



Introduction to Special Assessments

Disclaimer

The contents of this presentation do not have the force and effect of law and are not meant to bind the public in any way. This presentation is intended only to provide information and clarity to the public regarding a funding option that may be available to FHWA grant and sub-grant recipients. Value capture techniques and policies are often implemented outside of Federal funding or regulatory requirements.

Presentation Outline

- 1 Overview of Special Assessments
- 2 Application
- 3 Establishment
- 4 Calculating The Fee
- 5 Administration
- 6 Legal and Regulatory Issues
- 7 Financing
- 8 Examples

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What is a Special Assessment?

1

Special Assessments



Property Owners



Municipal Government

... fees paid by property owners to a municipality based on receipt of special benefits from infrastructure investments

Special Assessments are also called:

Special Assessment Districts

Benefit Assessment Districts

Local Improvement Districts

Transportation Improvement Districts

Community Improvement Districts

Neighborhood Improvement Districts

Overview: Concept behind SADs

1

Transportation enhances property values

- New or improved infrastructure provides special benefits to nearby properties.
- Access to transportation infrastructure creates higher land values.
- Special assessments return a portion of this special benefit to the public sector that created it.

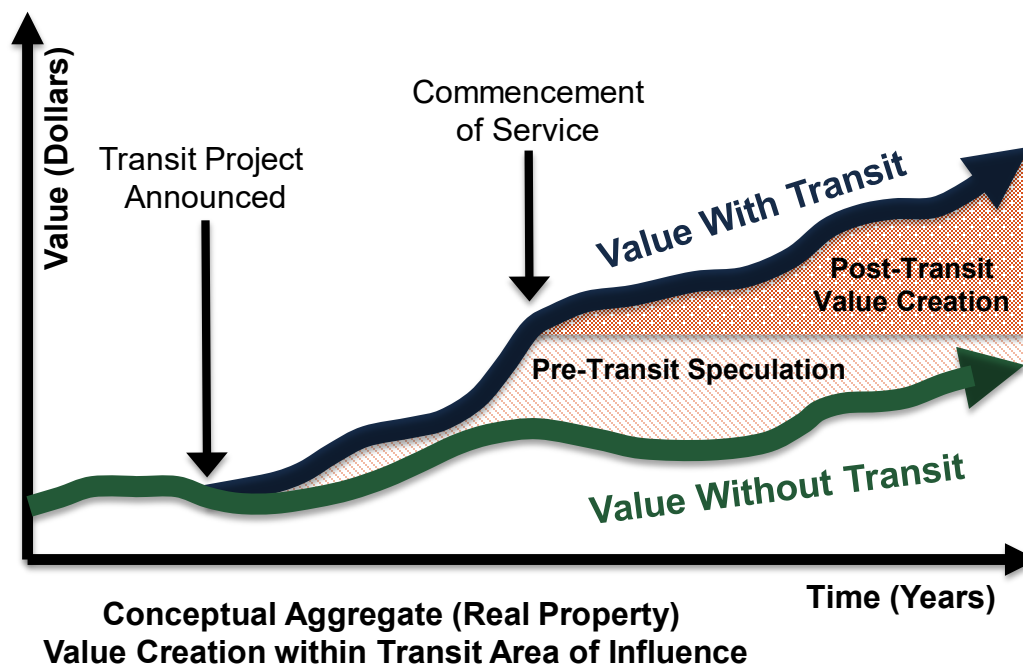
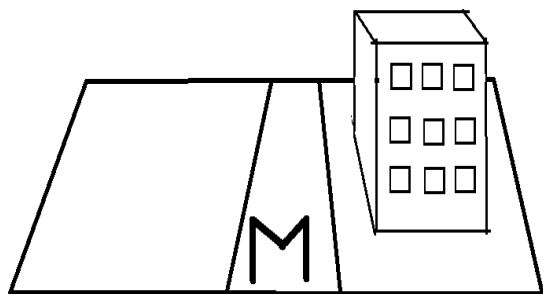


Figure source: Transportation Research Board, TCRP Report 190, 2016.

Overview: Concept behind SADs

1

**Financial beneficiaries pay
in proportion to benefits received**



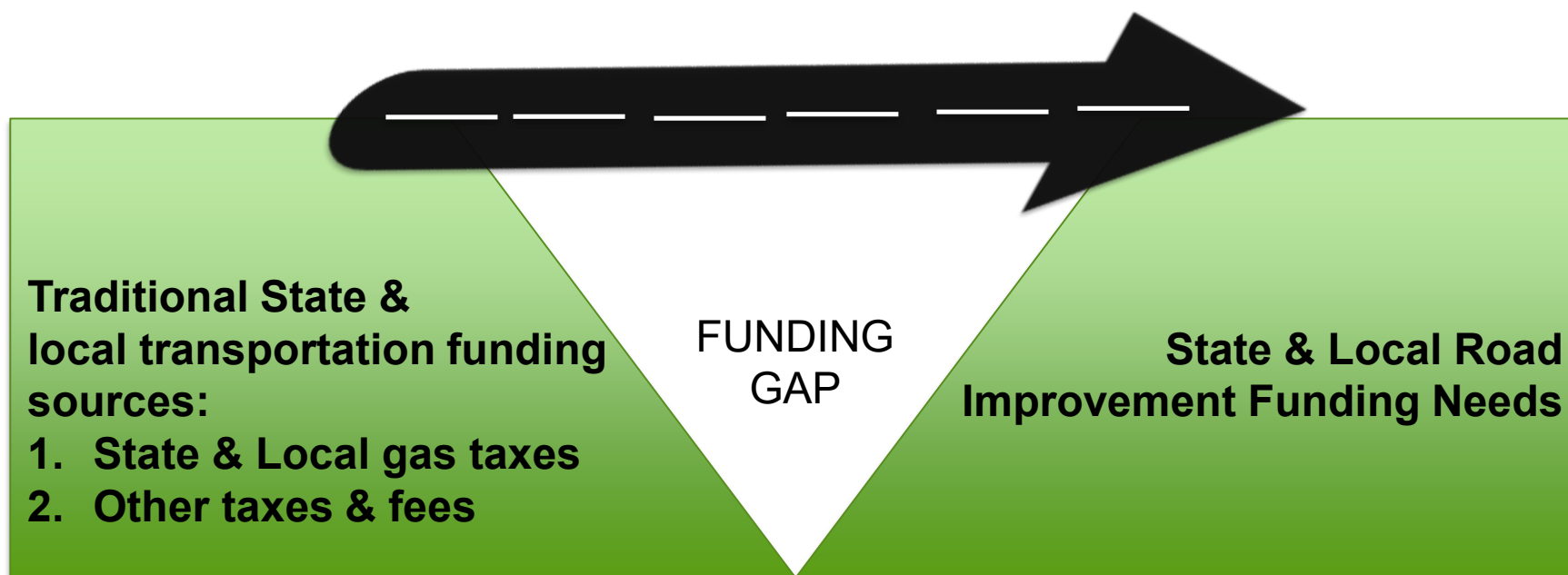
**Both Lots Benefit Equally
from New Infrastructure “M”**

- Even if a landowner lives elsewhere and never uses the transportation facilities near his/her property, higher land values provide the owner with a direct benefit.
- Fees based on increased land value will be paid by beneficiaries in proportion to the benefits received.

Overview: Why use SADs?

1

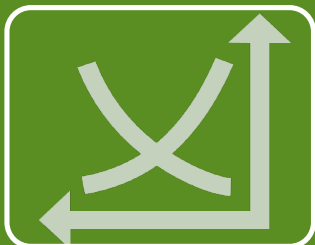
Closing Funding Gaps



Overview: Why use SADs?

1

Efficiency, equity, and stakeholder benefits



Economic Efficiency

- Linking benefits and payments can encourage more efficient land development decisions
- Simple administration (property tax billing in place)



Equitable

- Those who benefit pay
- Payments in proportion to benefits received



Stakeholder Benefits

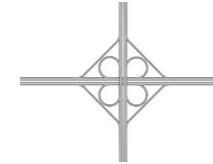
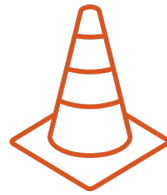
- Transparency in how Special Assessments are spent
- Transparency & accountability build trust

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Application of Special Assessments

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- Street & sidewalk paving, curb cuts,
- Municipal Parking Facilities
- Transit Stations
- Intersections & Interchanges
- Elimination of RR Grade Crossings
- Road Widening

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Establishing a Special Assessment

3

1

**Special Benefits?
Enabling legislation?**

2

**Identifying properties
Defining boundaries**

3

Defining exclusions

4

**Fee basis: Cost or Benefit?
Schedule or rate ?**

5

Termination date

6

Enact Legislation or Ordinance

Establishing a Special Assessment

3

1

DOES PROJECT CREATE A SPECIAL BENEFIT? IF SO, IS THERE STATE ENABLING LEGISLATION?

- Does a capital project create a special benefit for one or more properties that is not generally available to all properties in the jurisdiction?
- “Special assessments are authorized in all 50 States, the District of Columbia and Puerto Rico, either under explicit enabling legislation or by State constitutional provisions.”
- However, are special assessments authorized for the level of government undertaking the project?

Establishing a Special Assessment



2 Identifying the properties receiving a special benefit;

New or improved infrastructure provides special benefits to nearby properties. Typically, access to transportation infrastructure creates higher land values.

- Typically, being close to a highway does not create a benefit. It's access to the highway (via an interchange) that creates a benefit.
- Typically, the intensity of the benefit diminishes with distance from the interchange.
- But some properties might not benefit, despite proximity.
 - Residences near an airport beneath the flight path
 - Industrial property near a municipal parking garage.

Establishing a Special Assessment

3

2

Defining a District Boundary

EXAMPLE: Route 17 Special Tax District

APPENDIX J: ROUTE 17 SPECIAL TAX DISTRICT IN THE CITY OF SUFFOLK, VIRGINIA



Reprinted by permission of the Suffolk News-Herald.

Real estate professionals can be helpful in determining the geographic extent of project benefits.

The Route 17 Special Tax District was created to pay the debt service for road improvements and to foster economic development in a portion of the City of Suffolk in Virginia. The special assessment rate was \$0.25 per \$100 of assessed value in FY16.

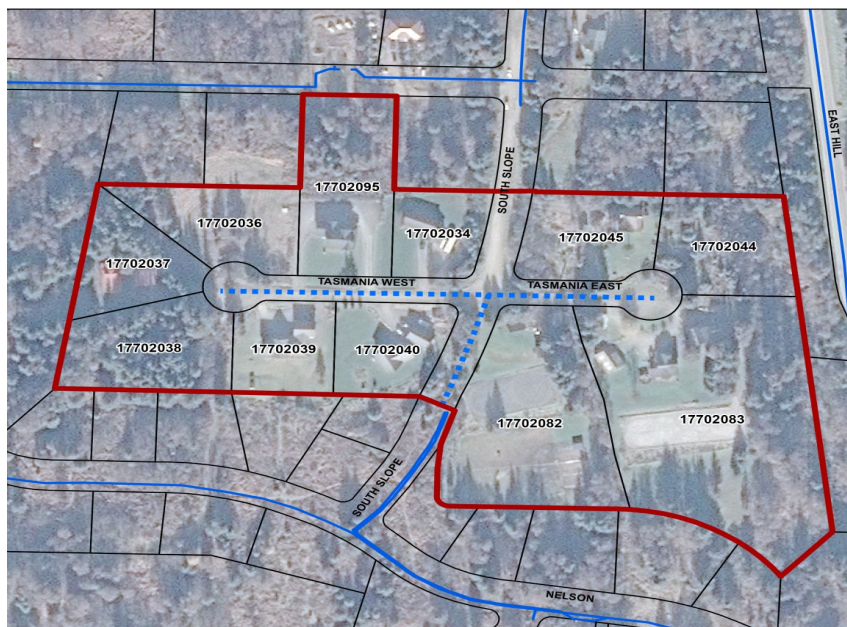
Establishing a Special Assessment

3

2

Defining a District Boundary

EXAMPLE: Homer, Alaska



The City of Homer, Alaska, established a boundary for a new special assessment district for the extension of water and sewer lines. The district consists of properties serviced by the extensions.

Establishing a Special Assessment

3

3

Defining any exclusions of properties within the district

Separate Beneficiaries from Non-Beneficiaries

Example: Municipal Parking Facility

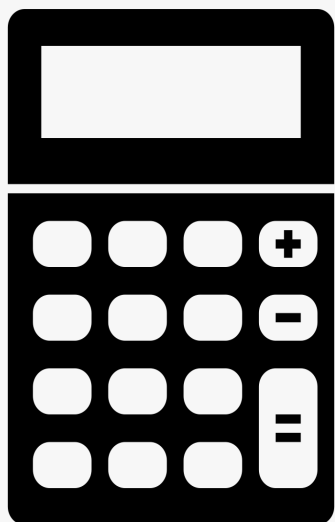
- Retail establishments within walking distance will get the most benefit from this facility.
- Residential and industrial land uses will likely receive no benefit. Therefore, these properties might be exempted from liability for the special assessment, even if they are in close proximity to the facility and within its geographic benefit zone or district.

Establishing a Special Assessment

3

4

**Defining the basis for the fee;
Establishing the fee as a schedule or rate**



A. Fixed cost (fee schedule) for standard activity?

- Water & sewer hookups:

B. Variable cost for standard activity?

- Water & sewer extensions, sidewalk creation, new street construction:

C. Variable Benefit Based Upon:

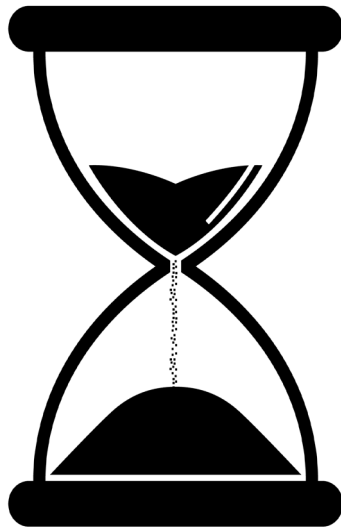
- Relationship of Infrastructure & Land Use
- Distance from Infrastructure

Establishing a Special Assessment

3

5

Establishing a termination date for the special assessment.



If a special assessment is established to fund a capital project, termination is typically determined to be the date when specified capital costs (such as payment of debt service on a bond) have been completed.

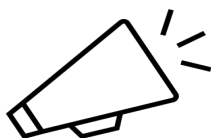
Alternatively, if the special assessment funds ongoing operating costs, there might be a sunset or termination date with an option for renewal.

Establishing a Special Assessment

3

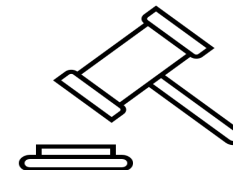
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NOTIFYING THE PUBLIC & ADOPTING AN ORDINANCE



Notice & Public Hearing

Hearings are held to obtain input from the affected public. Interested persons are provided an opportunity to support, oppose or suggest changes to the proposed SAD legislation.



Enact SAD Ordinance

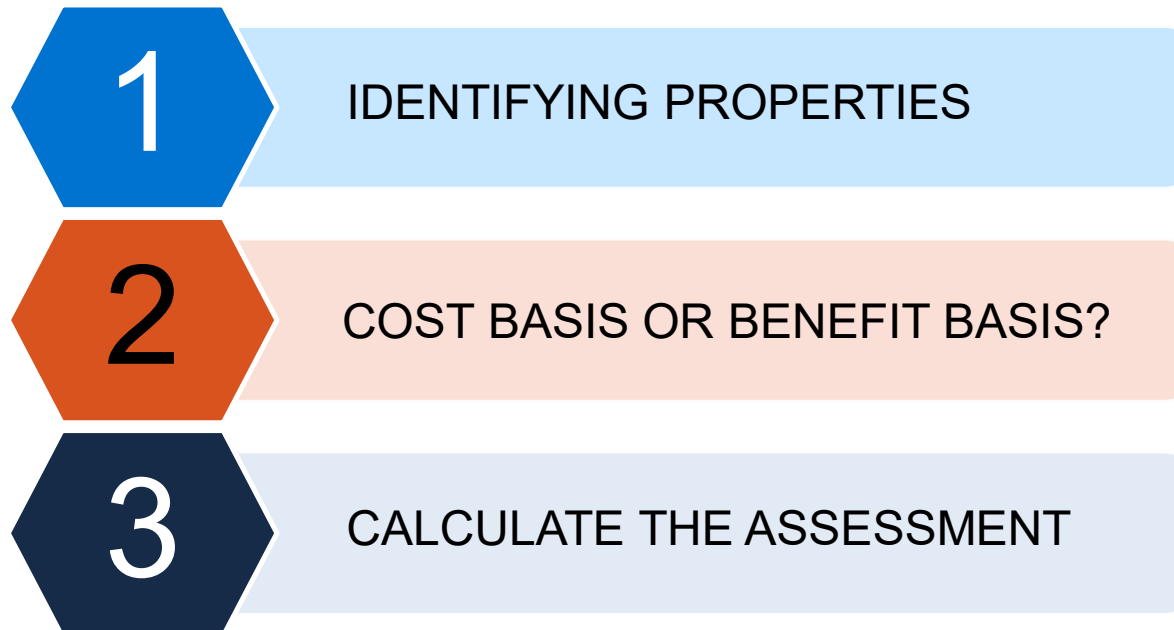
State enabling legislation will provide substantive and procedural requirements for local legislation to implement a SAD.

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Calculating Special Assessments

4

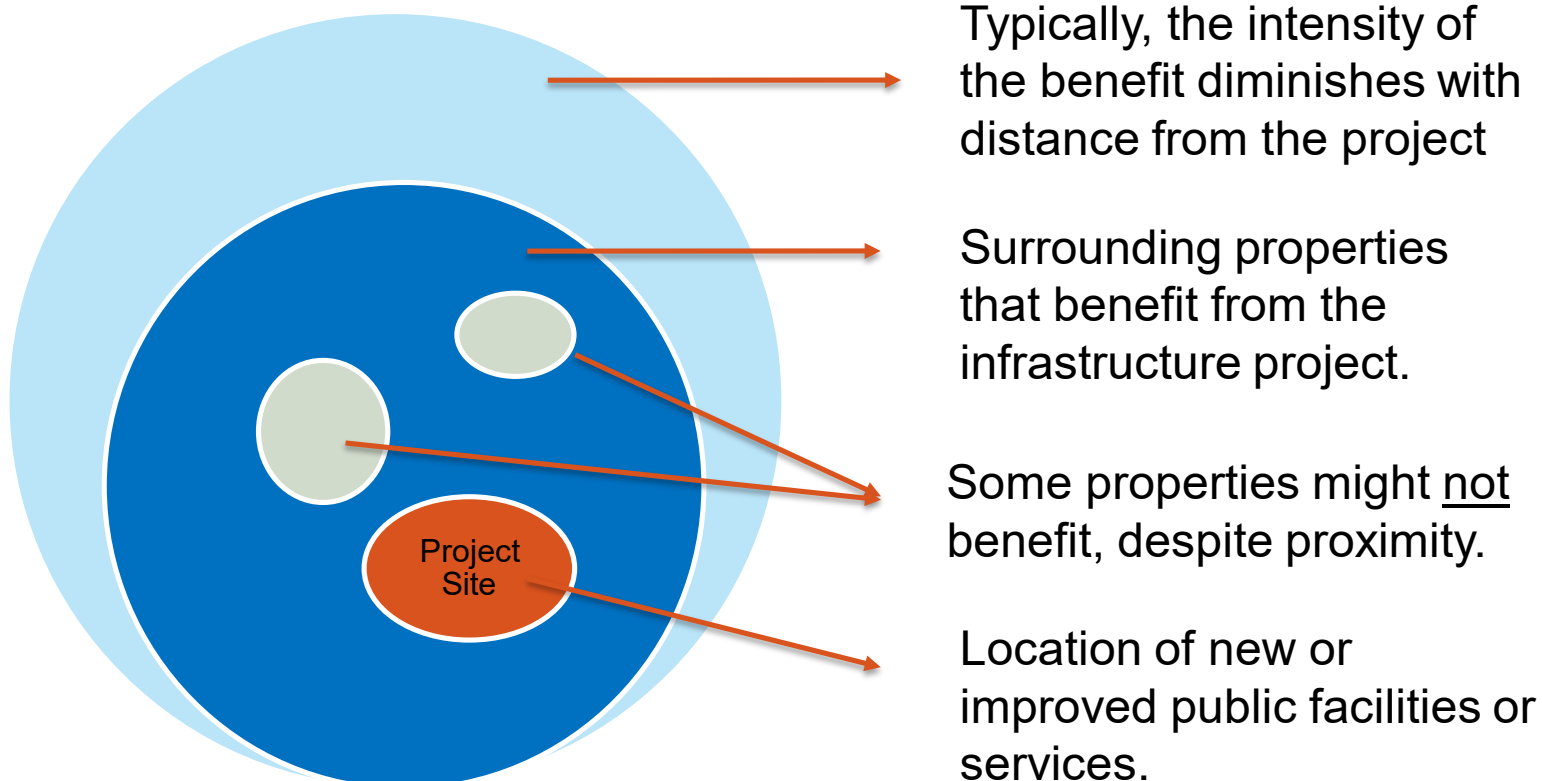


Calculating Special Assessments

4

1

Identifying the properties receiving a special benefit



Calculating Special Assessment

4

2

Cost Basis or Benefit Basis

A. Fixed cost for standard activity?

- Water & sewer hookups
- Curb Cuts

B. Variable cost for standard activity?

- Street Lights
- Water & sewer extensions,
- Sidewalk creation
- New street construction:

C. Variable Benefit?

- Assessment by property or by zone

Calculating Special Assessment

4

2

Cost Basis or Benefit Basis

A. Fixed cost for standard activity

- Water & sewer hookups
- Curb Cuts

Establish a Fee Schedule:

- Water connection & valve: \$XYY
- Sewer connection \$ZYX
- Curb Cut:
 - Permit Review & Approval . . \$ KJ
 - Impact mitigation (zone A) . . \$BCD
 - Impact mitigation (zone B) . . \$EAA

Calculating Special Assessment

4

2

Cost Basis or Benefit Basis

B. Variable cost for standard activity

- Street Lights
- Water & sewer extensions
- Sidewalk creation
- New street construction

Establish a Cost Reimbursement Formula:

- $(\text{Cost} / \text{Distance}) \times \text{front footage}$
(e.g., \$51.20/linear foot for a 4' wide sidewalk)
 - Total Costs / # of properties served
- or
- Other Formula Related to the Costs Incurred or Benefits Received

Calculating Special Assessment

4

2

Cost Basis or Benefit Basis

C. Variable Benefit

- Assessment by property or by district

Percentage rate applied to land value

- Uniform rate throughout district (e.g., \$0.05/\$100 assessed land value)
- Graduated or zone rates within district
 - \$0.05/\$100 assessed land value within 1,000 feet of project
 - \$0.02/\$100 assessed land value within 1,001 ft & 1,500 ft of project

Or

- Other formula related to costs incurred or benefits received

Calculating Special Assessments

4

3

CALCULATE THE ASSESSMENT

A. Fixed cost (fee schedule) for standard activity?

- Fee collected for permit approval

B. Variable cost for standard activity?

- Fee is a surcharge collected with the standard property tax

C. Variable Benefit Based Upon:

- Fee is a surcharge collected with the standard property tax

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Administering Special Assessments

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Standard Activity – Fixed Fee

- Collect Fee for Permit Approval

Standard Activity – Variable Cost Variable Benefits

- Properties Identified (individually or by district)
 - Property Owners May Appeal Designation
- Surcharge Formula Applied Annually Until Termination
- Collection Via Standard Property Tax Billing
- Fee Receipts Segregated & Deposited to Account Dedicated to the Project for which Fees Were Assessed

Enforcement

- Special Assessments Are Liens Against The Property
- Compliance Is Almost Universal

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Legal and Regulatory Issues

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Definitions:

A Special Assessment is **NOT** a **Tax**!

A “**tax**” is a compulsory payment required from “individuals, businesses or property to support and carry on the legitimate functions of the government.”

A tax can be levied “without reference to peculiar benefits to particular individuals or property.” Indeed, “[n]othing is more familiar in taxation than the imposition of a tax upon a class or upon individuals who enjoy no direct benefit from its expenditure, and who are not responsible for the condition to be remedied.” — *U.S. Supreme Court, Carmichael v. Southern Coal Co. (1937)*

Legal and Regulatory Issues

6

Definitions:

A Special Assessment **IS** a **Fee**

A “**fee**” is also a compulsory payment required from individuals, businesses or property. Unlike a tax, a fee is compensation for particular services or facilities.

Legal and Regulatory Issues

6

Definitions:

A special assessment is a type of fee levied against real property particularly and directly benefited by a local improvement in order to pay the cost of that improvement.

The rationale of special assessment is that the assessed property has received a special benefit over and above that received by the general public.

The general public should not be required to pay for special benefits for the few, and the few specially benefited should not be subsidized by the general public.

Legal and Regulatory Issues

6

Ensuring Appropriate Legal Authority

States can levy special assessments and they can delegate this power to subordinate levels of government by statute.

Check The State's Special Assessment Enabling Statute:

- Does it apply to your jurisdiction?
- What are the substantive requirements?
- What are the procedural requirements?

Legal and Regulatory Issues

Key Legal Issues

Uniformity

- All people and property in the same situation are treated the same.
- Special assessments treat some properties differently than others.
 - **OK if** community establishes justification for different treatment.

Due Process

- Prior to having a mandatory fee imposed, affected property owners are provided with
 - Notice of the proposed project and associated fees
 - Opportunity to comment in support or opposition

Legal and Regulatory Issues

6

Surviving Legal Challenges

- **Jurisdictions proposing special assessments will document that:**
 - Substantive and procedural requirements of the special assessment enabling legislation have been satisfied;
 - A methodology was selected to accurately and fairly ascertain which properties benefit and which ones don't;
 - This methodology identified properties receiving special benefits and this justifies their liability for a special assessment fee;
 - A relationship exists between the benefits received and the fees imposed;
 - The method for apportioning costs among the properties receiving special benefits is fair; and
 - Fees collected will be applied to the services or facilities conferring the benefit and will not exceed actual costs.

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Special Assessments and Financing

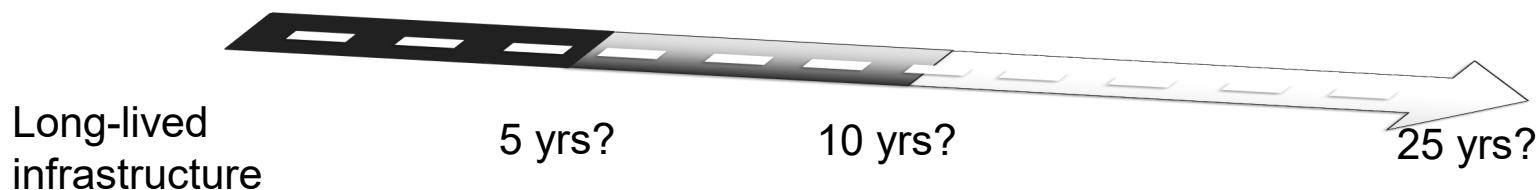
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OPERATIONS, LOCAL MATCH & PAY-GO

- Special assessments for curb cuts or water & sewer connections are typically a one-time payment.
- Operating expenses (and capital expenses also) for business improvement districts (BIDs) might be paid for through a special assessment. However, BIDs are typically created by property owners pursuant to a process established by a local government.
- Special Assessment revenue can be used as a local match for state or federal funding.
- Assessments for long-lived assets, such as street or water main extensions, may be calculated to provide steady funding for many years. Revenues can fund construction as funds become available.

Special Assessments and Financing

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CAPITAL PROJECTS & FINANCING

- Assessments for long-lived assets, such as street or water main extensions, may be calculated to provide steady funding over the life of the asset.
- Because special assessment revenue tends to be certain and secure over a long period of time, investors are willing to make loans (or buy bonds) to provide up-front cash for infrastructure projects that will be paid back by special assessment revenues over the life of the special assessment.
- Special Assessments can also serve as backstops for less certain revenue, such as Tax Increment Financing.

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Examples: California Irrigation Districts

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Transporting Water to Fertile But Arid Valleys

- The Wright Act of 1897 enabled the creation and operation of irrigation districts;
- Initially, these irrigation districts were funded by user fees levied on the amount of water withdrawn from the canals.
- Large estates next to the canals became valuable, but some owners contributed nothing because they were not farming and not withdrawing water.
- The Wright Act was amended to require special assessments based on land value from all land benefiting from proximity to the canals. Benefiting lands included both farmland and nearby towns.
- Revenues increased and were more equitably distributed among beneficiaries.
- Special assessments motivated the intensive cultivation of nearby land.



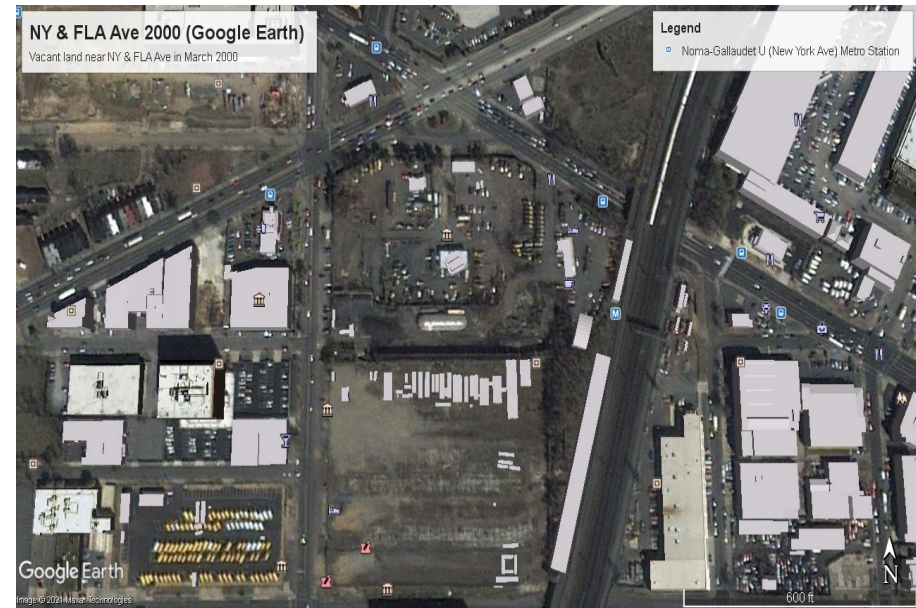
Source: Fresno Water District

Examples: NoMA Transit Stations & Streets

8

Development-Oriented Transit

- The aerial photo on the right is from 2000. Owners of vacant land wanted to develop office buildings. But permits were denied because the only access was via over-crowded arterial streets.
- Landowners petitioned the District Government to construct a transit station nearby to facilitate development.*
- The District Government was in receivership and refused to proceed unless the landowners contributed significantly to the project.
- Landowners offered \$25 million (about 1/3 of the estimated initial cost). The District Government issued a \$25 million bond. The nearby landowners are paying it off over 20 years through a special assessment that was enacted with their support. (Pre-existing residential properties were exempted.)



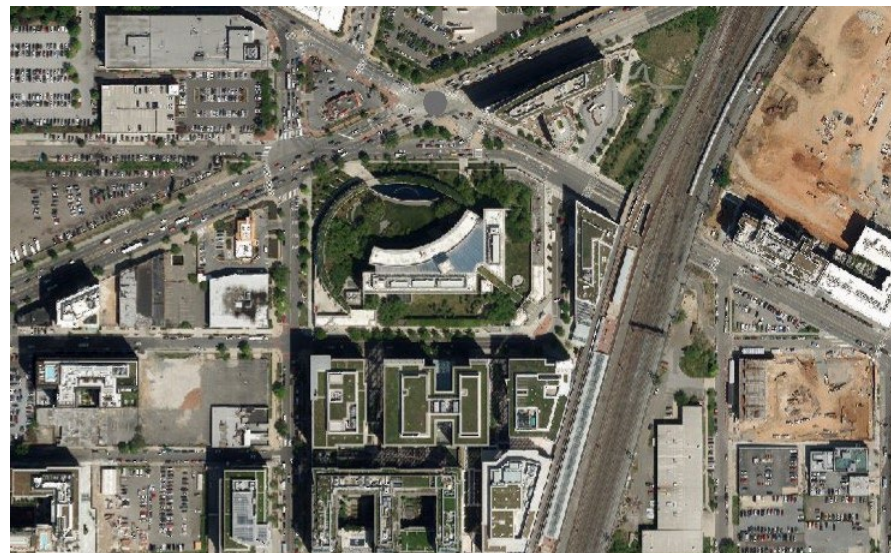
Source: Google Earth

Examples: NoMA Transit Stations & Streets

8

Development-Oriented Transit (continued)

- The aerial photo on the right is from 2019. The new transit station is near the center on the left side of the tracks.
- New street segments to the east and south of the new Bureau of Alcohol Tobacco & Firearms were paid for by the adjacent landowners because they primarily provide access to those properties.
- As of 2021, most of the vacant land in this photo near the new transit station has been developed. Old warehouses (east of the tracks) are being redeveloped.
- Special assessment payments, based on land value, encourage development.
- For more info, see [NoMa- Gallaudet U Metro Station: Success Built on Transit](#) by ULI Washington.



Source: District of Columbia



Value Capture Strategies: Special Assessment Districts



Springfield, Missouri Background (SGF)

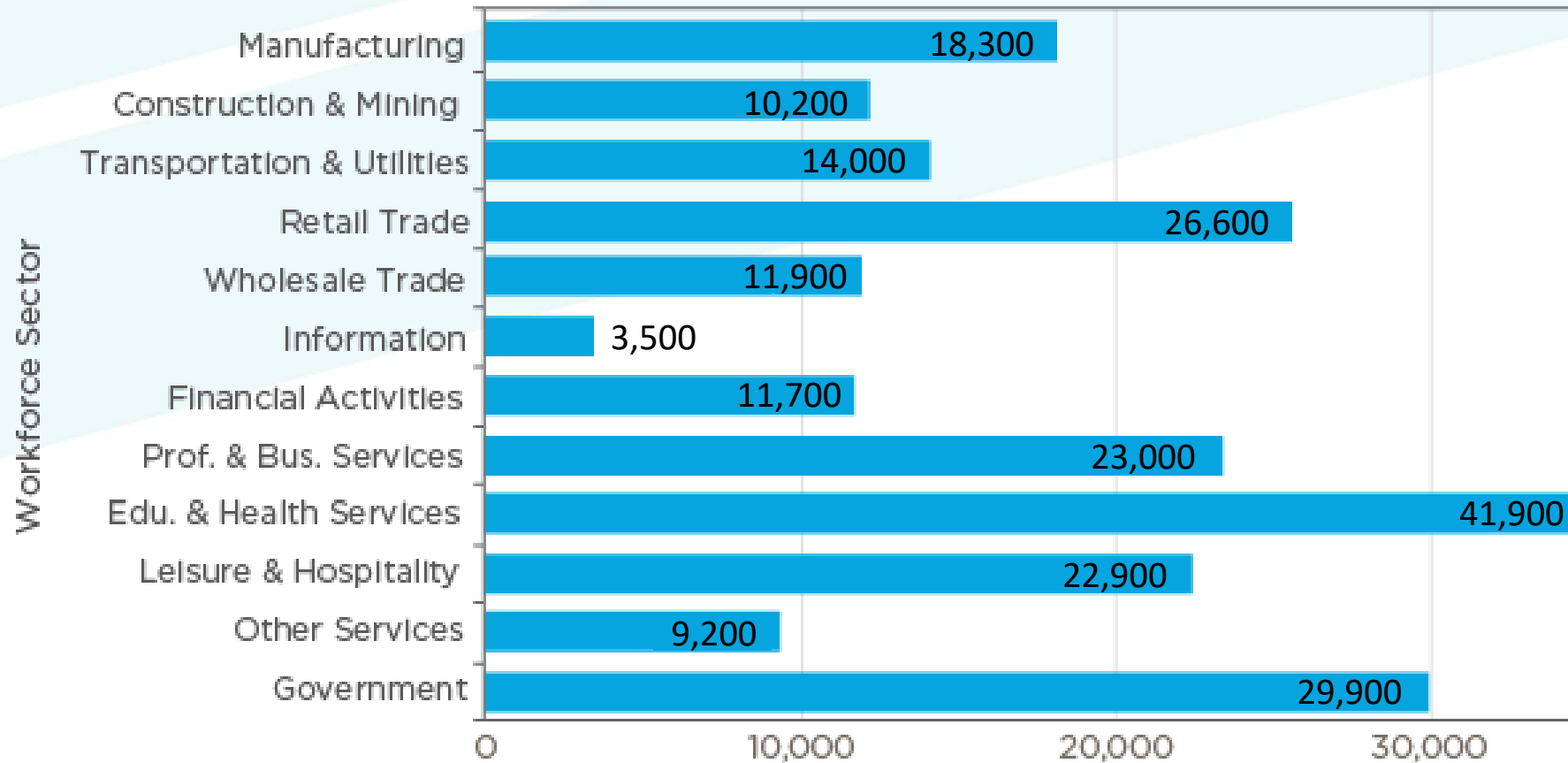


- Located in Southwest Missouri
- 3rd Largest City in the State
- City Population: 171,189
 - 10-year Growth Rate: 6.8%
- SGF Metro: 478,354
 - 10-year SGF Growth Rate: 9.3%
- Springfield's economy is diversified with major medical, manufacturing, and educational institutions



Springfield Background

Employment by Sector for Springfield MSA



Sales Tax Revenues

- The City heavily relies on sales tax revenues as its main source of revenue to fund vital services
- Approximately 62% of revenue in the General Fund comes from sales tax and use tax

YTD

ACTUAL JUNE FY 2023: \$50,921,490

BUDGET JUNE FY 2023: \$46,629,673

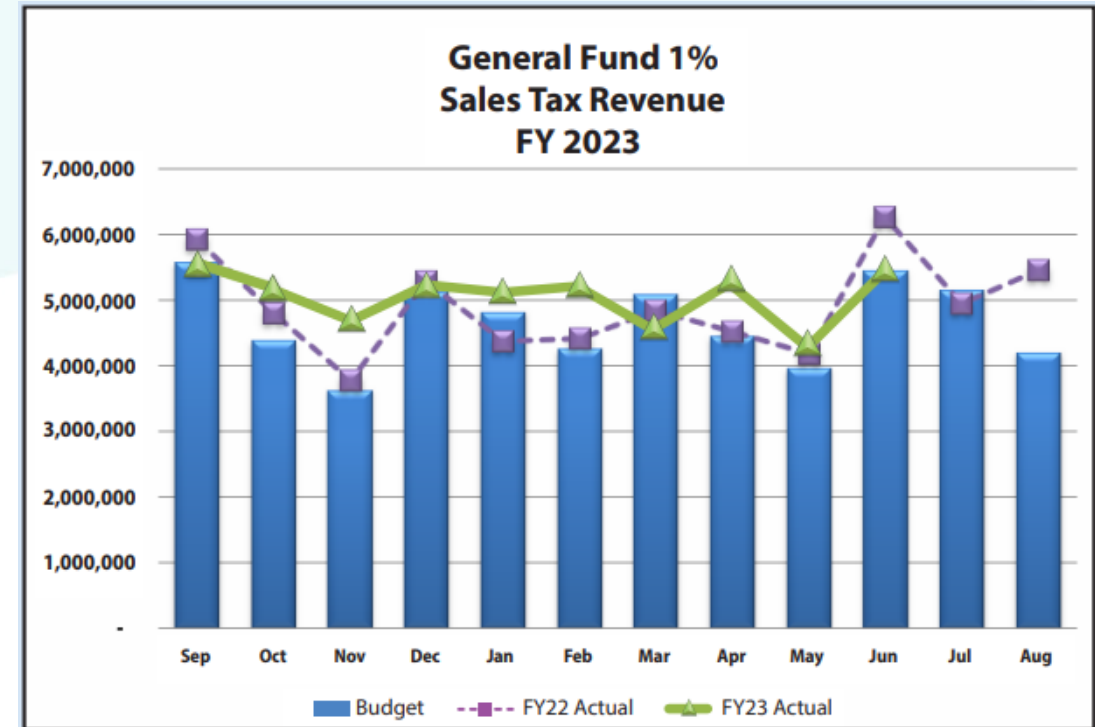
9.20%

YTD

ACTUAL JUNE FY 2023: \$50,921,490

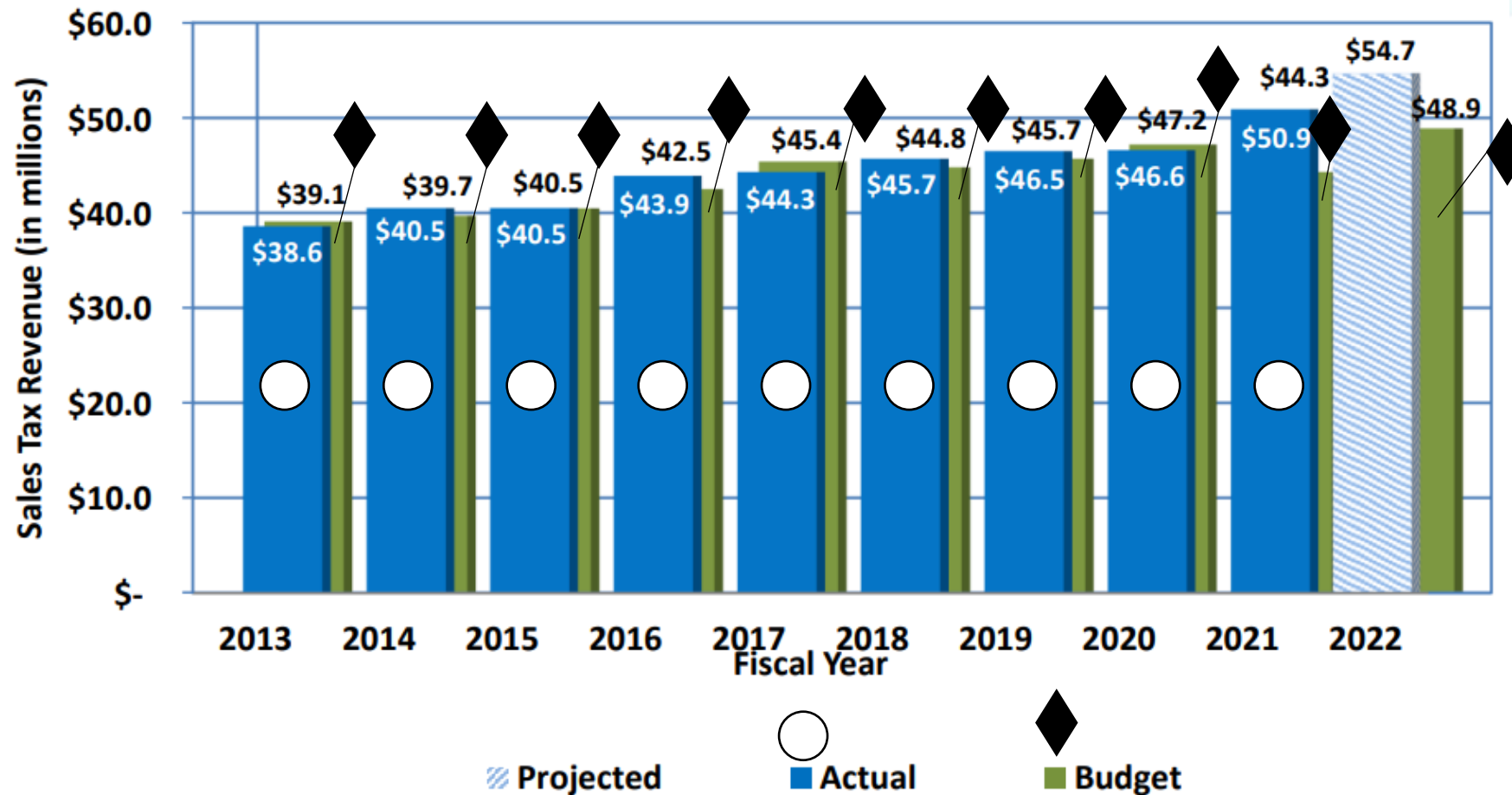
ACTUAL JUNE FY 2022: \$48,355,654

5.31%



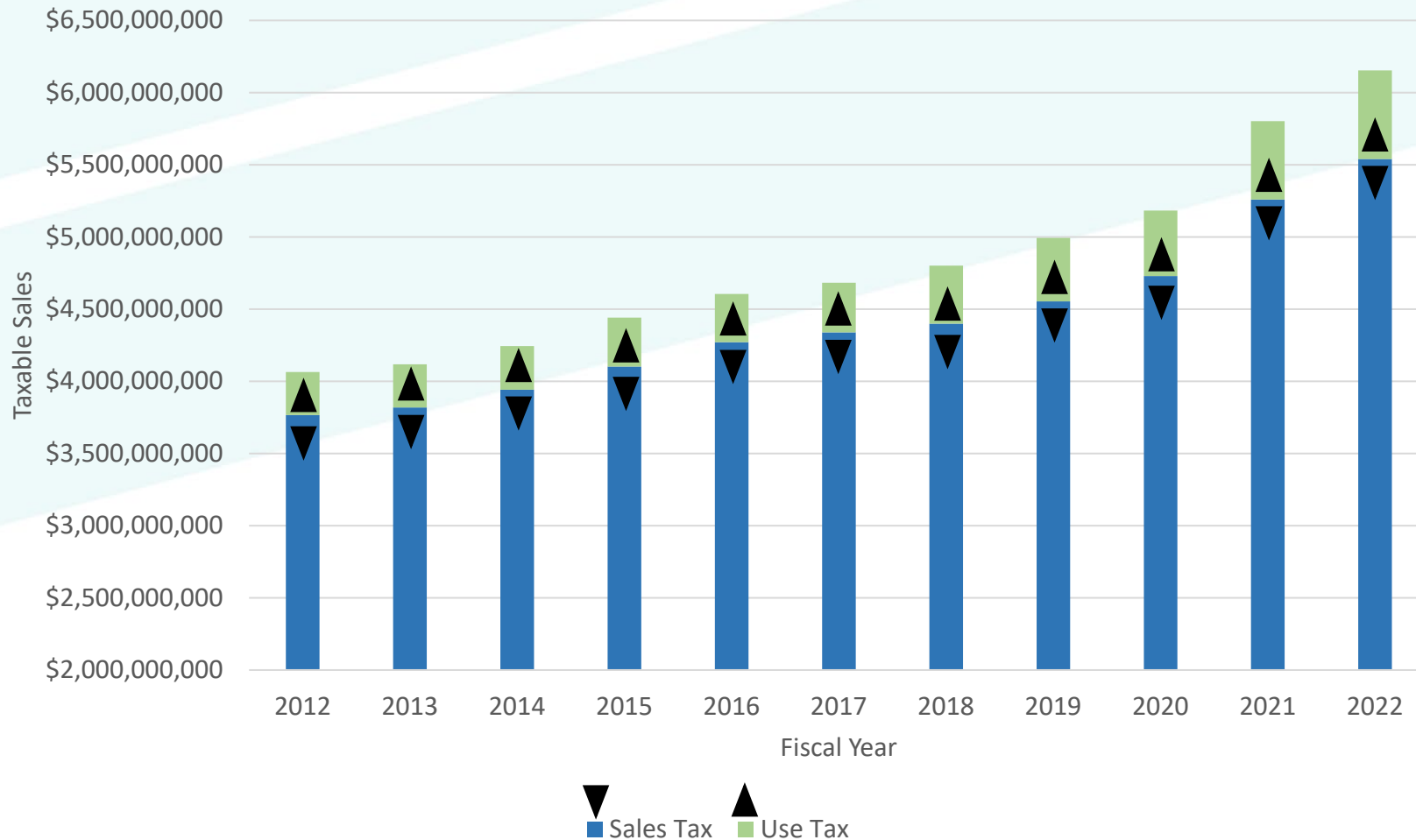
Sales Tax Revenues

General Fund Sales Tax Receipts Fiscal Years 2013-2022



Taxable Sales

Taxable Sales
City of Springfield, FY 2012 - FY2022



Change 2012-2022

Sales Tax: 47.1%

Use Tax: 106.2%

Combined: 51.4%

NOTE: Data for last quarter FY22 was not yet available. It was therefore estimated.

Source: MO Dept. of Revenue



Forward SGF Comprehensive Plan



Quality of Place

- *Single biggest determinant to sustained community prosperity.*
- The creation of a more livable and desirable city to live, work, and play
- Key Priorities
 - Stewardship
 - Creating Complete Neighborhoods
 - Creating a Vital Economy



Forward SGF Goals

Vital Economy

- Investing and reimagining commercial corridors and mixed-use districts
- Promoting flexibility and incentives to attract entrepreneurs, start-ups, and a remote workforce
- Providing an amenity-rich environment for the modern workforce that chooses place before profession
- Prioritizing flexibility in exchange for quality design and construction



Department of Economic Vitality

The Department of Economic Vitality is committed to fostering sustainable and equitable economic development throughout the City of Springfield, Missouri. As the City's primary economic development arm, the Department of Economic Vitality provides economic development services to the business and development community.



Department of Economic Vitality

Economic Vitality Goals:

- Strengthen existing businesses
- Foster and support entrepreneurship
- Secure new investments that attract great talent
- And collaborate to create great places



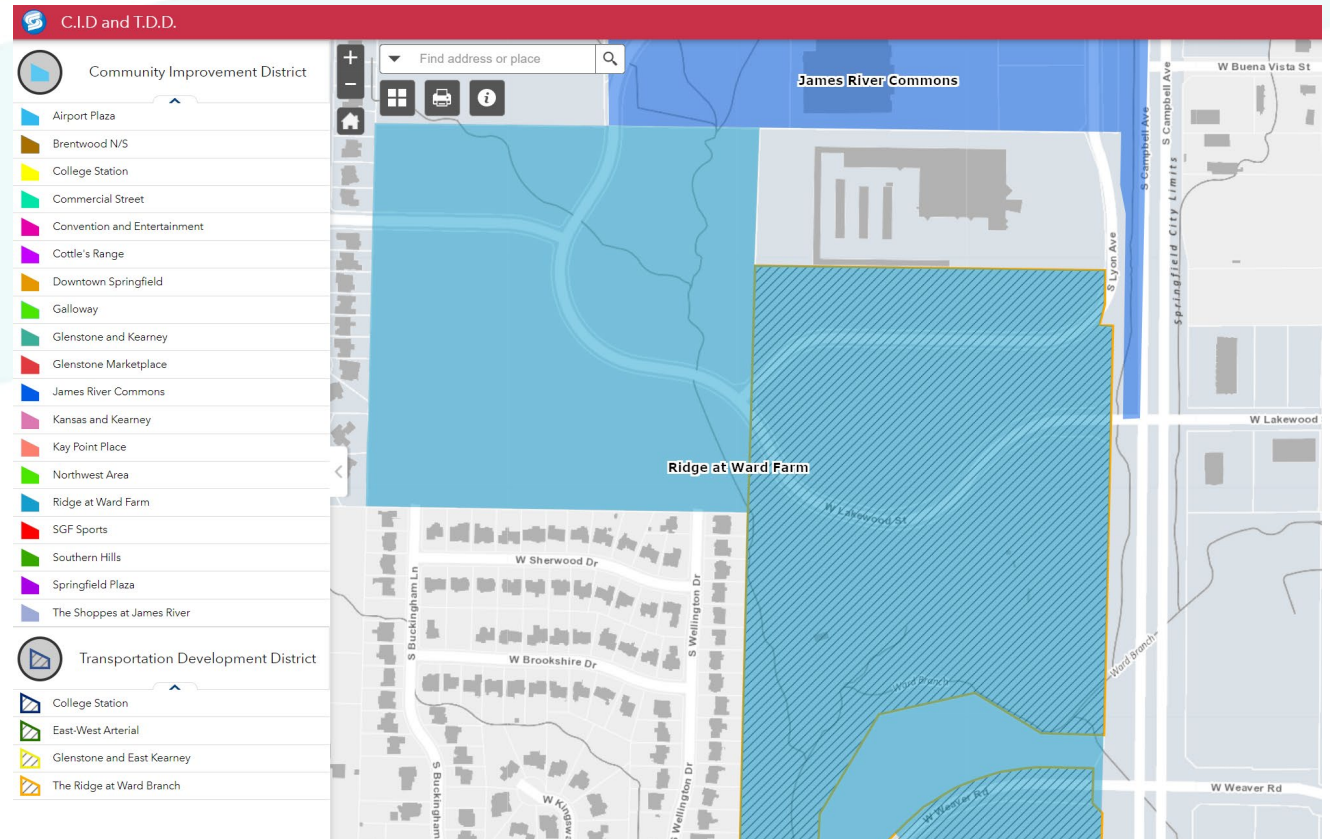
Special Taxing Districts

- **Community Improvement Districts (CID)**
 - Sections 67.1401 – 67.1561, RSMo.
 - Can fund public improvements, public services, or remediate blight.
 - May impose sales tax, property tax, business license tax, or special assessments
 - The CID Petition must be signed by at least 50% of the property owners within the proposed CID boundaries, by both assessed valuation and owner group.
 - Petition dictates specifics of the district:
 - Geography
 - Funding source
 - Activities
 - Lifespan
 - The City of Springfield has 19 CIDs
 - Examples: Downtown and Commercial Street CIDs, retail areas such as James River Commons, Buc-ee's, and Glenstone Marketplace



Special Taxing Districts

- **Transportation Development Districts (TDD)**
 - Sections 238.200 – 238.275 RSMo.
 - Fund transportation-related improvements.
 - TDDs are approved by the Circuit Court, not City Council, so typically City Council's only interaction with TDDs is approval of Transportation Project Agreement if the TDD is funding local transportation projects that will be dedicated to the City after construction is complete
 - Examples: College Station TDD and The Ridge at Ward Branch TDD



Special Taxing Districts

- **Neighborhood Improvement Districts (NID)**

- Sections 67.453 – 67.475 RSMo.
- Finance public improvements that will benefit the district through assessments on properties within the district
- Unlike CIDs and TDDs, NIDs are not separate political subdivisions
- NIDs have been used to purchase park land in the Parkwood Neighborhood and along Lone Pine Avenue north of Battlefield Road



Notable Projects



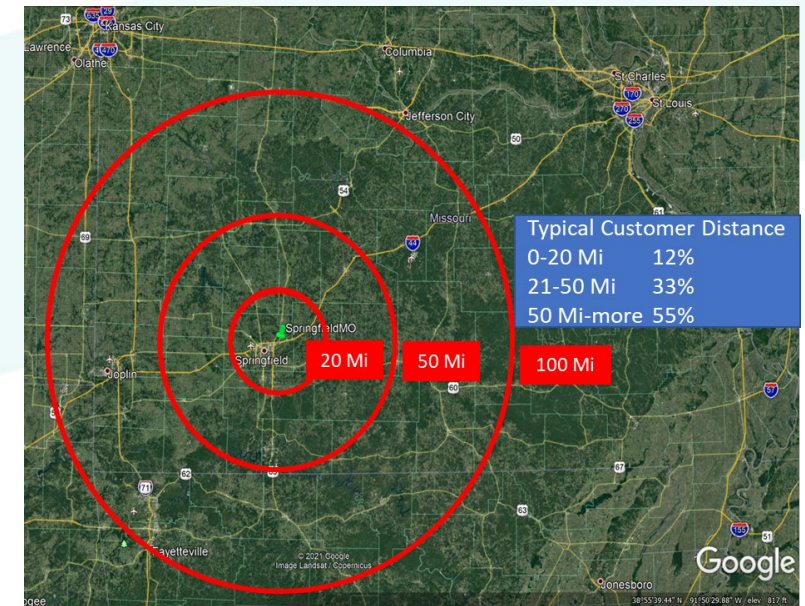
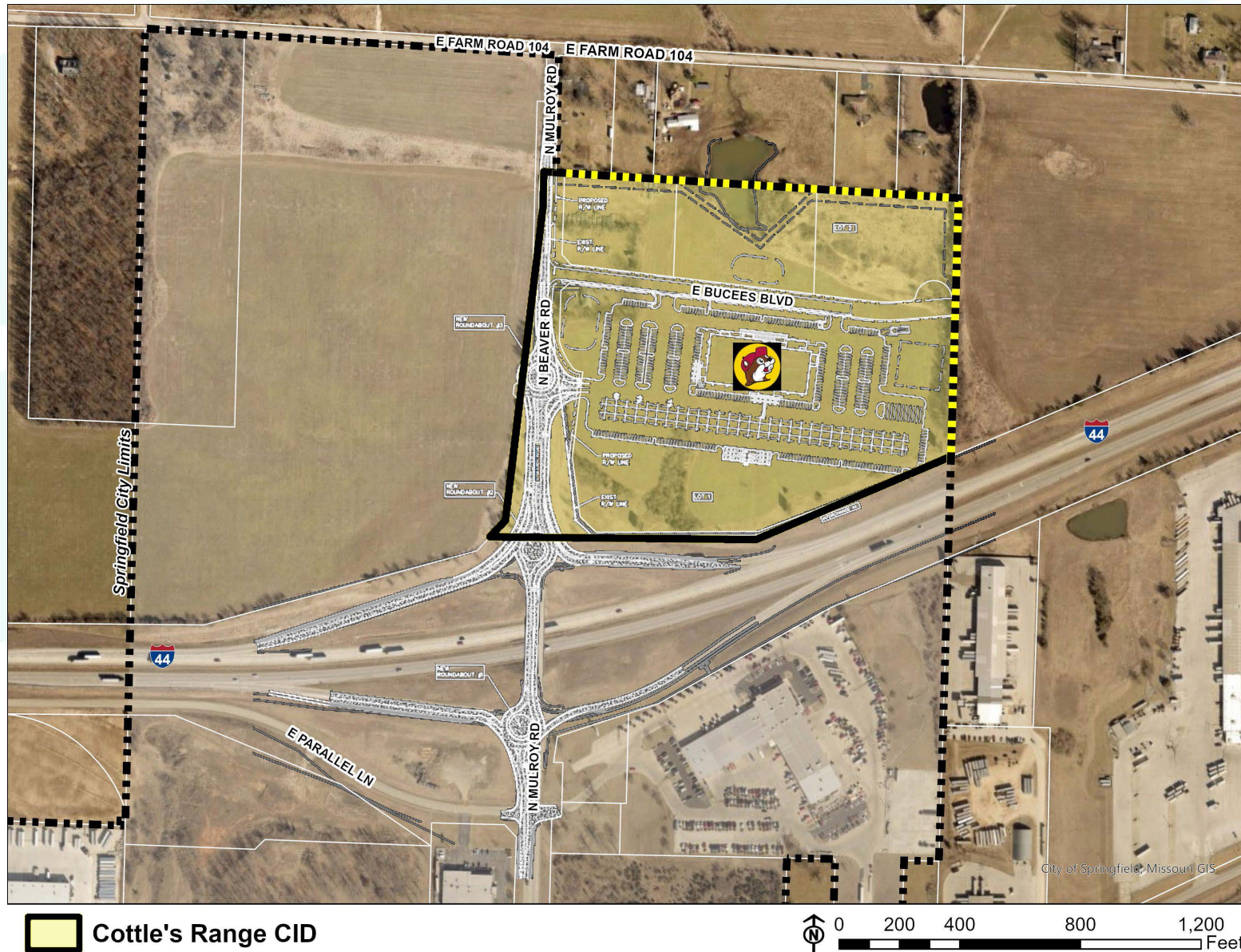
BUC-EE'S®

- **Cottle's Range District (Buc-ee's)**

- Total of \$9.2M in public improvements, to be reimbursed to developer using a combination of economic development tools
- Facilitate construction of Buc-ee's at the northeast corner of I-44 and N Mulroy Rd
- Public improvements will facilitate water service and 3-phase power north of I-44 to properties to west, east and north
- Open approximately 1000 acres of additional land for development



Notable Projects – Buc-ee's



Public Benefits

- New sales tax generation
- Strong wages and benefits
- Open additional land for development



Notable Projects – Buc-ee's

- **Community Improvement District:**
 - New 5/8-cent (0.625%) district sales & use tax for up to 20 years
 - Reimburse Developer up to \$5.1 million for improvements to N Mulroy Rd, construction of Buc-ee's Blvd, and extension of public utilities

CID Reimbursable Project Costs

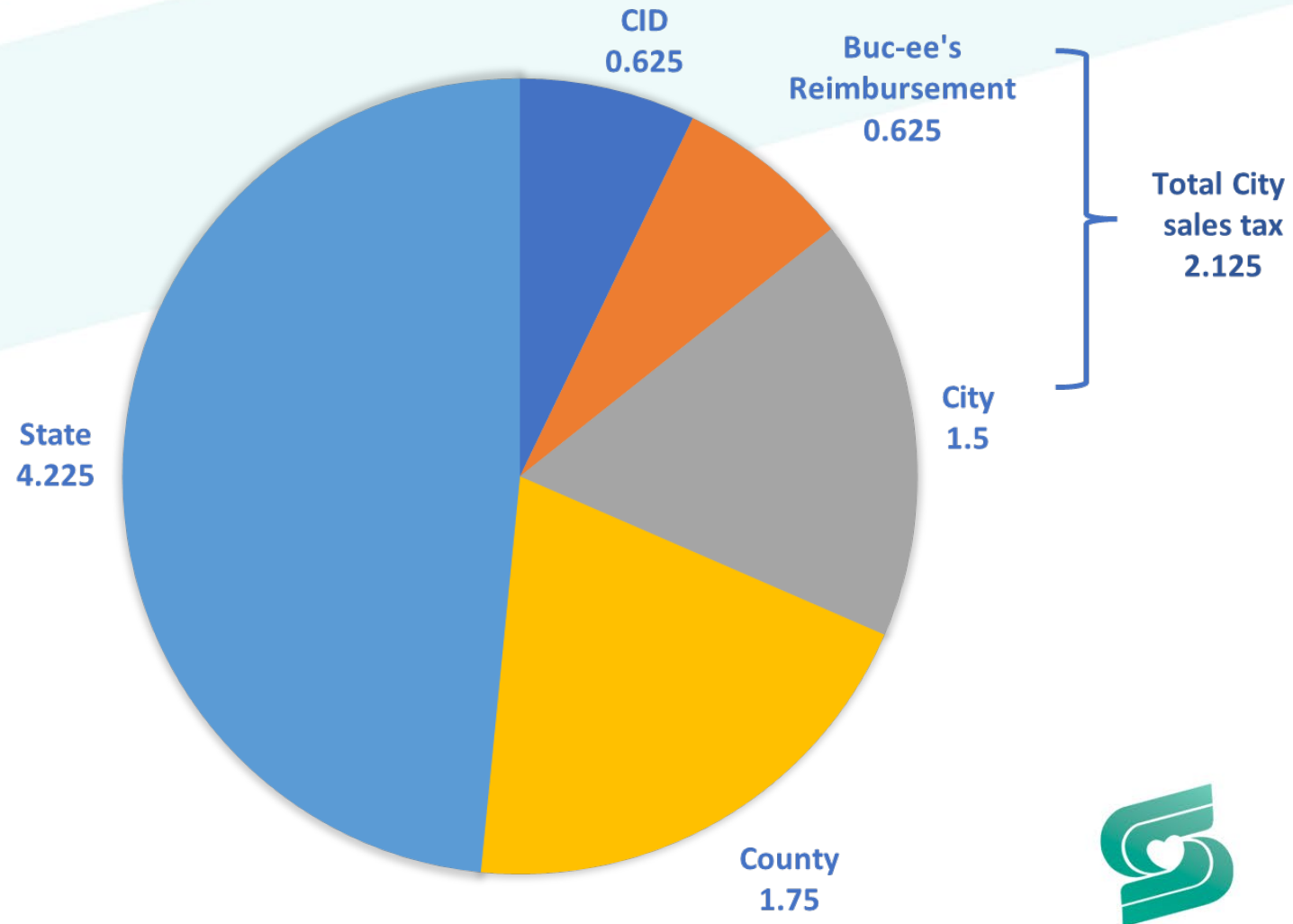
N. MULROY CONSTRUCTION	COST
Mobilization, Clearing, and Demo	\$ 587,039
New Construction	\$ 1,504,736
Engineering, Materials Testing, CA	\$ 251,013
Contingency	\$ 313,766
BUC-EE'S BLVD - PUBLIC ROW	
Mobilization, Clearing, and Demo	\$ 85,250
New Construction	\$ 1,056,452
Engineering, Materials Testing, CA	\$ 137,004
Contingency	\$ 171,255
PUBLIC UTILITIES EXTENSIONS	
New Construction	\$ 329,125
Engineering, Materials Testing, CA	\$ 39,495
Contingency	\$ 49,369
Subtotal Project Construction	\$ 4,524,505
Interest Expense Allowance	\$ 575,495
TOTAL PROJECT COST BUDGET	\$ 5,100,000



Notable Projects – Buc-ee's

Infrastructure Reimbursement Agreement:

- Capture half of City's 1-cent and $\frac{1}{4}$ -cent sales taxes ($\frac{5}{8}$ cents) for up to 20 years
- Reimburse Developer up to \$4.1 million for improvements to I-44 Exit 84 (Mulroy Rd) interchange



Questions

Contact Information:

Amanda Ohlensehlen

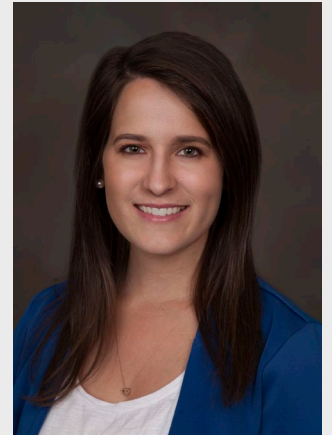
Director of Economic Vitality

Phone: 417-864-1097

amanda.ohlensehlen@springfieldmo.gov



North Fulton Community Improvement District



Kristin Winzeler

Deputy Executive Director

June 28, 2023

What is a Community Improvement District (CID)?

A self-taxing business district that reinvests its revenue into the district.

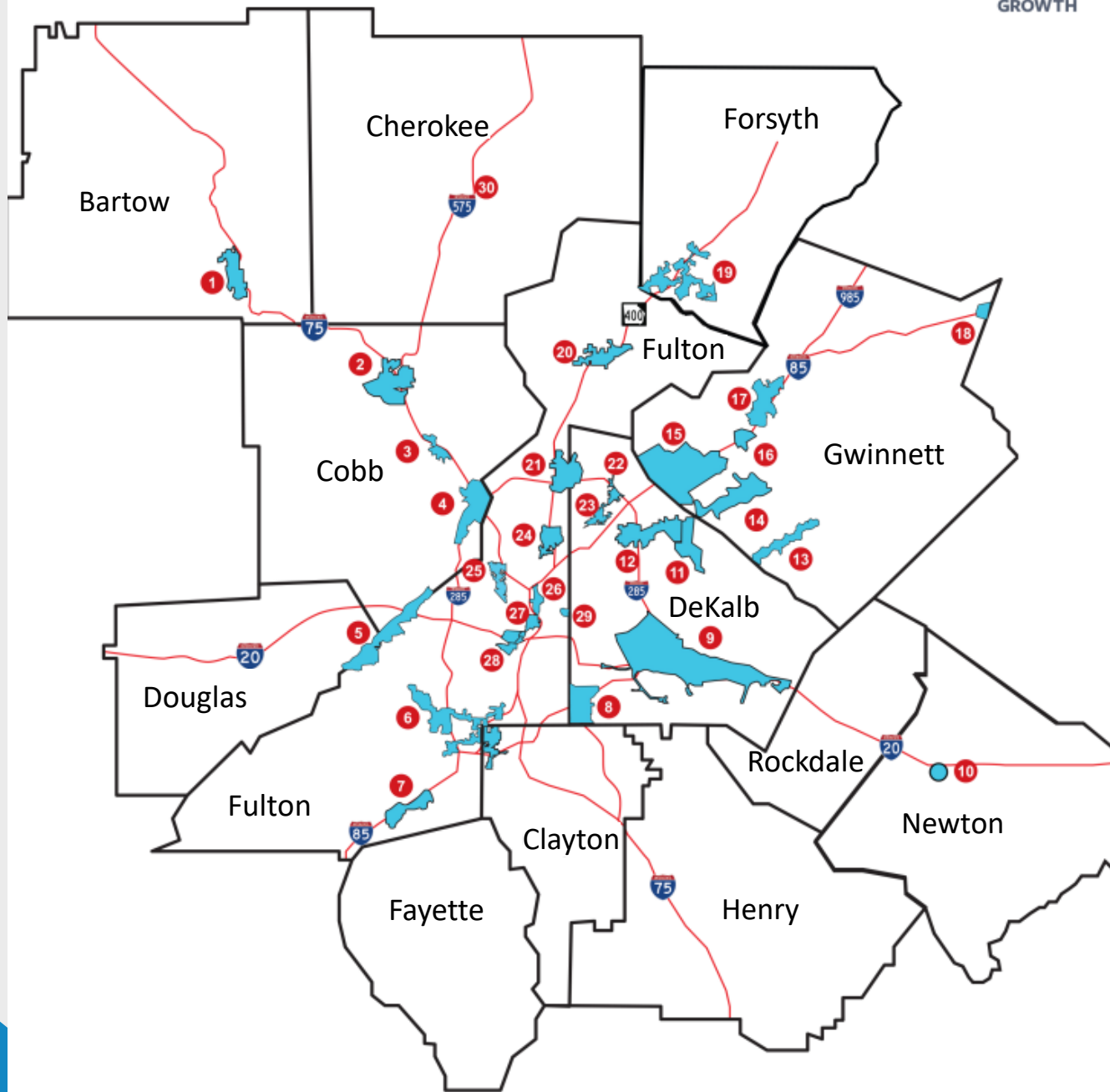
The most common improvements include accelerating transportation and infrastructure projects.

- Includes private commercial properties zoned as Office/Industrial, Retail, and Mixed Use.
- Residential and multi-family properties are not taxable by a CID.
- A CID is a private business organization, not a government entity.
- CID Board members must own or represent property within the district to be eligible for a seat.

Enabling Legislation

- All Community Improvement Districts (CIDs) in Georgia are founded pursuant to the Georgia Constitution. The constitutional amendment allowing this type of entity was approved by the voters in 1984.
- A CID may be created for one or more of the following governmental services and facilities:
 - (1) Street and road construction and maintenance, including curbs, sidewalks, streetlights, and devices to control the flow of traffic on streets and roads.
 - (2) Parks and recreational areas and facilities.
 - (3) Storm water and sewage collection and disposal systems.
 - (4) Development, storage, treatment, purification and distribution of water.
 - (5) Public transportation.
 - (6) Terminal and dock facilities and parking facilities.
 - (7) Such other services and facilities as may be provided for by general law.
- Local legislation must be passed in the county and municipality (if applicable) for a CID to be established.

Metro Atlanta CIDs





Since its inception in 2003, the North Fulton Community Improvement District (CID) has invested \$28M to bring \$170M of investment to our district.





NFCID MARTA BUS SHELTER PROGRAM

LOCATIONS PLANNED FOR CONSTRUCTION

-  NFCID Bus Shelter Pilot Program Location
-  NFCID and City of Alpharetta Partnership Location



HAYNES BRIDGE ROAD

NORTH POINT PARKWAY

WINDWARD PARKWAY (NP)

WINDWARD PARKWAY (MARIOTT)

WINDWARD PARKWAY

LAST UPDATED DECEMBER 2021

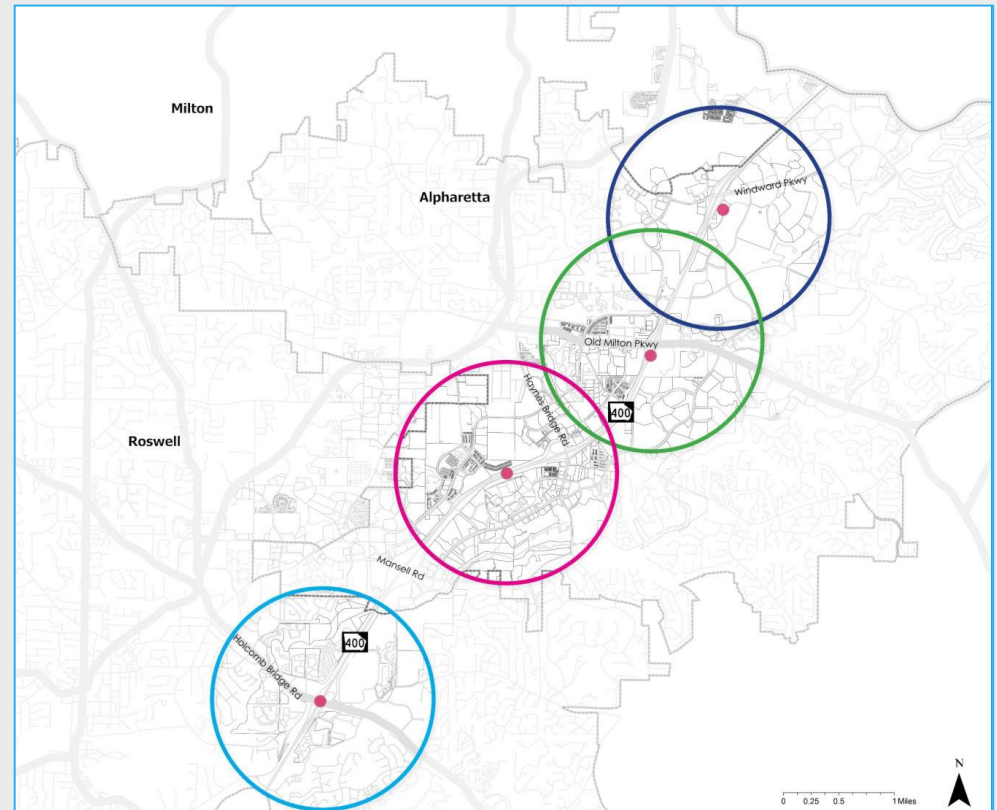
 **NORTH FULTON**
COMMUNITY IMPROVEMENT DISTRICT

 **ALPHARETTA**

Kimley»Horn ATKINS

GA 400 BRT Station Area Planning Study

- Existing demographic, economic, and transportation/mobility conditions of corridor as well as individual station areas
- Station area is defined as area within 1 mile of the likely station location
- Coordinated effort by MARTA, North Fulton CID, Kimley Horn and the Cities of Alpharetta and Roswell



Needs Assessment and Readiness Study for Regional Transportation System Electrification within the CID Area

Electrification Needs Assessment and Readiness Memo

North Fulton Community Improvement District (CID)

January 2023

Draft Deliverable

RESOLUTION OF THE NORTH FULTON COMMUNITY IMPROVEMENT DISTRICT BOARD AUTHORIZING MATCHING FUNDS FOR IIJA GRANTS

WHEREAS, by Act of the Legislature, 1987 Ga. L. 5460, as amended, the Georgia Legislature enacted the Fulton County Community Improvement Districts Act; and

WHEREAS, pursuant to said Act, the North Fulton Community Improvement District (hereinafter "CID") was created by Resolution of the Fulton County Commission, the City of Alpharetta, and the City of Roswell in 2003, and was expanded into the City of Milton in 2007; and

WHEREAS, Congress has approved the Infrastructure Investment & Jobs Act ("IIJA"), a sweeping, \$1 trillion once in a generation investment in America's infrastructure; and

WHEREAS, nearly half of the total amount appropriated will be allocated to federal highway, bridge and public transportation improvements, including a \$370 billion, five-year reauthorization of the surface transportation program, and \$86 billion in additional resources to these programs. The remaining funds in the IIJA will provide investments in other physical infrastructure such as airports, railroads, energy infrastructure and expansion of broadband internet access; and

WHEREAS, the impacts to Georgia will be significant, adding \$10.73 billion in state formula funds for highways, bridges and transit projects in Georgia over the next five years, including an overall 28% funding increase for FY 2022; and

WHEREAS, the IIJA enacts into law several policies designed to consolidate permitting decisions and decrease delays caused by federal mandates and/or regulations; and

WHEREAS, the CID recognizes the IIJA provides a unique and enhanced opportunity to improve governmental services and facilities in the CID which is our purpose; and

WHEREAS, to apply for IIJA funding ("IIJA Funding"), a local match will be required; and

WHEREAS, the CID can significantly leverage its own funds by utilizing them to contribute toward a local match which will have a multiplier effect if combined with additional matching funds of the cities of Alpharetta, Roswell, and Milton, and Fulton County and/or IIJA Funding.

NOW, THEREFORE, BE IT RESOLVED, that the CID Board issues an invitation to the cities of Alpharetta, Roswell, and Milton, as well as to Fulton County, (each a "Governmental

Current Initiatives

(Return to Office)

- Rebranding and Economic Development Effort
- Windward Parkway Highway 9 Area Master Plan Update
- Alpha Loop and Haynes Bridge Tunnel
- Dryden Road Extension
- GA 400 BRT Station Area Planning Study
- NFCID Bus Shelter Program



**Windward
Parkway &
Highway 9**
Strategic Master Plan





Thank You!

Kristin Winzeler
kwinzeler@northfultoncid.com
(770)315-3859
www.northfultoncid.com





RENO

THE BIGGEST LITTLE CITY IN THE WORLD

Locomotion Plaza Reno, NV Downtown Reno Partnership

Federal Highway Administration
Special Assessment Webinar
June 28, 2023



DOWNTOWN RENO
PARTNERSHIP
Ambassadors



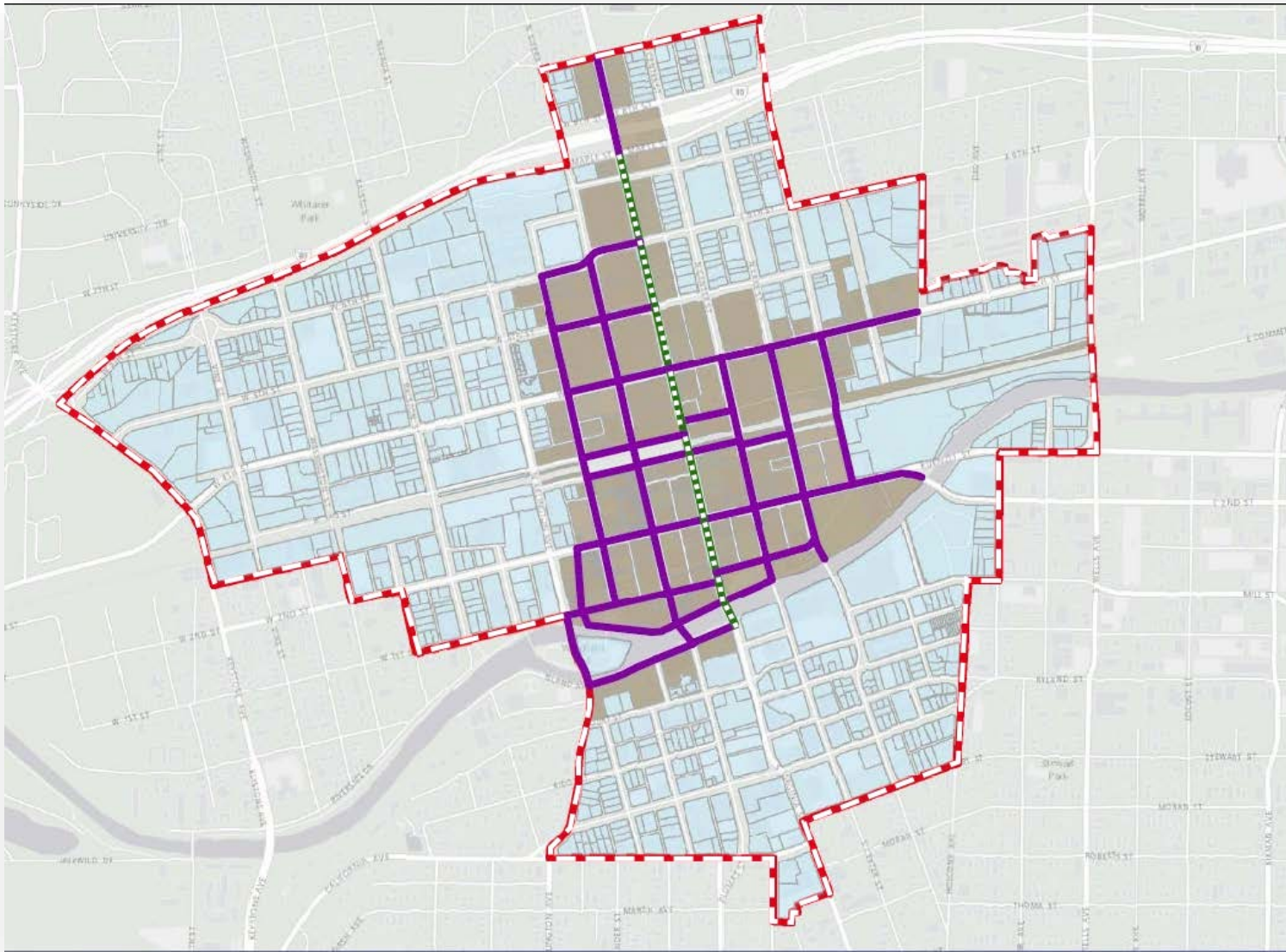
Neoma Jardon Executive Director Downtown Reno Partnership

- Neoma Jardon was hired as Executive Director of the Downtown Reno Partnership in August 2022 after serving for 10 years on the Reno City Council.
- Prior to public service, Neoma worked for McDonald Carano Law Firm for 20 years.
- As a native Nevadan, Neoma is passionate about the community and is a champion for small business.
- Neoma has used her 20+ years of business management expertise to shape and support municipal policy designed to elevate the quality of life, expand local business, enhance public safety, and pave a pathway to a better future.

What is the Downtown Reno Partnership?

- Created in 2018 by the City of Reno at the request of downtown property owners. It replaces and expands two previous Special Assessment Districts.
- 1 of 1,500+ throughout the country.
- Private-sector led and managed Neighborhood Improvement Project under NRS271.
- 501c6 nonprofit business whose main purpose is to make downtown Reno a safer, cleaner, and more vibrant district for residents and visitors.
- Funded by property assessments which pay for operations, street maintenance, extra downtown police officers, Ambassadors, marketing and economic development.





BID Boundary & Service Zones

- **Standard Services** are provided throughout the entire district and include safety, on-demand spot cleaning, crime deterrence and engagement with street populations and visitors.
- **Premium services** added patrols within the core of downtown, heavy concentration on litter and graffiti removal, public furniture cleaning and power washing.
- **Premium-plus services** are concentrated along the Virginia Street corridor and include additional daily services. Premium-plus properties also pay into a special beautification budget for annual projects.



Before the BID was created

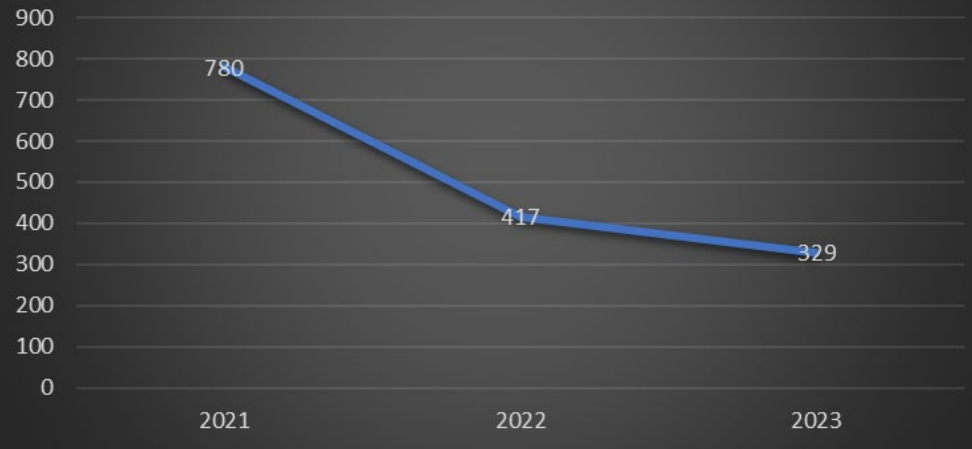
- Major cleanliness issues.
- Downtown's reputation was negative.
- Developers were hesitant to come downtown.
- No strong sense of a community.
- Homeless individuals were not strongly tended to for help and referrals to resources.
- Police were inundated with nuisance calls for service (i.e. trash, weeds, vandalism, graffiti, illegal camps).



After the BID was created

- Ambassador services to the homeless reduced demand on emergency services.
- Along with regional collaboration and the opening of the Nevada CARES campus, unsheltered homeless has been reduced 58% since the CARES campus opened.
- Reno had a major decline in cleanliness issues and illegal dumping.
- There was a 50% reduction in nuisance crime.
- Graffiti was removed quickly.
- Based on assessment fees collected, property value has risen 30.2%.

Unsheltered individuals in washoe county



AMBASSADOR STATISTICS FEB. 2022-FEB. 2023

 **3,600** HOTLINE CALLS

 **23,000** BUSINESS, PROPERTY AND RESIDENTIAL CHECK-INS

 **16,800** POUNDS OF TRASH REMOVED

 **1,500** ENCAMPMENTS REMOVED

 **650** SHOPPING CARTS RECOVERED

 **575** VAN RIDES FOR DMV, SOCIAL SECURITY, SHELTER AND MEDICAL APPOINTMENTS

 **4,800** REFERRALS TO SERVICES

 **1,946** WELLNESS CHECKS

*All totals are approximate and full statistics can be found online at DowntownReno.org

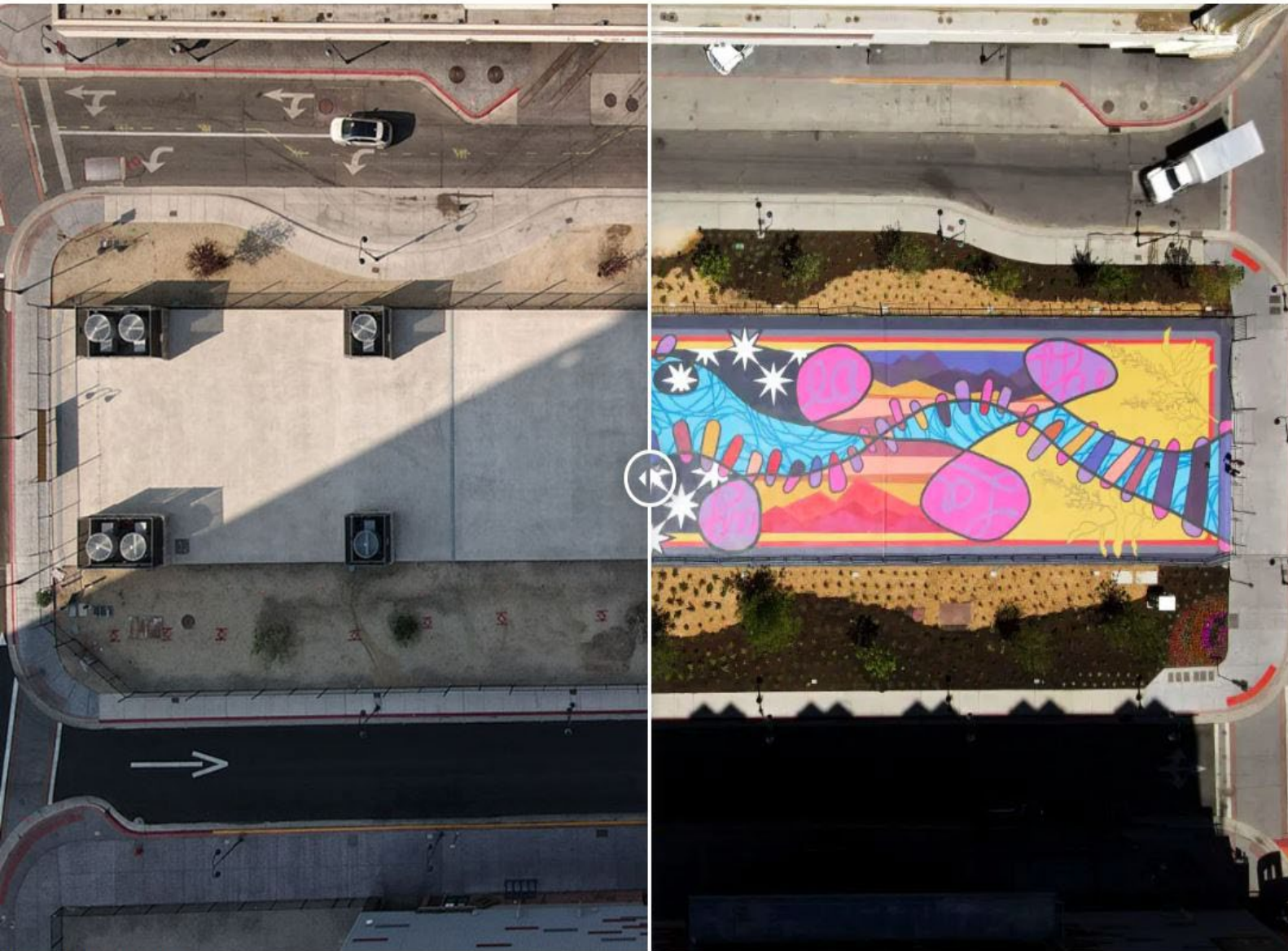
 **3,500** PRESSURE WASHES

Reno Transportation Rail Access Corridor (ReTRAC)



- Replacing a 2.25-mile downtown stretch of the rail corridor into a 1.75-mile-long, 54-foot-wide by 33-foot-deep trench
- Cost: \$279.9 million
- City of Reno bond issues - \$111.5 million (backed by hotel room and sales taxes)
- TIFIA loan - \$50.5 million (backed by hotel room and sales taxes)
- Union Pacific Railroad - \$17 million
- Federal grants - \$21.3 million
- Cash, interest earnings, and other income - \$79.6 million
- Eliminated 10 at-grade street crossings by replacing them with bridges

Before and After



Locomotion: A city in motion

- For 100 years, railroad tracks split downtown Reno in two, moving freight but also causing delays and a pedestrian safety hazard.
- In 2005, those railroad tracks were moved under downtown.
- Two “lids” were placed atop the tracks, with plans to turn them into parks. But the 2008 recession demolished any plans to fulfill that dream.

Thanks to the hard work of the Downtown Reno Partnership, City of Reno, sponsors, grants and partners, that dream will finally be realized.

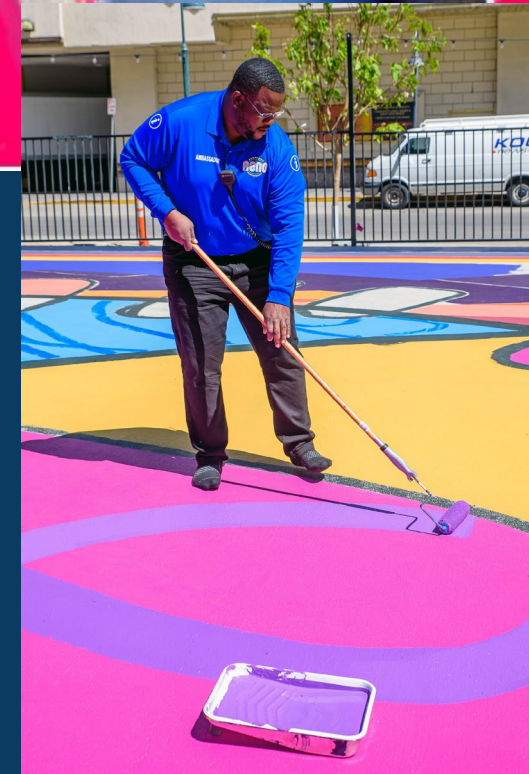
Locomotion Plaza Quick Facts

- Construction completed July 1, 2021
- ReTRAC stands for: Reno Transportation Rail Access Corridor
- Downtown Reno Partnership, in partnership with the City of Reno, spearheaded the beautification to enhance this public space as part of its placemaking mission
- \$25,000 was awarded to the City of Reno by the Bloomberg Philanthropies grant to pay for the mural
- \$50,000 was awarded to Downtown Reno Partnership by the Main Street grant
- The Downtown Reno Partnership combined the Main Street grant and \$80,000 of its beautification budget and donated those together to the City of Reno to complete the project
- Nevada Landscaping Association, Stantec donated a combined \$65,000 of consulting time



The Artist

- Reno was selected as one of 16 cities for projects in the first year of the Bloomberg Philanthropies Asphalt Art Initiative.
- The Reno Arts & Culture Commission (RACC) and their Public Art Committee (PAC) put out a call to artists for the ground mural project.
- The call received 25 applications from artists and artist teams. The PAC, along with input from the Downtown Reno Partnership, reviewed all applications and recommended artist Brad Carney based on his style and past experience. The RACC approved the PAC's recommendation.
- The painting and installation of the mural was done by the artist with a group of coordinated volunteers.
- Carney's design concept includes abstracted elements specific to the site and our city (train tracks, river, mountains, sagebrush, and pieces of the Reno flag).





Locomotion Plaza by the numbers

- 18,000 square feet of concrete
- 21 colors in the mural
- 250 gallons of paint
- 260 volunteers signed up for 300 slots to complete the mural and install landscaping
- 100 hours to complete the mural
- 16 new shade trees
- 13,720 feet of new trees and flowers
- 1,600 perennial flowers installed

Landscaping

- During the installation process in May-June 2021, the City of Reno Urban Forrester and Omega Landscaping focused on replacing the bad soil with a good soil better for long-term plant health.
- The team sourced six-inch thick trees that are about 12 years old and almost two tons each.
- Perennials were installed that will survive Reno's harsh climate shifts year round with minimal maintenance and replanting, providing ground coverage to fill in the space between the trees.
- DRP pays for the monthly maintenance of this landscaping.



LIFE

Downtown train trench cover now called 'Locomotion Plaza' with completion of mural



Evan Haddad

Reno Gazette Journal

Published 2:51 p.m. PT June 11, 2021 | Updated 2:50 p.m. PT Oct. 20, 2021



30 Photos

VIEW FULL GALLERY

Media Mentions



HAPPENING TODAY

NEW 15,000 SQUARE FT. DOWNTOWN MURAL
ARTIST & VOLUNTEERS TO PAINT ALL WEEK

6:01 57°

Sponsored By
PRO GROUP

News

ADVENTURE DAY RETURNS TO NORTHERN NEVADA
STOREY; WASHOE | RED FLAG WARNING

What's Up Downtown: Making our mark downtown with ReTRAC Plaza (Voices)



RETRAC PLAZA - CITY OF RENO

Conceptual view of the ReTRAC Plaza in downtown Reno. Mural by Brad Came Stantec

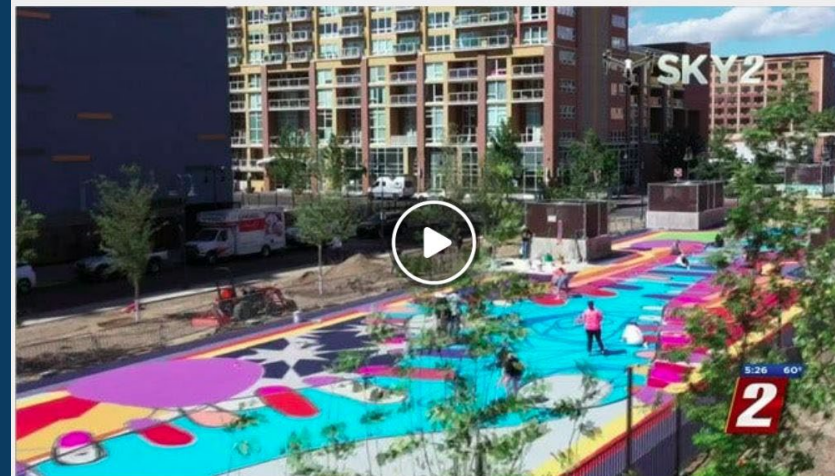
NORTHERN NEVADA
BUSINESS
WEEKLY

Alexis Hill | What's Up Downtown

Tuesday, May 4, 2021

New 18,000 Square Foot Mural Comes to Life in Downtown Reno

Jun 9, 2021 Updated Apr 6, 2022



1 Weather

Currently in

66°

10 AM

66°

14



Questions?

DRP: **775-432-0776**