

Citizens Transportation Advisory Board Annual Report for 2024



[Pavement Rating - City of Spokane, Washington](#)

**Abigail Martin, Transportation Benefit District
(TBD) Administrator**

May 2025

***Presentation to Transportation Commission for
feedback in advance of presentation to City Council***

Spokane’s Transportation Benefit District was formed in 2011 pursuant to a state law that laws local cities to create special districts to help fund transportation infrastructure through local car tab fees. In its enabling legislation, the City Council designated itself as the governing board of the TBD, and shortly thereafter created the Citizens Transportation Advisory Board (CTAB) to provide citizen oversight of the use of the funds collected by the district.

Since its creation in 2011, and until it was dissolved in 2024, CTAB provided crucial citizen oversight of transportation projects funded by the TBD funds. The CTAB ensured that funded projects were consistent with the parameters established in Chapter 8.16 of the Spokane Municipal Code (SMC) governing the use of TBD funds. Specifically, city law provides the monies are to be used specifically for projects that serve to

Reduce risk of transportation facility failure and improve safety, decrease travel time, increase daily and peak period trip capacity, improve modal connectivity, and preserve and maintain optimal performance of the infrastructure over time to avoid expensive infrastructure replacement in the future.

- Chapter 8.16.060.B., Spokane Municipal Code

Projects funded by the TBD must be identified in the 6-year Pavement Maintenance Program element of the City’s 6-year Comprehensive Street Program. The 6-year Pavement Maintenance Program establishes the work components of the program, including: pothole repair, sub-grade repair, crack sealing, skin patching, thick overlay, grind/overlay, and utility cut patching, in addition to other maintenance programs such as leaf pick-up, snow removal, street sweeping, street grading, restriping, weed control, and pavement maintenance and repair for the City’s 760 lane miles of arterial streets and 1,460 lane miles of residential streets.

Over the years CTAB primarily has chosen to implement projects that benefitted residential streets. Pursuant to SMC 8.16.060.A, about 10% of the funds generated by the TBD are directed to implement the pedestrian program of the 6-year Comprehensive Street Program, including sidewalks.

CTAB Board Members

Lindsey Shaw	District 1	Expires 8/1/2025
Vacant	District 1	
Vacant	District 2	
Vacant	District 2	
Vacant	District 3	
Vacant	District 3	
Grant Shipley	Bicycle Advisory Board (BAB)	Expires 11/11/2024
Cliff Winger	Plan Commission	
	Transportation	
	Subcommittee (PCTS)	Expires 11/11/2024
Vacant	Human Rights Commission	
Randy McGlenn- Chair	Pedestrian Transportation	Expires 3/12/2024
	Traffic, Community Assembly	

TBD Governing Board

Betsy Wilkerson	Chair
Michael Cathcart	District 1

Jonathan Bingle	District 1
Paul Dillon	District 2
Lili Navarrete	District 2
Zack Zappone	District 3
Kitty Klitzke	District 3

Since its inception, the CTAB has submitted an annual report to the City Council on its progress in carrying out its responsibilities as well as its recommendation of funding for specific projects.

In 2024, the City Council overhauled the citizen oversight of transportation infrastructure and created a new Transportation Commission, a nine-member citizen body charged with broad oversight of the city's transportation endeavors. In the process, the CTAB was phased out and its responsibilities transferred to the new commission. In anticipation of these organizational and structural changes, the CTAB recommended a 2024 and a 2025 work plan to the City Council for funding. The projects completed in 2024 were:

Project Name	Work Type
Havana - Central to End North	Recon
Marshall Rd - Thorpe to end of pavement south	Recon
1st - Freya to Rebecca	Grind
Adams - 14th to 6th	Grind
Avon - Napa to Crestline	Grind
Carlisle - Belt to Oak	Grind
Shannon - Washington to Division	Grind
Buckeye from Crestline to Market Et Al	Chip
Cleveland/Rebecca Et Al	Chip
Hartson from Magnolia to Altamont Et Al	Chip
Kensington/Chaucer Et Al	Chip
Normandie from Montgomery to Buckeye Et Al	Chip
Tekoa Et Al	Chip
Augusta from Monroe to Howard Et Al	Crack
Chestnut St Et Al	Crack
Wilding from Standard to Lincoln Et Al	Crack

Annual fund collection over time

Funds collected 2011	\$522,382.20
Funds collected 2012	\$2,520,311.82

Funds collected 2013	\$2,547,688.44
Funds collected 2014	\$2,786,148.50
Funds collected 2015	\$2,741,101.64
Funds collected 2016	\$2,889,405.93
Funds collected 2017	\$2,957,528.89
Funds collected 2018	\$3,065,198.38
Funds collected 2019	\$3,067,544.60
Funds collected 2020	\$3,350,186.86
Funds collected 2021	\$3,429,482.95
Funds collected 2022	\$3,372,672.17
Funds collected 2023	\$3,381,612.28
Funds collected 2024	\$3,320,619.64
Total Revenue To Date	\$39,951,884.30

Annual fund distribution by type of work over time

	<u>2011-2014</u>	<u>2015</u>	<u>2016</u>
Admin	\$18,090.24	\$12,975.86	\$16,595.30
Grind & Overlay	\$2,217,286.00	\$1,100,166.90	\$1,427,323.61
Chip Seal	\$2,015,184.92	\$535,184.97	\$758,693.92
Crack Seal	\$901,295.73	\$532,113.06	\$464,996.07
Mirco Overlay/Slurry Seal	\$0.00	\$0.00	\$0.00
Sidewalk	\$739,776.49	\$334,861.20	\$55,847.76
Other*	\$346,675.36	\$51,765.89	\$0.00
<u>Total</u>	<u>\$6,238,308.74</u>	<u>\$2,567,067.88</u>	<u>\$2,723,456.66</u>

	<u>2017</u>	<u>2018</u>	<u>2019</u>
Admin	\$21,042.61	\$19,855.52	\$16,377.46
Grind & Overlay	\$971,615.27	\$995,665.91	\$1,553,434.65
Chip Seal	\$708,628.61	\$1,432,386.41	\$1,165,309.07
Crack Seal	\$97,469.18	\$27,079.54	\$279,524.31
Mirco Overlay/Slurry Seal	\$0.00	\$0.00	\$0.00

Sidewalk	\$38,754.68	\$294,939.96	\$394,415.48
Other*	\$48,983.29	\$277,907.26	\$492,010.76
<u>Total</u>	<u>\$1,886,493.64</u>	<u>\$3,047,834.60</u>	<u>\$3,901,071.73</u>

	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Admin	\$9,127.06	\$9,764.61	\$8,226.73	\$25,132.15
Grind & Overlay	\$183,315.82	\$1,517,719.15	\$2,386,040.72	\$4,031,033.62
Chip Seal	\$40,295.01	\$1,612,018.35	\$894,401.04	\$472,764.56
Crack Seal	\$145,980.36	\$21,638.74	\$0.00	\$0.00
Mirco Overlay/Slurry Seal	\$0.00	\$0.00	\$180,726.58	\$9,511.92
Sidewalk	\$317,620.88	\$42,989.99	\$88,304.80	\$595,550.24
Other*	\$412,962.90	\$0.00	\$0.00	\$0.00
<u>Total</u>	<u>\$1,109,302.03</u>	<u>\$3,204,130.84</u>	<u>\$3,557,699.87</u>	<u>\$5,133,992.49</u>

	<u>2024</u>	<u>Total</u>	<u>%</u>
Admin	\$33,288.90	\$190,476.44	0.50%
Grind & Overlay	\$1,821,448.71	\$18,205,050.36	48.10%
Chip Seal	\$2,586,775.68	\$12,221,642.54	32.29%
Crack Seal	\$0.00	\$2,470,096.99	6.53%
Mirco Overlay/Slurry Seal	\$0.00	\$190,238.50	0.50%
Sidewalk	\$35,965.64	\$2,939,027.12	7.77%
Other*	\$0.00	\$1,630,305.46	4.31%
<u>Total</u>	<u>\$4,477,478.93</u>	<u>\$37,846,837.41</u>	<u>100.00%</u>

Projects from latest program and RES cycle

	<u>Active Project Allocations (original project budget per RES)</u>	<u>Expenditures to Date</u>	<u>Estimated Remaining Obligation</u>	<u>Design Phase (project not bid nor awarded)</u>
2023 Chip Seal	\$1,592,050	\$1,832,926	\$0	

2024 Chip Seal	\$1,709,464	\$1,063,592	\$0	
2025 Chip Seal	\$1,629,518	\$196,509	\$0	\$1,433,009
2024 Grind & Overlay	\$1,813,623	\$1,802,299	\$0	
2025 Grind & Overlay	\$1,896,123	\$42,245	\$0	\$1,853,878
Driscoll/Alberta/Cochran Sidewalks	\$640,000	\$465,608	\$100,000	
Haven Sidewalks	\$0	\$0	\$100,000	
North Hillyard Sidewalks	\$0	\$696	\$0	\$999,304
Total:	<u>\$9,280,778</u>	<u>\$5,403,874</u>	<u>\$200,000</u>	<u>\$4,286,192</u>

<u>Funds Collected</u>	<u>Funds Spent</u>	<u>Obligations</u>	<u>Funds rolled to 2025</u>
\$39,951,884	\$37,846,837	\$200,000	<u>\$1,905,047</u>

<u>Funds rolled to 2025</u>	<u>Estimated 2025 Rev</u>	<u>2025 Program Recommendations</u>	<u>Funds rolled to 2026</u>
\$1,905,047	\$3,200,000	\$4,286,192	<u>\$579,406</u>

<u>Funds rolled to 2026</u>	<u>Estimated 2026 Rev</u>	<u>2026 Program Recommendations</u>	<u>Funds rolled to 2027</u>
\$579,406	\$3,200,000	To be determined	<u>\$3,779,406</u>

	<u>2025 Recommendations</u>	<u>2025 Recommendations less prior costs</u>
Grind & Overlay	\$1,896,123	\$1,853,878
Chip Seal	\$1,629,518	\$1,433,009
Crack Seal	\$0	\$0
Infill Sidewalk	\$1,000,000	\$999,304
Reconstruction	\$0	\$0
Mirco Overlay	\$0	\$0
Pave Unpaved Roadway	\$0	\$0
New Sidewalk Prog	\$0	\$0

Admin	\$0	\$0
Street Dept Contribution	\$0	\$0
<u>Total:</u>	<u>\$4,525,641</u>	<u>\$4,286,192</u>

Geographic layout of last five years of projects by type

Completed Local Access Street Maintenance

UPDATED AS OF FEBRUARY 2025

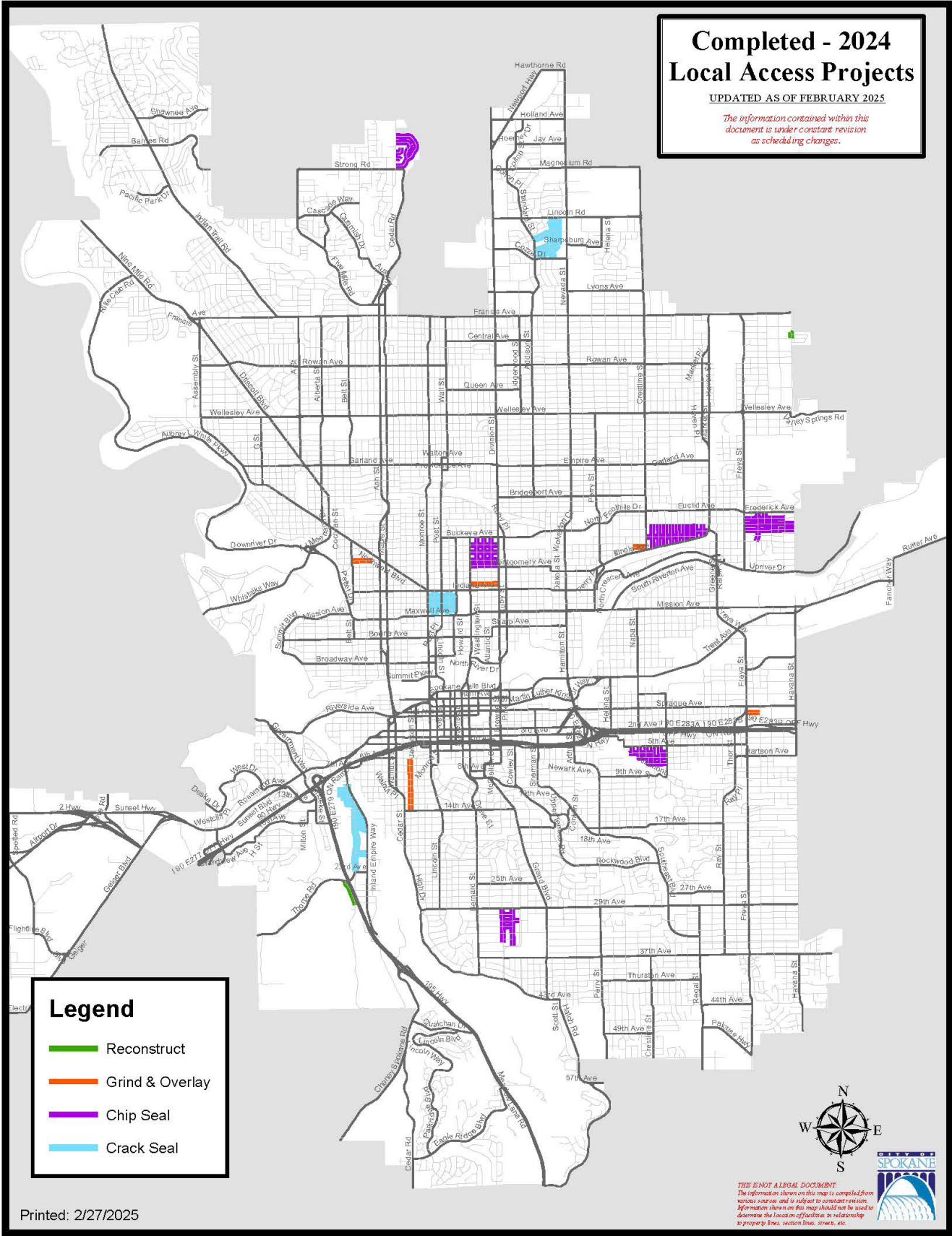
The information contained within this document is under constant revision as scheduling changes.

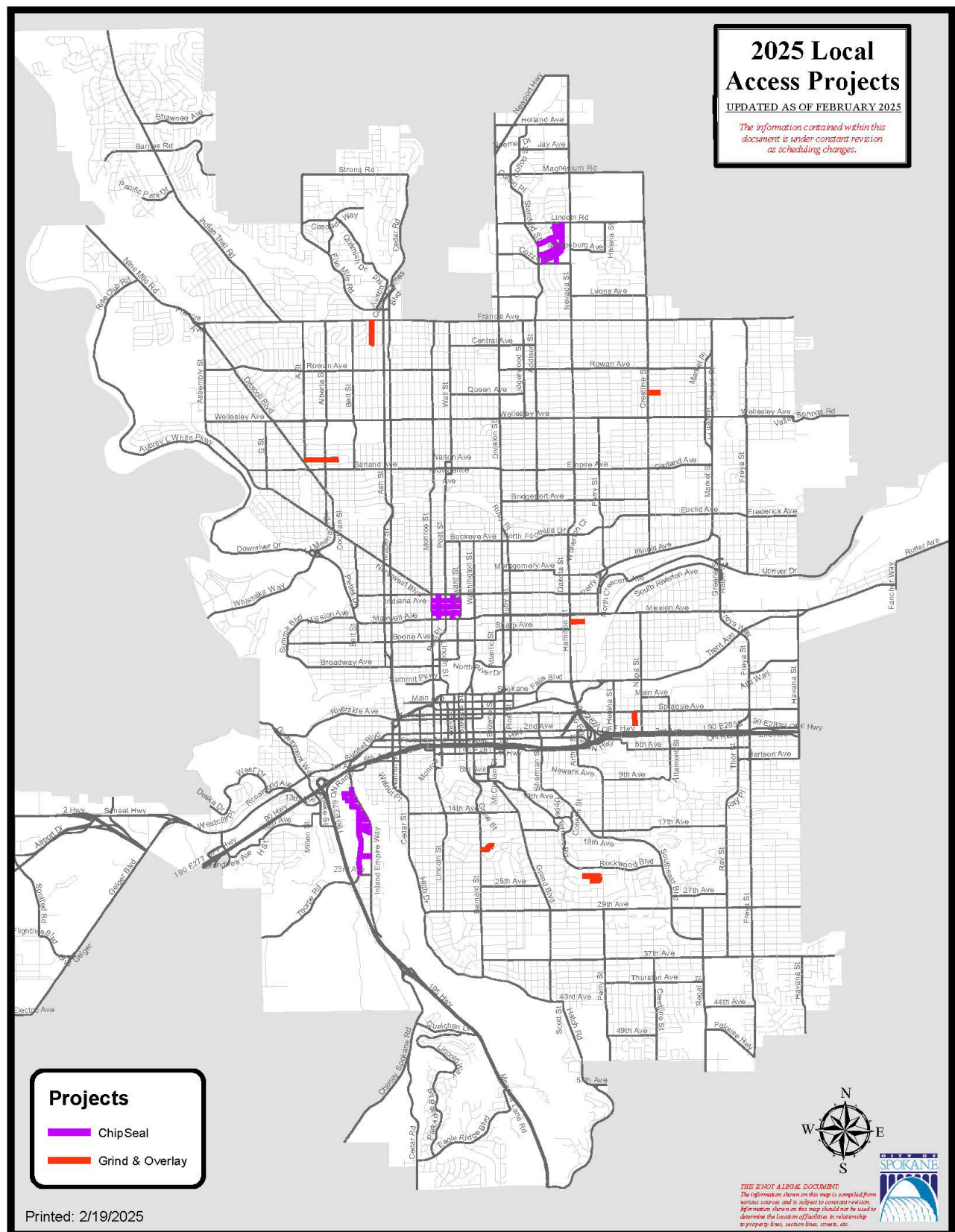
Legend

- Reconstruct
- Grind & Overlay
- Chip Seal
- Slurry Seal
- Crack Seal



THIS IS NOT A LEGAL DOCUMENT.
The information shown on this map is compiled from various sources and is subject to constant revision. Information shown on this map should not be used to determine the location of facilities, in relationship to property lines, section lines, streets, etc.





Ongoing outreach and communication efforts

The Transportation Benefit District continues its outreach endeavors. The CTAB, in 2023, set aside funding for signs to be made that could stand up during project construction to alert passersby and users that the residential street

repair/sidewalk construction they are witnessing is funded through their car tab fees! Those efforts continue as part of a broader campaign to inform our community about the purpose behind their \$20 car tabs- maintenance, investment, and improvements to our city infrastructure specifically related to transportation. The signs, however, were printed with “Brought to you by CTAB...” language, and so the Transportation Commission will need to determine how to proceed/whether to produce new signs given the dissolved body.