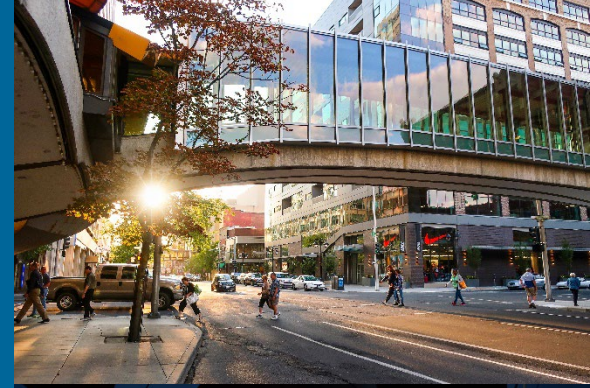




Presented to: Transportation Commission
September 17, 2026

Transportation Benefit District (TBD) Fee Proposal Recommendation Hearing

Jon Snyder, Director of Transportation and Sustainability





Transportation Benefit District Background

Established in 2011 - \$20 per vehicle fee

- Revised Code of Washington (RCW) 36.73
- Spokane Municipal Code (SMC) 08.16

TBD Governing Board: Council President and Council Members

SMC 04.40.080 (D.) The Transportation Commission shall make recommendations to the City Council regarding a comprehensive program for the following programs:

- Use of Transportation Benefit District (TBD) program funds

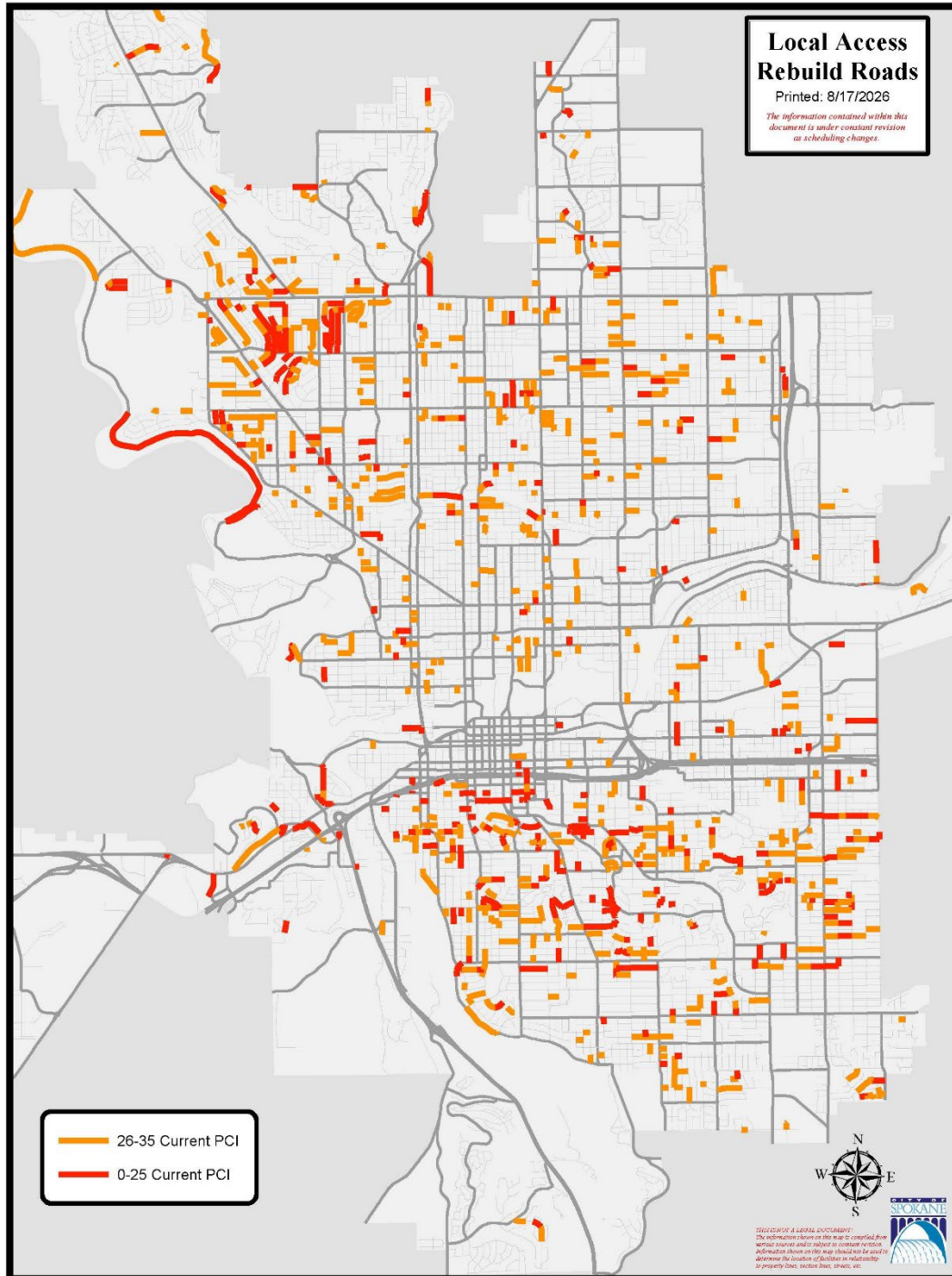
Inflation Impacts

- 43% cumulative inflation rate 2011-2025 (US Bureau of Labor Statistics)
- TBD Per Vehicle Fee
 - \$1.00 in 2025 $\approx$ \$0.69 in 2011
 - \$20 in 2025 $\approx$ \$13.86 in 2011
 - 2025 Budget: \$3.2mil $\approx$ \$2.2mil in 2011
- Since 2011 – heavy civil construction costs (including roads and utilities) have increased ~75%



Local Access Street Inventory - Conditions

Pavement Condition Index	City Lane Miles	% of Inventory	Category of Maintenance	Type of Work	Cost of Work
76-100 (best)	227	34%	Preventative/ Maintenance	Crack Seal	\$1.60/lane ft
51-75	254	38%	Rehabilitation	Chip Seal	\$18/yd
26-50	174	25%	Reconstruction/ Rehab	Grind & Overlay	\$78/yd
0-25 (worst)	21	8%	Reconstruction	Rebuild	\$160- \$315/yd



Local Access Street Inventory – Rebuilds

- Significant need
- Previously funded with TBD
- 0-35 PCI
 - 11% of local access streets
 - 150 City Lane Miles

Sidewalk Infill Funding

- Currently ~10% of the fund
 - Expanded TBD per vehicle fee would double the funding for sidewalks without a change in the allocation
 - 560 mi of sidewalk infill needed
- Joint Transportation Committee; Alternative Local Funding Options for Sidewalk Study

TBD Fee Recommendation:

Increase per vehicle TBD fee to \$40

- Current TBD fund: ~\$3.2 million annually
- Projected at \$40/vehicle fee: ~\$6.4 million annually

Expanded Fund Uses

- Continue to fund preservation, and maintenance of local access streets.
- 10% percent of the fund annually shall be allocated to sidewalk construction and infill.
- Local access street rebuild projects shall be considered for funding during each annual cycle or as a part of an adopted multi-year maintenance plan.



Questions?

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