



Washington Legislative proposed budgets FY 2021-23: Selected impacts on cities

For more information, please visit the LEAP website at leap.leg.wa.gov for legislative budget proposals and the Office of Financial Management website at ofm.wa.gov for the Governor's proposed budget.

| | Enacted 2019-21 budget | House proposed 2021-2023 budget | Senate proposed 2021-2023 budget |
|--|---|---|--|
| Transportation budget | | | |
| Fish passage | <p>\$275 million for state-owned fish passage barrier correction, retaining proviso language to coordinate with Fish Barrier Removal Board on watershed approach</p> <p>New provisos:</p> <ul style="list-style-type: none"> Directing DOT to consider factors while complying with injunction, including presence of other barriers DOT and Fish Barrier Removal Board must develop statewide comprehensive plan | <p>\$340 million from federal American Rescue Plan Act and then \$386.3 million for state-owned fish passage barrier correction, retaining proviso language to coordinate with Fish Barrier Removal Board on watershed approach to include local culverts</p> <p>New proviso:</p> <ul style="list-style-type: none"> \$400,000 to finalize city culvert inventory work and report to Legislature | <p>\$400 million from federal American Rescue Plan Act and then \$726.3 million for state-owned fish passage barrier correction, retaining proviso language to coordinate with Fish Barrier Removal Board on watershed approach to include local culverts</p> <p>New proviso:</p> <ul style="list-style-type: none"> During 21-23 biennium, moneys in Transportation Future Funding Program Account can be spent on barrier removal |
| Transportation Improvement Board (TIB) | <p>\$244.5 million:</p> <ul style="list-style-type: none"> \$4.5 million reduction in the Complete Streets Program \$4.6 million reduction based on historical underspending and agency savings | <p>\$224.3 million:</p> <ul style="list-style-type: none"> \$14.7 million to Complete Streets Program \$4.1 million to Small City Preservation Program \$7.5 million designated for continued Relight WA assessment <ul style="list-style-type: none"> \$5 million specifically for cities with assessed value over \$2 billion | <p>\$224.3 million:</p> <ul style="list-style-type: none"> \$14.7 million to Complete Streets Program \$4.1 million to Small City Preservation Program \$2.5 million designated for continued Relight WA assessment |
| Safe Routes to Schools Grants | \$36.5 million | \$50.9 million | \$31.7 million |
| Bicycle and Pedestrian Safety Grants | \$38.3 million | \$46 million | \$27.6 million |
| Freight Mobility Strategic Investment Board | <p>\$36.9 million:</p> <ul style="list-style-type: none"> \$7.5 million reduction in capital spending authority \$7.4 million reduction due to legislative project adjustments Other increases due to additional maintenance funding | <p>\$31.8 million:</p> <ul style="list-style-type: none"> Includes provision that Board may not initiate new call for projects until directed by the Legislature <p>Prohibits WSDOT from convening a freight advisory committee, instead directing the Department to submit a</p> | \$39.3 million |

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| | | prioritized freight project list that addresses Connecting Washington projects | |
| Gas tax distributions to local governments (statutory) | \$508 million (distributions are statutorily defined) | \$467.4 million (distributions are statutorily defined) <ul style="list-style-type: none"> • Decrease likely due to sharp decline in demand as result of pandemic | \$467.4 million (distributions are statutorily defined) <ul style="list-style-type: none"> • Decrease likely due to sharp decline in demand as result of pandemic |