

Multiple Agency Fiscal Note Summary

Bill Number: 1831 HB	Title: Ferries/workforce shortages
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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
Community and Technical College System	Non-zero but indeterminate cost and/or savings. Please see discussion.								
Total \$	0	0	0	0	0	0	0	0	0

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	195,000	.0	0	0	0	.0	0	0	0
Department of Transportation	In addition to the estimate above, there are additional indeterminate costs and/or savings. Please see individual fiscal note.											
Community and Technical College System	.0	189,000	189,000	189,000	.0	0	0	0	.0	0	0	0
Total \$	0.0	189,000	189,000	384,000	0.0	0	0	0	0.0	0	0	0

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
Community and Technical College System	.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

Prepared by: Tiffany West, OFM

Phone:
(360) 890-2653

Date Published:
Final 3/13/2023

Individual State Agency Fiscal Note

Bill Number: 1831 HB	Title: Ferries/workforce shortages	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					
Puget Sound Ferry Operations Account-State 109-1	195,000	0	195,000	0	0
Total \$	195,000	0	195,000	0	0

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: Beth Redfield	Phone: 360-786-7140	Date: 02/17/2023
Agency Preparation: Matt Hanbey	Phone: 206-515-3763	Date: 03/13/2023
Agency Approval: Todd Lamphere	Phone: 206-743-1503	Date: 03/13/2023
OFM Review: Tiffany West	Phone: (360) 890-2653	Date: 03/13/2023

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.

Part III: Expenditure Detail

III. A - Operating Budget Expenditures

Account	Account Title	Type	FY 2024	FY 2025	2023-25	2025-27	2027-29
109-1	Puget Sound Ferry Operations Account	State	195,000	0	195,000	0	0
Total \$			195,000	0	195,000	0	0

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					
A-Salaries and Wages					
B-Employee Benefits					
C-Professional Service Contracts	195,000		195,000		
E-Goods and Other Services					
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 \$	195,000	0	195,000	0	0

In addition to the estimates above, there are additional indeterminate costs 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)

Program	FY 2024	FY 2025	2023-25	2025-27	2027-29
Program X - WSF Operations (X)	195,000		195,000		
Total \$	195,000		195,000		

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: HB 1831	Title: Ferries/Workforce Shortages	Agency: 405-Department of Transportation
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Part I: Estimates

Check applicable boxes and follow corresponding instructions, use the fiscal template table provided to show fiscal impact by account, object, and program (if necessary), **add rows if needed**. If no fiscal impact, check the box below, skip fiscal template table, and go to Part II to explain briefly, why the program believes there will be no fiscal impact to the department.

- No Fiscal Impact (Explain in section II. A)
If a fiscal note is assigned to our agency, someone believes there might be, and we need to address that, showing why there is no impact to the department.
- Indeterminate Cash Receipts Impact (Explain in section II. B)
- Indeterminate Expenditure Impact (Explain in section II. C)

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

Dollars in Thousands

	2023-25 Biennium		2025-27 Biennium		2027-29 Biennium	
	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
Expenditures						
109-1-PUGET SOUND FERRY OPERATIONS	\$195	\$0	\$0	\$0	\$0	\$0
Total Expenditures	\$195	\$0	\$0	\$0	\$0	\$0
Biennial Totals	\$195		\$0		\$0	
FTEs	Salary					
Annual Average						
Objects of Expenditure	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
C - PROFESSIONAL SERVICE CONTRACTS	\$195	\$0	\$0	\$0	\$0	\$0
Expenditures by Program	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
PROGRAM X-OP	\$195	\$0	\$0	\$0	\$0	\$0

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

Agency Assumptions

Section 2 indicates, "The department shall contract out for the administration of human resources management for the Washington state ferries." It is assumed all the current day-to-day functions provided by WSDOT Human Resources would eventually be contracted out to provide WSF with the services they receive today. These services are currently provided by 11 FTEs in direct support. With this provision it is assumed that 11 FTEs would be eliminated from WSDOT and replaced with contracted out staff. Additionally, the bill would require WSDOT to convert and implement new systems separate from those currently provided (LMS, ATS and HRMS). This would require additional, minimal implementation costs.

Preparers: Matt Hanbey	Phone: 206-515-3763	Date: 03/09/2023
Approval: Todd Lamphere	Phone: 206-743-1503	Date: 03/09/2023
Budget Manager: My-Trang Le	Phone: 360-705-7517	Date: 03/08/2023

Part II: Narrative Explanation

Individual State Agency Fiscal Note

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

Briefly describe by section number (sections that will change WSDOT costs or revenue), the significant provisions of the bill, and any related workload or policy assumptions that have revenue or expenditure impact on the responding agency.

Section 2 (1) requires the Washington State Department of Transportation to contract out the administration of human resources management for Washington State Ferries (WSF), to the extent practicable. All functions of human resources management must be performed under the contract including but not limited to, outreach and recruitment, hiring processes, applicant assistance, workforce planning, employee engagement, and employee retention.

Section 2 (2) requires WSF to adopt a formal strategy to implement diversity, equity, and inclusion as an essential part of its implementation of the recommendations of the 2022 Joint Transportation Committee Study on ferry workforce planning. The consultant contract for human resources management required in this section must include a specific requirement to develop this strategy.

Section 2 (3) requires the competitive procurement process to select and hire an independent, expert consultant with a background in the incorporation of diversity, equity, and inclusion principals in human resources management.

Section 3 (2) assigns management and operation of the Seattle Maritime Training Academy (SMTA) to WSF. The Director of the SMTA would report to the WSDOT Assistant Secretary for WSF and would manage the activities and planning of operating the center, make policy and planning recommendations to the assistant secretary for the Washington state ferries, and implement decisions of the assistant secretary.

Section 3 (4) requires Seattle Central Community College and the WSF to establish regular protocols for coordinating operations and maintenance of the training programs and facilities, long-range and strategic planning for training needs, and collaboration with the community served.

Section 3, Subsection 5 (a) requires WSF to assume leadership of the SMTA upon completion of a legislature approved joint plan created with Seattle Central Community College for the transfer of the management of operations of the Academy. The joint plan must include:

- Details of management structure and allocation of responsibilities,
- A schedule of the transfer of management of the operation of the academy,
- Assurances of the continued accreditation of the maritime training programs,
- Strategies for increasing enrollments and optimizing the value of training programs for the state ferries division,
- Strategies for increasing enrollments of people who have not traditionally been employed in the maritime sector,
- A draft interagency agreement needed to implement the transfer of management of the operation of the Academy,
- A multi-biennium budget that addresses both operating expenses and distribution of tuition revenues required to effectively implement the joint plan.

Section 3, subsection 5 (b) requires that the joint plan must be completed by December 1, 2023, submitted to the appropriate committees of the legislature for review. The plan shall be considered approved if specific appropriations are made in the 2024 supplemental transportation appropriations act for this specific purpose. The transfer of the responsibility of the management and operation of the SMTA to WSF must occur by July 1, 2024.

Individual State Agency Fiscal Note

II. B – Cash Receipts Impact

No cash receipts impact.

Section 3 of the bill requires that planning that must be done, and this information should include the “distribution of tuition revenues required to effectively implement the joint plan” to shift the operations and management of SMTA to WSF. This implies that the sponsors anticipate the potential that SMTA tuition revenues could eventually be received directly by WSF. These and other changes would need to be subsequently approved by the legislature. For the purposes of this fiscal note, no change in cash receipts is assumed at this time.

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.

Costs of the proposed legislation are indeterminate. While planning costs can be quantified, the cost for contracting human resources functions (Section 2) is difficult to determine, and only a range of possible costs can be provided at this time. In addition, the costs for the actual transfer of SMTA to WSF are not known and are indeterminate until the planning activities occur and the joint plan for transfer of SMTA for management and operations by WSF has been completed (Section 3).

Ferries

The total cost for the transfer of SMTA to WSF is indeterminate; for the full range of costs to be known, first it is necessary for the planning requirements under the bill to occur, including a joint agreement between SMTA and WSF.

Transition planning costs: to implement the planning elements of the bill, a contracted consultant project manager is required. This consultant would coordinate planning within WSF/WSDOT and work with SMTA in a liaison role for six months. The cost for the consultant is estimated to be \$195,000, and this is the only determinate cost for this bill at this time. (Details of calculation below in III A.) The bill has wide-ranging impacts across both WSF and WSDOT and would involve staff at multiple levels of the department and division. However, the department assumes the executives, managers, and staff involved in planning the transition would accomplish this work within current staffing levels given the assistance from the consultant project manager above.

Transfer costs: assuming the transition occurs as planned on July 1, 2024, there would be a need to transfer budget authority and for additional staff at WSF to manage and operate SMTA once the transition occurs. The amount of the need for WSF is expected to be significant, likely in the tens of millions of dollars, and it is unclear to what degree this would be offset by reduced expenditures at Seattle Central College; this is also work that would be determined under the plan.

Human Resources

Section 2 directs the department to contract out for human resources staff to the extent practicable. The net total for human resources is indeterminate and would be a net cost. This department assumes that all the current day-to-day functions provided by WSDOT human resources would be contracted with a professional HR service provider effective July 1, 2023, to provide WSF with the services they receive today. Eleven WSDOT human resources FTEs currently provide these direct support services at a cost of \$1.5million per fiscal year.

The reduced cost of FTEs would be offset by contractor costs. The department would need to solicit bids to replace HR consultant in-person support currently provided by WSDOT, the negotiated costs will vary, but utilizing one of the most common ways a vendor may elect to charge owners for this service would be a flat rate fee calculated per employee per year. This ranges dramatically depending on the complexity and size of the organization, which after researching three sites, can range from \$1,500/employee/year (\$3 million per year) up to \$2,000/employee/year (\$4 million per year). This new cost would be effective as of July 1, 2023.

Individual State Agency Fiscal Note

The move to a HR consultant would require coordination with the Office of Financial Management and Department of Enterprise Services to collaborate with the vendor to implement information in Human Resources Management System (HRMS), Applicant Tracking System (ATS), Learning Management System (LMS) and other major systems supporting recruitment, on-boarding, and the entire employee life cycle to manage the WSF 2,000 employees. The department assumes that WSDOT Human Resources would have contact with the consultant, but it is expected to be minimal.

If these direct reductions were offset by the cost of human resources consultants to take over the work, to the extent practicable, the range of net cost for 2,000 ferries employees would be:

Low: Known reduction above of HR staff, \$1.5 million/year + consultant costs \$3 million (\$1,500/emp/year) = net increased cost of approximately \$1.5 million/year or \$3 million per biennium.

High: Known reduction above of HR staff (\$1.49 million) + Consultant costs \$4 million (\$2,000/emp/year) = net increased cost of approximately \$2.5 million/year or \$5 million per biennium.

Part III: Expenditure Detail

III. A - Expenditures by Object or Purpose

Ferries

Consultant cost, Object C: \$195,000 in fiscal year 2024 for a six-month contract (July 2023 through January 2023) at a rate of \$250 per hour, working three-quarters time (\$250 per hour x 130 hours per month x 6 months = \$195,000).

No other information is available currently for costs of subsequent move of SMTA to WSF's operation and management.

Human Resources

There would be a cost for the HR portions of the bill, but the cost is indeterminate, ranging from \$3 million to \$5 million per biennium, net of reductions in HR direct staffing and increases in professional services contracts (object C).

See the below detail by object and program for three biennia, for reductions in HR direct staffing costs only (does not include offset for new consultant costs).

		2023-25 Biennium		2025-27 Biennium		202-297 Biennium	
Expenditures		FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
108-1-MOTOR VEHICLE		(\$1,342)	(\$1,342)	(\$1,342)	(\$1,342)	(\$1,342)	(\$1,342)
109-1-PUGET SOUND FERRY OPERATIONS		(\$151)	(\$151)	(\$151)	(\$151)	(\$151)	(\$151)
Total Expenditures		(\$1,493)	(\$1,493)	(\$1,493)	(\$1,493)	(\$1,493)	(\$1,493)
Biennial Totals		(\$2,986)		(\$2,986)		(\$2,986)	
FTEs	Salary	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
HR Manager - WMS02	\$126	(1.0)	(1.0)	(1.0)	(1.0)	(1.0)	(1.0)
Labor Relation Manager - WMS01	\$117	(1.0)	(1.0)	(1.0)	(1.0)	(1.0)	(1.0)
Human Resource Consultant 4	\$99	(5.0)	(5.0)	(5.0)	(5.0)	(5.0)	(5.0)
Human Resource Consultant 3	\$84	(4.0)	(4.0)	(4.0)	(4.0)	(4.0)	(4.0)
Annual Average		(11.0)		(11.0)		(11.0)	
Objects of Expenditure		FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
A - SALARIES AND WAGES		(\$1,074)	(\$1,074)	(\$1,074)	(\$1,074)	(\$1,074)	(\$1,074)
B - EMPLOYEE BENEFITS		(\$419)	(\$419)	(\$419)	(\$419)	(\$419)	(\$419)
Expenditures by Program		FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
PROGRAM S		(\$1,101)	(\$1,101)	(\$1,101)	(\$1,101)	(\$1,101)	(\$1,101)
PROGRAM H		(\$241)	(\$241)	(\$241)	(\$241)	(\$241)	(\$241)
PROGRAM X-OP		(\$151)	(\$151)	(\$151)	(\$151)	(\$151)	(\$151)
Revenue		FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029

Individual State Agency Fiscal Note

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: 1831 HB	Title: Ferries/workforce shortages	Agency: 699-Community and Technica College System
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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:

	FY 2024	FY 2025	2023-25	2025-27	2027-29
Account					
General Fund-State 001-1	189,000	0	189,000	0	0
Total \$	189,000	0	189,000	0	0

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: Beth Redfield	Phone: 360-786-7140	Date: 02/17/2023
Agency Preparation: Brian Myhre	Phone: 360-704-4413	Date: 02/22/2023
Agency Approval: Cherie Berthon	Phone: 360-704-1023	Date: 02/22/2023
OFM Review: Ramona Nabors	Phone: (360) 742-8948	Date: 02/24/2023

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.

This bill seeks to address Washington State Ferries workforce shortages by providing resources to implement employee recruitment, hiring, training and retention.

SECTION 3

The Washington State Ferries Division of the state Department of Transportation would assume leadership of the Seattle Maritime Training Academy (Academy) upon completion and approval by the legislature of a joint plan created with Seattle Central Community College for the transfer of the management of operations of the Academy. The joint plan must include:

- Details of management structure and allocation of responsibilities;
- A schedule of the transfer of management of the operation of the academy;
- Assurances of the continued accreditation of the maritime training programs;
- Strategies for increasing enrollments and optimizing the value of training programs for the state ferries division;
- Strategies for increasing enrollments of people who have not traditionally been employed in the maritime sector;
- A draft interagency agreement needed to implement the transfer of management of the operation of the Academy;
- A multi-biennium budget that addresses both operating expenses and distribution of tuition revenues required to effectively implement the joint plan.

The joint plan must be completed by December 1, 2023, and submitted to the legislature for review. The plan shall be considered approved if appropriations are made in the 2024 supplemental transportation budget. The transfer of the responsibility for the management and operation of the Academy to the state ferries division must occur by July 1, 2024.

The management and operation of the Seattle Maritime Training Academy (Academy) would be assigned the Washington State Ferries Division of the state Department of Transportation in order to meet the needs of the Ferries Division as well as the maritime industry. The Director of the Academy is to report to the Assistant Secretary for the State Ferries.

Seattle Central Community College shall retain responsibility for infrastructure preservation and improvement for Academy facilities.

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.

Indeterminate cash receipts impact.

Section 3(5) directs the Washington State Ferries Division of WSDOT to create a joint plan for the transfer of the management of operations of the Maritime Academy. The plan is to include a multi-biennium budget that addresses the distribution of tuition revenues required to effectively implement the plan. Until the plan is developed, and the distribution of revenues known, the cash receipts impact is indeterminate, but there would likely be a reduction in revenue for the college.

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 would move the leadership of the Seattle Maritime Training Academy to the Department of Transportation. This change would likely invalidate the Northwest Commission on Colleges and Universities' accreditation of the program; however, where possible an estimate of cost is provided for the purposes of this fiscal note.

Moving Management

Section 3(2) assigns management and operation of the Seattle maritime training academy to the Washington state ferries division of WSDOT to meet the workforce needs of the ferries division as well as the maritime industry generally. The director of the Seattle maritime training academy would report to the WSDOT assistant secretary for the Washington state ferries. The costs for this section are indeterminate, as many of the details needed for cost estimates would be determined by the plan required in Section 3(4) and (5)(a). It is also unclear whether it would be necessary to add an assistant director at Seattle Central in order to handle day-to-day operations of the program held at the Maritime Training Academy. Any impact to the operating budget appropriation due to a transfer of personnel to WSDOT is also indeterminate.

Coordination and Plan Development

Section 3 (4) requires establishment of protocols for coordinating operations and maintenance of programs and facilities. Section 3 (5)(a) requires the development of a plan to achieve transfer of the management of operation of the Academy by December 1, 2023. Details to be included in the plan are described in the narrative section above. Negotiation of the protocols and a written plan would require the involvement of academic and financial leadership from the Seattle District. It is anticipated that negotiation of the plan would require resource in FY 23, but the fiscal note system does not accommodate current year costs. Negotiations in FY 24 would require:

- District Chancellor – 0.1 FTE \$30,000 (10% of \$300,000 annual salary)
- Seattle Central Community College President – 0.2 FTE \$50,000 (20% of \$250,000 annual salary)
- Vice Chancellor of Human Resources – 0.1 FTE \$19,000 (10% of \$190,000 annual salary)
- Vice Chancellor of Finance – 0.2 FTE \$40,000 (20% of \$200,000 annual salary)
- Dean / Director of the Maritime Academy – 0.33 FTE \$50,000 (33% of \$150,000 annual salary)

Total Costs for planning in FY 24 = \$189,000

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	189,000	0	189,000	0	0
Total \$			189,000	0	189,000	0	0

III. B - Expenditures by Object Or Purpose

	FY 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years					
A-Salaries and Wages	189,000		189,000		
B-Employee Benefits					
C-Professional Service Contracts					
E-Goods and Other Services					
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 \$	189,000	0	189,000	0	0

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.