

Transportation Budget Proposals Released March 29, 2021

The House and Senate released their proposed 2021-2023 biennial budgets earlier this week, a sign we are one step closer to the end of session. Both budgets were surprisingly positive considering the [transportation revenue situation](#). Both were helped by federal stimulus revenue Washington is poised to receive, although it remains unclear whether some of its uses will be justified under the [American Rescue Plan](#).

House Budget

The House Transportation budget is arguably a bit more favorable for Counties, making slightly greater investments in programs we benefit from. These includes:

- County Road Administration Board (CRAB)
 - \$110.86 million, including a \$7.66 million transfer into CAPP and a \$9.33 transfer into RAP;
 - \$5 million to the Emergency Loan Program
- Transportation Improvement Board (TIB)
 - \$238.46 million
- Freight Mobility Strategic Investment Board
 - \$31.7 million
- Safe Routes to Schools
 - \$38.3 million
- Bicycle and Pedestrian Safety Grants
 - \$36.76 million
- County fuel-tax study money contract
 - \$1.448 million
- Fish Passage Barrier Removal
 - \$726.38 million for *state-owned* fish passage blocking culverts
 - 26.79 million for the Fish Passage Barrier Removal Board (through the capital budget)

Senate Budget

The Senate also makes good investments in Counties. I have highlighted where there are differences from the House budget.

- County Road Administration Board (CRAB)
 - \$110.86 million, including a \$7.66 million transfer into CAPP and a \$9.33 transfer into RAP;
 - \$1 million to the Emergency Loan Program (lower than the House)
- Transportation Improvement Board (TIB)
 - \$238.46 million
- Freight Mobility Strategic Investment Board

- \$39.27 million (higher than the House)
- Safe Routes to Schools
 - \$31.74 million (lower than the House)
- Bicycle and Pedestrian Safety Grants
 - \$27.6 million (lower than the House)
- County fuel-tax study money contract
 - \$1.02 million (lower than the House)
- Fish Passage Barrier Removal
 - \$726.38 million for *state-owned* fish passage blocking culverts
 - \$38.47 million for the Fish Passage Barrier Removal Board (through the capital budget) (higher than the House)

These budgets will now be up for negotiation between the two chambers. A final budget is expected sometime close to the end of session (April 25, 2021).