	8,948	8,948
9-					
Total \$	206,706	23,860	230,566	47,720	47,720

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 2020	FY 2021	2019-21	2021-23	2023-25
COMMUNICATIONS CONSULTANT 5	79,548	0.5		0.3		
INVESTIGATOR 3	70,320	0.1	0.1	0.1	0.1	0.1
TAX POLICY SPECIALIST 2	77,616	0.0		0.0		
TAX POLICY SPECIALIST 3	87,792	0.5	0.4	0.5	0.4	0.4
WMS 1	95,664	0.0	0.0	0.0	0.0	0.0
Total FTEs		1.2	0.5	0.8	0.5	0.5

Part IV: Capital Budget Impact

NONE

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.

Sections 7-29 of the bill are the provisions which would require rule making at ESD. This would require major rulemaking

under a new Chapter in 192 WAC. None of the definitions or employer mandates are currently a part of the Tile 50 RCW.