

**WOODLAND CITY COUNCIL**  
**Special JOINT Meeting - 6:00 p.m.**  
**Wednesday, April 20, 2011**  
Woodland School Commons  
755 Park Street - Woodland, Washington

**AGENDA**

**Mission Statement** - *Community stakeholders promoting common values, visions & goals for Woodland and the Lewis River Valley.*

**CALL TO ORDER**

**Attendees:** City of Woodland-Mayor, City Council and Staff  
Port of Woodland-Commissioners & Director  
Woodland School District-Superintendent & Board members  
Cowlitz County Commissioner(s)  
Downtown Woodland Revitalization Committee  
Cowlitz Wahkiakum Council of Governments  
Chamber of Commerce

**ROLL CALL**

**WORKSHOP**

**Welcome & Introductions** ..... Steve Harvey-Facilitator

- 1. PRESENTATION: Transportation Benefit District (TBD) / City of Woodland**  
Berk & Associates – Jay Rogers / Morgan Shook
  
- 2. Progress by subcommittee(s) to prioritize goals/strategies**
  - a. “We Are Woodland” ..... Dale Boon
  - b. Movie Night .....Jim Bays
  - c. Middle Term (2-3 year range-Parks & Recreation).....Sub-committee
  - d. Long Term (5 year range – Library facilities) .....Al Swindell
  
- 3. Reports on projects and programs by each entity**
  - a. CWCOG**
  - b. City of Woodland**
    1. Citizen Communication Ad Hoc Committee – accepting applications
    2. Business Survey
  - c. Port of Woodland**
  - d. Woodland School District**
  - e. Cowlitz County**
  - f. DWR**
  - g. Chamber**
  
- 4. Next meeting July 20<sup>th</sup> to be hosted by Woodland School District**

**ADJOURN**

# TBD FAQ FOR PUBLIC OPEN HOUSE, CHAMBER OF COMMERCE, AND WQCC MEETINGS

- **What is a Transportation Benefit District (TBD)?**

A TBD is a quasi-municipal corporation and independent taxing district created for the sole purpose of acquiring, constructing, improving, providing, and funding transportation improvements within the district.

- **Who may create TBDs?**

The legislative authority (Woodland City Council) may create a TBD by adopting an ordinance following the procedures set forth in RCW Chapter 36.73. The TBD may include other counties, cities, port districts, or transit districts through interlocal agreements.

- **Who governs the TBD?**

The members of the legislative authority proposing to establish the TBD is the governing body of the TBD. The legislative authority is acting ex officio and independently as the TBD governing body.

- **What transportation improvements can be funded by a TBD?**

A TBD can fund any transportation improvement contained in any existing state or regional transportation plan that is necessitated by existing or reasonably foreseeable congestion levels. This can include maintenance and improvements to city streets, county roads, state highways, investments in high capacity transportation, public transportation, transportation demand management and other transportation projects identified in a regional transportation planning organization plan or state plan.

- **Are there specific projects that the City has in mind for TBD funds?**

Yes. The City wants to raise dedicated revenues to help fund the Scott Avenue Crossing Project. Given the size and scope of the Scott Avenue Crossing Project, the City envisions TBD revenues being used as part of a local match package to obtain larger state and/or federal grant funding.

The City also envisions using TBD revenues for the preservation and repair of City streets that are in poor condition.

- **How would the City propose to generate TBD funds?**

There are several TBD revenue options; however the City is considering the following:

#### **Citywide Options**

1. \$20 Annual Vehicle License Fee (VLF) for general preservation and maintenance of City streets, not subject to voter approval;
2. \$100 Annual VLF for general preservation and maintenance of City streets; requires voter approval; and
3. 0.2% sales and use tax for Scott Avenue Crossing; requires voter approval.

#### **Smaller Commercial-Zoned TBD**

4. 0.2% sales and use tax for Scott Avenue Crossing; requires approval of voters located within the boundaries of the TBD.

- **How would I be impacted if the City were to impose a VLF revenue option?**

If you own and register one of the vehicle-types listed in the top portion of Exhibit 1 **and** live within the City limits, you will be required to pay an additional fee next time you register your vehicle. If imposed, the TBD VLF fee would begin six months after the City Council adopts the ordinance creating the TBD.

**Exhibit 1**

Registered Vehicles Subject to TBD Vehicle License Fee	
<ul style="list-style-type: none"> <li>• Passenger vehicles;</li> <li>• Trucks that weigh 6,000 pounds or less;</li> <li>• Motorcycles;</li> <li>• Commercial passenger vehicles and trucks that weigh 6,000 pounds or less;</li> <li>• Combination trucks that weigh 6,000 pounds or less;</li> <li>• Tow trucks;</li> <li>• House moving dollies;</li> <li>• Trucks used exclusively for hauling logs that weigh 6,000 pounds or less;</li> </ul>	<ul style="list-style-type: none"> <li>• Taxicabs;</li> <li>• For-hire or stage vehicles with 6 seats or less;</li> <li>• For-hire or stage vehicles with 7 or more seats that weigh 6,000 pounds or less;</li> <li>• Private use trailers over 2,000 pounds;</li> <li>• Motorcycle trailers;</li> <li>• Travel trailers;</li> <li>• Fixed load vehicles that weigh 6,000 pounds or less; and</li> <li>• Mobile homes licensed as vehicles.</li> </ul>
Exempt Vehicles	
<ul style="list-style-type: none"> <li>• All farm vehicles;</li> <li>• Campers;</li> <li>• Off-road vehicles;</li> <li>• Snowmobiles;</li> <li>• Mopeds;</li> <li>• Personal use trailers with a single axle and less than 2,000 pounds scale weight;</li> <li>• Commercial trailers;</li> </ul>	<ul style="list-style-type: none"> <li>• Combination trailers;</li> <li>• Trailers used exclusively for hauling logs;</li> <li>• Horseless carriage, collector, or restored-plate vehicles;</li> <li>• Converter gear;</li> <li>• Government vehicles;</li> <li>• Private school vehicles; and</li> <li>• Vehicles properly registered to disabled American veterans.</li> </ul>

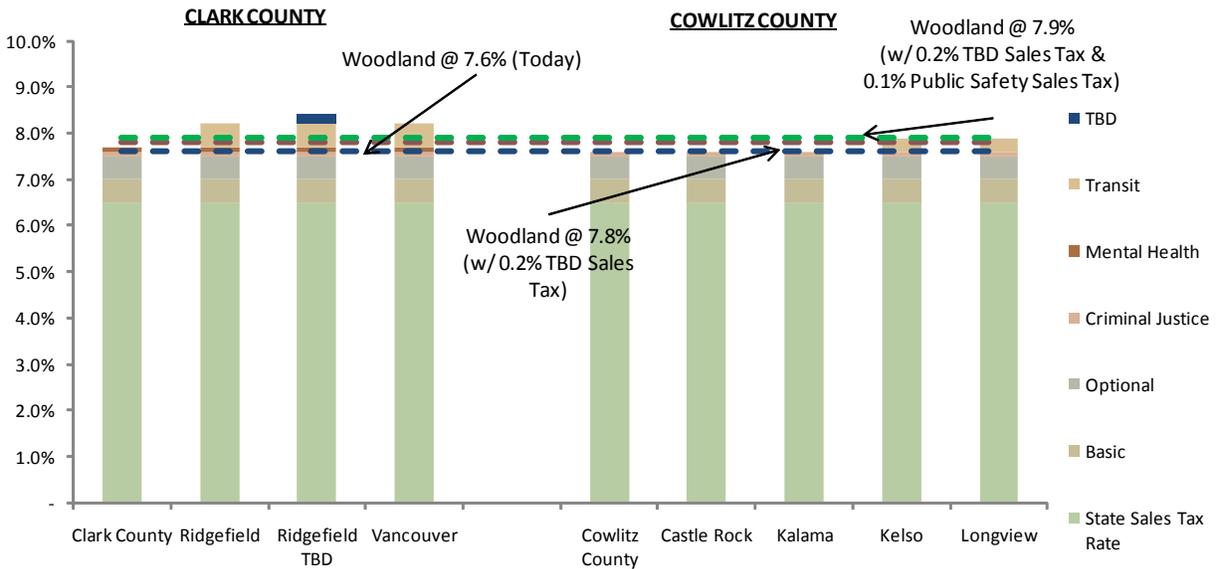
Source: Washington Department of Licensing, 2011

- **How would I be impacted if the City were to impose the 0.2% TBD sales tax revenue option?**

Assuming an affirmative vote from registered voters living within the boundaries of the TBD, the rate imposed on all taxable sales activity would increase by 0.2% or 2 cents for every \$10 of taxable sales. The tax does not apply to the cost of groceries, prescriptions, gasoline, rent, or mortgage payments, as these are exempted by State law.

For example within the TBD, a sit-down meal at a restaurant previously costing \$100 will now cost \$100.20.

## Exhibit 2 Comparison of Sales Tax Rates (State & Local Rates)

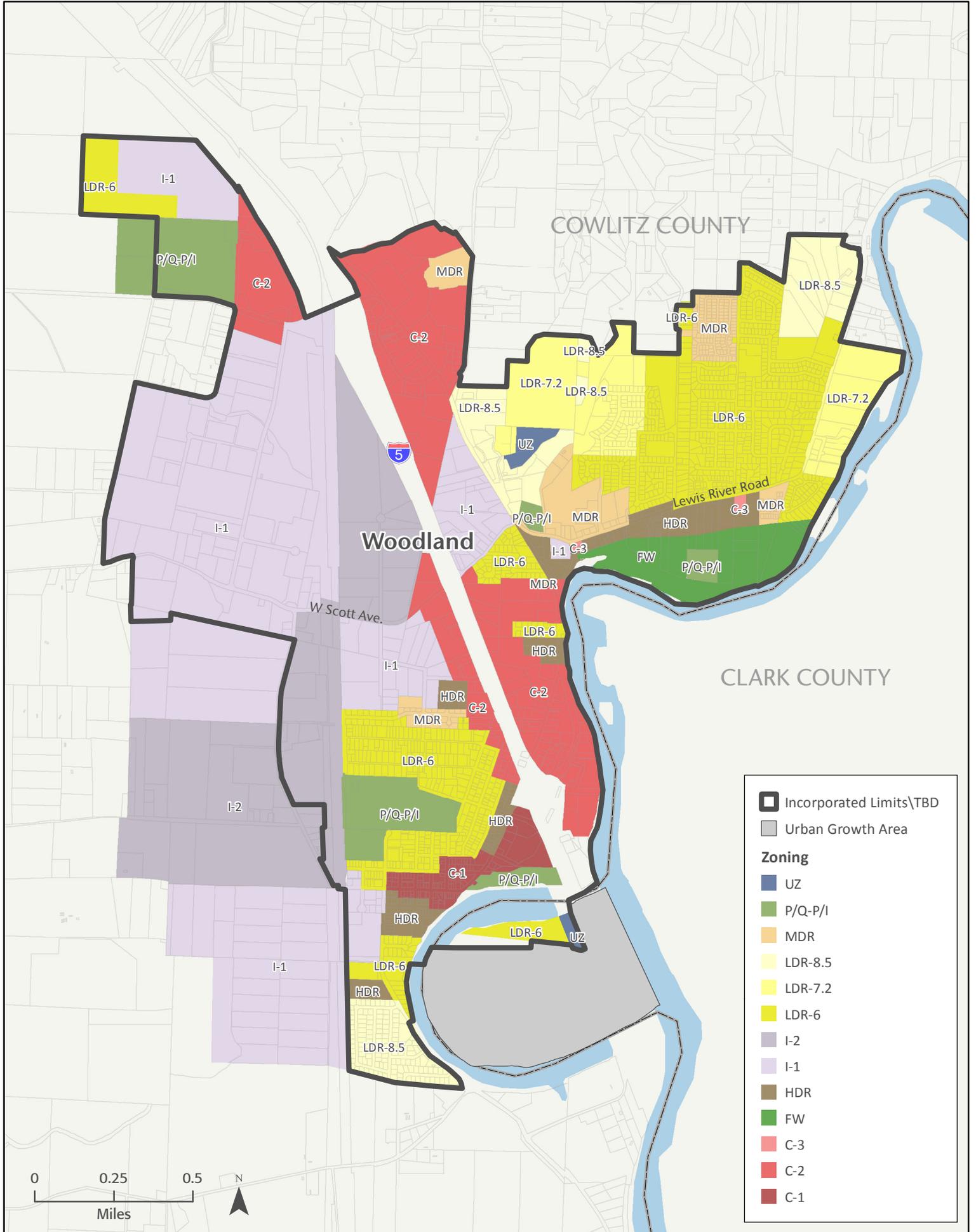


	State Rate	Local Rate							Total Local Rate	Total State & Local Rate
		Basic	Optional	Criminal Justice	Mental Health	Transit	TBD	Public Safety Sales Tax		
Clark County	6.5%	0.5%	0.5%	0.1%	0.1%	-	-	-	1.2%	7.7%
Ridgefield	6.5%	0.5%	0.5%	0.1%	0.1%	0.5%	-	-	1.7%	8.2%
Ridgefield TBD	6.5%	0.5%	0.5%	0.1%	0.1%	0.5%	0.2%	-	1.9%	8.4%
Vancouver	6.5%	0.5%	0.5%	0.1%	0.1%	0.5%	-	-	1.7%	8.2%
Cowlitz County	6.5%	0.5%	0.5%	0.1%	-	-	-	-	1.1%	7.6%
Castle Rock	6.5%	0.5%	0.5%	0.1%	-	-	-	-	1.1%	7.6%
Kalama	6.5%	0.5%	0.5%	0.1%	-	-	-	-	1.1%	7.6%
Kelso	6.5%	0.5%	0.5%	0.1%	-	0.3%	-	-	1.4%	7.9%
Longview	6.5%	0.5%	0.5%	0.1%	-	0.3%	-	-	1.4%	7.9%
Woodland (Today)	6.5%	0.5%	0.5%	0.1%	-	-	-	-	1.1%	7.6%
Woodland w/ 0.2% TBD	6.5%	0.5%	0.5%	0.1%	-	-	0.2%	-	1.3%	7.8%
Woodland w/ 0.2% TBD & 0.1% Public Safety Sales Tax	6.5%	0.5%	0.5%	0.1%	-	-	0.2%	0.1%	1.4%	7.9%

- The City's local sales tax rate is much lower than surrounding jurisdictions. As illustrated in Exhibit 2, even if the City were to impose the full 0.2% TBD sales tax, the local rate would still be lower than most other nearby jurisdictions.
- The City's sales tax rate with both a 0.2% TBD and 0.1% Public Safety sales tax would be higher than Kalama and Castle Rock and the same as Kelso and Longview. However, the total local rate would be lower than cities in Clark County.
- **What other requirements should I be aware of?**

Revenue rates, once imposed, may not be increased, unless authorized by voter approval. If project costs exceed original costs by more than 20 percent, a public hearing must be held to solicit public comment regarding how the cost change should be resolved. The TBD must issue an annual report to include the status of project costs, revenues, expenditures, and construction schedules. The TBD must be dissolved at the completion of the cited projects and/or payment of any debt service issued.

# WOODLAND: CITYWIDE TBD OPTION



# WOODLAND: SMALLER TBD SUBSET

