

Spokane TBD Factsheet

Timeline:

- The Transportation Benefit District (TBD) for the City of Spokane was established on October 11, 2010 by a vote of the city council. The ordinance also established the Citizen Transportation Advisory Board to oversee TBD projects and make recommendations.
- On January 10, 2011 Spokane City Council adopted Ordinance C34683 which amended the scope of transportation improvements proposed to be funded by the TBD to include the Six-Year Pavement Maintenance Program of the City's 2012-2017 Six-Year Comprehensive Plan.
- February 14, 2011 the council amended the municipal code to direct the TBD to allocate 10% of the revenue to the pedestrian program of the City's 2012-2017 Six-Year Comprehensive Street program.
- October 21, 2011 the city council votes to establish a dedicated Transportation Benefit Fund which the car tab fees will be deposited in.
- Program sunsets in 2017.

Oversight:

- The TBD is overseen by the Citizen's Transportation Advisory Board, which consists of seven members. Three of the seven are from each of the three council districts, one is a member at large (representing all of Spokane), one is chosen from the Bicycle Advisory Board, one is chosen from the Citizens Street Advisory Commission and one is chosen from the Pedestrian, Traffic and Transportation Committee of the Spokane Community Assembly. Terms are staggered.
- CTAB created a TBD outreach plan in 2013 to educate citizens on what the TBD is and how the funds are being utilized.

Revenue:

- To date, the Transportation Benefit District has brought in \$5.03 million in revenue via the \$20 car tab fee.

Projects:

- As of 2014, the TBD has paid a total of \$3.42 in expenditures grind & overlay projects, chip seal projects, crack seal projects and sidewalk projects. The fund has help complete six sidewalk projects, 95.22 lane miles of crack seal projects, 5.68 lane miles of grind/overlay projects and 22.44 lane miles of chip seal projects.

Issues/Difficulties:

- The program ran into some mapping issues that led to citizens being charged outside of the TBD boundaries. CTAB also had to reach out to Department of Licensing for an additional phone line for license renewals. Initially the TBD number was the only contact number and this caused some confusion for citizens. If County forms a TBD, the program would dissolve.