

1	Puget Sound Ferry Operations Account—State Appropriation . . .	\$126,000
2	Multimodal Transportation Account—State Appropriation. . . .	\$250,000
3	TOTAL APPROPRIATION.	\$1,817,000

4 The appropriations in this section are subject to the following
5 conditions and limitations:

6 \$250,000 of the multimodal transportation account—state
7 appropriation is provided solely for the office of financial
8 management, in collaboration with the Washington department of
9 transportation and the office of the chief information officer, to
10 conduct an evaluation of short term and long term facility and
11 information technology needs. In conducting the evaluation, the
12 office of financial management may contract with an entity with
13 direct expertise in this area. The office of financial management
14 must submit a final report of their evaluation by October 1, 2022.
15 The evaluation must be coordinated with any legislatively directed
16 study regarding leased space. The evaluation must include, but is not
17 limited to:

18 (1) Development of a status quo scenario based on current policy
19 and projections and two alternative scenarios of the number of people
20 and percentage of staff in telework status on a permanent basis with
21 one alternative being the minimum feasible level of teleworking and
22 one alternative being the maximum feasible level of teleworking;

23 (2) Current and projected facility needs by location and function
24 for the scenarios in subsection (1) of this section;

25 (3) The specific number of employees and percentage of the
26 workforce expected to be teleworking by location and function and the
27 anticipated impact on facility space needs for the scenarios in
28 subsection (1) of this section;

29 (4) Analysis of opportunities to colocate with other state,
30 local, and other public agencies to reduce costs and improve cost-
31 efficiency;

32 (5) Detailed information on any increased costs, such as end-user
33 devices, software, technology infrastructure, and other types of
34 assistance needed to meet the teleworking levels in each of the
35 scenarios in subsection (1) of this section;

36 (6) Detailed information on any reduced costs, such as leases,
37 facility maintenance, and utilities, resulting from the projected
38 teleworking levels for the scenarios in subsection (1) of this
39 section; and

1 (7) Cost-benefit analysis detailing the net impact of teleworking
2 on facility and total costs for the scenarios in subsection (1) of
3 this section.

4 NEW SECTION. **Sec. 104. FOR THE STATE PARKS AND RECREATION**
5 **COMMISSION**

6 Motor Vehicle Account—State Appropriation \$1,186,000

7 The appropriation in this section is subject to the following
8 conditions and limitations: The appropriation in this section is
9 provided solely for road maintenance purposes.

10 NEW SECTION. **Sec. 105. FOR THE DEPARTMENT OF AGRICULTURE**

11 Motor Vehicle Account—State Appropriation \$1,346,000

12 NEW SECTION. **Sec. 106. FOR THE LEGISLATIVE EVALUATION AND**
13 **ACCOUNTABILITY PROGRAM COMMITTEE**

14 Motor Vehicle Account—State Appropriation \$668,000

15 NEW SECTION. **Sec. 107. FOR THE EVERGREEN STATE COLLEGE**

16 Motor Vehicle Account—State Appropriation \$150,000

17 The appropriation in this section is subject to the following
18 conditions and limitations: The total appropriation in this section
19 is provided solely for the Washington state institute for public
20 policy to conduct a cost-benefit analysis for an exclusive or partial
21 American steel requirement for future transportation contracts and
22 subcontracts authorized in the transportation budget. This cost-
23 benefit analysis must, to the extent feasible: (1) Compare existing
24 types and uses of steel to made in America steel alternatives
25 including evaluation of quality; (2) examine benefits to Washington
26 workers and the Washington economy; (3) examine lifecycle and
27 embodied carbon greenhouse gas emissions; (4) identify requirements
28 for purchasing American steel that minimize costs and maximize
29 benefits; and (5) evaluate American steel requirements or preferences
30 in other states. The Washington state institute for public policy may
31 solicit input for the analysis from representatives of interested
32 parties to include, but not be limited to, the construction and
33 manufacturing sectors, organized labor in the construction and
34 manufacturing sectors, cities, counties, American steel manufacturing
35 companies, environmental advocacy organizations, and appropriate