

# Multiple Agency Fiscal Note Summary

<b>Bill Number:</b> 5583 E S SB	<b>Title:</b> Young driver safety
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## Estimated Cash Receipts

Agency Name	2023-25			2025-27			2027-29		
	GF-State	NGF-Outlook	Total	GF-State	NGF-Outlook	Total	GF-State	NGF-Outlook	Total
Office of State Treasurer	Non-zero but indeterminate cost and/or savings. Please see discussion.								
<b>Total \$</b>	0	0	0	0	0	0	0	0	0

Agency Name	2023-25		2025-27		2027-29	
	GF- State	Total	GF- State	Total	GF- State	Total
Local Gov. Courts						
Loc School dist-SPI	Non-zero but indeterminate cost and/or savings. Please see discussion.					
Local Gov. Other						
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
Office of State Treasurer	.0	0	0	0	.0	0	0	0	.0	0	0	0
Department of Licensing	Fiscal note not available											
Superintendent of Public Instruction	1.8	543,000	543,000	543,000	1.4	402,000	402,000	402,000	1.4	402,000	402,000	402,000
Superintendent of Public Instruction	In addition to the estimate above, there are additional indeterminate costs and/or savings. Please see individual fiscal note.											
<b>Total \$</b>	1.8	543,000	543,000	543,000	1.4	402,000	402,000	402,000	1.4	402,000	402,000	402,000

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	Non-zero but indeterminate cost and/or savings. Please see discussion.								
Local Gov. Other									
Local Gov. Total									

## Estimated Capital Budget Expenditures

Agency Name	2023-25			2025-27			2027-29		
	FTEs	Bonds	Total	FTEs	Bonds	Total	FTEs	Bonds	Total
Office of State Treasurer	.0	0	0	.0	0	0	.0	0	0
Department of Licensing	Fiscal note not available								
Superintendent of Public Instruction	.0	0	0	.0	0	0	.0	0	0
<b>Total \$</b>	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	Non-zero but indeterminate cost and/or savings. Please see discussion.								
Local Gov. Other									
Local Gov. Total									

## Estimated Capital Budget Breakout

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<b>Prepared by:</b> Kyle Siefering, OFM	<b>Phone:</b> (360) 995-3825	<b>Date Published:</b> Preliminary 3/ 6/2023
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# Individual State Agency Fiscal Note

<b>Bill Number:</b> 5583 E S SB	<b>Title:</b> Young driver safety	<b>Agency:</b> 090-Office of State Treasurer
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## Part I: Estimates

No Fiscal Impact

**Estimated Cash Receipts to:**

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

**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:	Phone:	Date: 03/02/2023
Agency Preparation: Dan Mason	Phone: (360) 902-8990	Date: 03/02/2023
Agency Approval: Dan Mason	Phone: (360) 902-8990	Date: 03/02/2023
OFM Review: Amy Hatfield	Phone: (360) 280-7584	Date: 03/03/2023

## 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.*

ESSB 5583 creates the driver's education safety improvement account and allows the account to retain its earnings from investments.

### 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.*

Projected cash flows are currently unavailable; therefore, estimated earnings from investments are indeterminable.

### 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> 5583 E S SB	<b>Title:</b> Young driver safety	<b>Agency:</b> 350-Superintendent of Public Instruction
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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	2.1	1.4	1.8	1.4	1.4
<b>Account</b>					
General Fund-State 001-1	334,000	209,000	543,000	402,000	402,000
<b>Total \$</b>	<b>334,000</b>	<b>209,000</b>	<b>543,000</b>	<b>402,000</b>	<b>402,000</b>

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

### Estimated Capital Budget Impact:

NONE

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

Check applicable boxes and follow corresponding instructions:

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

Legislative Contact:	Phone:	Date: 03/02/2023
Agency Preparation: Daniel Jones	Phone: 3607256292	Date: 03/03/2023
Agency Approval: TJ Kelly	Phone: 360 725-6301	Date: 03/03/2023
OFM Review: Val Terre	Phone: (360) 280-3973	Date: 03/03/2023

## 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.*

Changes in Engrossed Substitute SB 5583:

New language has been added to section 8(3) to require OSPI to present an implementation plan of the traffic safety education grant program by January 1, 2024.

"Or condensed traffic safety education course" has been added to section 11(2).

Summary of SSB 5583:

Sec. 1 (New) - Adds a new section to chapter 46.20 RCW listing driver education requirements for applicants to obtain their driver's licenses or motorcycle licenses.

(1)(a) To obtain a driver's license under this section, a person at least 18 but not 22 years of age must complete:

(1)(a)(i) A driver training education course per RCW 28A.220.020; or

(1)(a)(ii) A driver training education course as defined by DOL and offered by a driver training school per 46.82 RCW.

(1)(b) Courses offered by districts or private schools must be part of the OSPI authorized and certified traffic safety education program. It must meet the standards of RCW 46.82

(2)(a) To obtain a driver's license under this section, a person at least 22 but not 25 years of age must complete a condensed traffic safety education course which is:

(2)(a)(i) offered by a school district or approved private school.

(2)(a)(ii) offered by a driver training school.

(2)(a)(ii) an online, self-paced course as defined by DOL and offered by a driver training school. Additionally, they must complete three hours of behind-the-wheel instruction.

(2)(b) The course must be part of an OSPI authorized and certified traffic safety education program. Online courses and driver training school courses must meet the standards established by DOL.

(3)(a) Applicants must complete a motorcycle safety education course to receive an endorsement for the traffic safety education motorcycle requirement.

(3)(b)(i) DOL may waive the driver training education course requirements if the applicant demonstrates:

(3)(b)(i)(A) they were unable to take or complete the course.

(3)(b)(i)(B) A need exists for the applicant to operate a motor vehicle.

(3)(b)(i)(C) they can operate a motor vehicle without endangering the safety of people or property.

(3)(b)(ii) DOL may adopt rules in concert with OSPI to implement this subsection.

(4) DOL may waive the driver training education course requirement if applicant was licensed to drive a motor vehicle or motorcycle from a reciprocal jurisdiction or provides proof that they have completed equivalent education requirements.

Section 2 – Amends RCW 46.20.075 and 2011 c 60 s 44

(3)(b) Adds a curfew exclusion for school, religious, or employment activities for the intermediate license holder or their immediate family.

Section 3 – Amends RCW 46.20.100 and 2017 c 197 s 7

(2)(d) Adds “from a reciprocal jurisdiction” as a stipulation to out of state education substitutions.

Section 4 – Amends RCW 46.82.280 and 2017 c 197 s 8

(3) Adds additional terms to the definition of classroom instruction. Must now be “in-person” classroom-based student instruction, or a virtual classroom-based student instruction with a live instructor. Additionally, classroom instruction may include self-paced, online components which are authorized and certified by DOL.

(4) Defines “condensed traffic safety education course”.

Section 5 – Amends RCW 47.82.280 and 2017 c 197 s 8

- (3) virtual classroom-based student instruction with a live instructor now meets the qualifications for “classroom instruction” as defined in the bill, and is certified by the DOL.
- (4) Defines “condensed traffic safety education course”

Section 6 (new) – adds a section to RCW 46.82

- (1) DOL must publish an interactive map of all driver training education course providers and providers of a traffic safety education program as defined in RCW 28A.220.020. The map must provide provider names, locations, contact information, course and program pricing, and services offered by language.
- (2) Each course and provider must report pricing to DOL on an annual basis.

Section 7 (new) – adds a new section to RCW 46.82

- (1) beginning January 1, 2025, DOL must establish a program to provide vouchers to cover the average cost of driver training education courses for novice drivers who reside in low-income households, subject to the availability of funds.
- (2) DOL will adopt rules for eligibility criteria and application and award procedures, along with any necessary rules in concert with Washington traffic safety commission.
- (3) applicants who previously received financial support for this purpose are ineligible for a voucher under this section.
- (4) Driver training schools may not increase costs or fees to offset voucher amounts.
- (5) DOL shall biennially report to the legislature on the annual
  - (5)(a) income criteria used to determine voucher awards,
  - (5)(b) the number of applicants for vouchers,
  - (5)(c) the number of vouchers awarded,
  - (5)(d) the number of vouchers redeemed,
  - (5)(e) the dollar amount of vouchers redeemed by county,
  - (5)(f) community average income of voucher recipients per period.
- (6) Defines “novice driver” for this section

Section 8 (new) adds a new section to RCW 28A.220

- (1) Subject to availability of funds appropriated in the omnibus transportation appropriations act for this specific purpose, beginning January 1, 2025, OSPI must establish a grant program to allow schools to initiate or reinstate traffic safety education programs. OSPI will create this in collaboration with DOL.
- (2) In concert with DOL, OSPI shall adopt rules establishing eligibility criteria and application and award procedures. These criteria must prioritize school districts in overburdened communities and school districts with above average concentrations of students eligible for free or reduced-price lunches.
- (3) By January 1, 2024, OSPI must present an implementation plan for the grant established in subsection (1) to the relevant Legislature committees. Biennially, beginning June 30, 2026, OSPI shall report to the legislature on the following
  - (3)(a) The grant amounts provided to each district or school,
  - (3)(b) The number of districts or schools offering traffic safety education programs,
  - (3)(c) The number of students receiving traffic safety instruction in those programs,
  - (3)(d) The number of students eligible for free or reduced-price lunch receiving traffic safety instruction in those programs, and
  - (3)(e) An assessment of the equity impacts in overburdened communities resulting from this grant program.

Section 9 (new) – adds a new section to RCW 42.56

Any recipient income data as part of the driver training education course voucher program is exempt from disclosure under this act.

Sec 10 – amends RCW 46.20.120 and 2021 c 158 s 6

- (2) Applicants for new licenses must pay examination fee of \$51 on or after October 1, 2023



Section 11 – amends RCW 46.20.055 and 2021 c 158 s 3

(1) Updates the application fee for a driver’s permit to \$25 prior to October 1, 2023, and \$37 on or after October 1, 2023

(2) Inserts "Or condensed traffic safety education course"

Section 12 – amends RCW 46.68.041 and 2022 c 182 s 210

(4)(a) Beginning October 1, 2023, \$16 of the driver's examination fee from section 10(2) must be deposited into the driver's education safety improvement account created in section 13.

Section 13 (new) – adds a new section to RCW 46.20

Creates the driver’s education safety improvement account in the State Treasury. It receives a portion of the driver’s examination fee from RCW 46.20.120, a portion of the driver’s permit fee from RCW 46.20.055. Moneys may only be spent after appropriation, and expenditures may only be used to expand and improve driver’s education programs and activities. The legislature intends to spend 50 percent of the amount available on driver training education course vouchers established in section 7 and 50 percent on the TSE grant established in section 8.

Section 14 – Amends RCW 43.84.092 and 2022 c 182 s 403

Adds “The driver’s education safety improvement account”.

Section 15 – Amends RCW 43.84.092 and 2022 c 182 s 404

Adds “The driver’s education safety improvement account”.

Section 16 (new) – Section 14 of this act expires July 1, 15 2024.

Section 17 (new) – Section 15 of this act takes effect July 17 1, 2024

## **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.*

No impact to cash receipts.

## **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 8(1) requires OSPI in collaboration with DOL to establish a grant program, subject to availability of funds appropriated, which will begin January 1, 2025. This grant will provide funds to school districts to initiate or reinstate traffic safety education programs. (2) OSPI will work with DOL to create rules for eligibility criteria, application procedures, and award procedures which will prioritize school districts in overburdened communities and school districts with above average concentrations of students eligible for free or reduced-price lunches. OSPI is unable to predict future allocations. The cost of this grant program is indeterminate.

1.0 FTE of an Administrative Program Specialist is necessary to create, implement, and maintain this grant program. This position will collaborate with counterparts at DOL to create the rules and award selection procedures for the grant. They will utilize existing student data to create the prioritization criteria specified in section 8(2) and work with DOL to create rules and prepare the legislative report specified in section 8(3). This position will need to be hired and trained in advance of the January 1, 2025, target date, and will cost \$156,000 in FY24 and \$144,000 annually thereafter.

Section 8(2) directs OSPI to adopt rules to implement the grant program. OSPI projects that the Director of Transportation will contribute 17 hours, an Administrative Assistant will contribute 21 hours, and a Rules Coordinator will contribute 75 hours to the rulemaking process for reviewing and approval. To coordinate rulemaking procedures with DOL via virtual

meetings, the Director will contribute an additional 180 hours of work in FY24 and 90 hours of Director work in FY25. The total estimated cost to accomplish this work is \$26,000 in FY24 and \$8,000 in FY25

To meet the requirements of this bill as written, the traffic safety education system will need to be updated or replaced. The system has not been updated since the early 2000s and is insufficient anticipated increased demand that will result from the voucher program in section 7 and the grant program in section 8. OSPI determined that an overhaul or replacement of this system will take 1980 hours of business analyst labor in FY 24, costing \$152,000. In FY 25 and annually thereafter, it will require 792 hours of labor to maintain the system, costing \$57,000 per year.

**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	334,000	209,000	543,000	402,000	402,000
<b>Total \$</b>			334,000	209,000	543,000	402,000	402,000

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

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

	FY 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years	2.1	1.4	1.8	1.4	1.4
A-Salaries and Wages	183,000	123,000	306,000	238,000	238,000
B-Employee Benefits	99,000	66,000	165,000	128,000	128,000
C-Professional Service Contracts					
E-Goods and Other Services	14,000	10,000	24,000	18,000	18,000
G-Travel	14,000	10,000	24,000	18,000	18,000
J-Capital Outlays	24,000		24,000		
M-Inter Agency/Fund Transfers					
N-Grants, Benefits & Client Services					
P-Debt Service					
S-Interagency Reimbursements					
T-Intra-Agency Reimbursements					
9-					
<b>Total \$</b>	334,000	209,000	543,000	402,000	402,000

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

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

Job Classification	Salary	FY 2024	FY 2025	2023-25	2025-27	2027-29
Administrative Assistant 4	58,704	0.0		0.0		
Administrative Program Specialist 2 (Step K)	80,952	0.0		0.0		
Administrative Program Specialist 2 (Step M)	85,020	1.0	1.0	1.0	1.0	1.0
Director 3	109,692	0.1	0.0	0.1		
IT Business Analyst - Entry	88,788	1.0	0.4	0.7	0.4	0.4
<b>Total FTEs</b>		2.1	1.4	1.8	1.4	1.4

**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

No capital impact.

**Part V: New Rule Making Required**

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

Section 8(2) directs OSPI to adopt rules to implement the grant program in coordination with the Department of Licensing.

# Individual State Agency Fiscal Note

<b>Bill Number:</b> 5583 E S SB	<b>Title:</b> Young driver safety	<b>Agency:</b> SDF-School District Fiscal Note - SPI
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## Part I: Estimates

**No Fiscal Impact**

**Estimated Cash Receipts to:**

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

**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:	Phone:	Date: 03/02/2023
Agency Preparation: Daniel Jones	Phone: 3607256292	Date: 03/06/2023
Agency Approval: TJ Kelly	Phone: (360) 725-6301	Date: 03/06/2023
OFM Review: Val Terre	Phone: (360) 280-3973	Date: 03/06/2023

## 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 8 (new) adds a new section to RCW 28A.220

(1) Subject to availability of funds appropriated in the omnibus transportation appropriations act for this specific purpose, beginning January 1, 2025, OSPI must establish a grant program to allow schools to initiate or reinstate traffic safety education programs. OSPI will create this in collaboration with DOL.

(2) In concert with DOL, OSPI shall adopt rules establishing eligibility criteria and application and award procedures. These criteria must prioritize school districts in overburdened communities and school districts with above average concentrations of students eligible for free or reduced-price lunches.

(3) Biennially, beginning June 30, 2026, OSPI shall report to the legislature on the following

(3)(a) The grant amounts provided to each district or school,

(3)(b) The number of districts or schools offering traffic safety education programs,

(3)(c) The number of students receiving traffic safety instruction in those programs,

(3)(d) The number of students eligible for free or reduced-price lunch receiving traffic safety instruction in those programs, and

(3)(e) An assessment of the equity impacts in overburdened communities resulting from this grant program.

### 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.*

OSPI cannot project total funding provided for the grants in section 8 as they are subject to appropriation.

### 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.*

OSPI assumes that school district expenditures will match school district revenues. The revenue source is grant program, which is subject to appropriations, therefore indeterminant.

## 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.*