



One Hundred First Legislature - First Session - 2009
Introducer's Statement of Intent
LB 381

Chairperson: Mike Friend
Committee: Urban Affairs
Date of Hearing: February 24, 2009

The following constitutes the reasons for this bill and the purposes which are sought to be accomplished thereby:

LB 381 creates separate political subdivisions called Community Improvement Districts (CID) and Transportation Development Districts (TDD) that have the ability to set a separate sales tax, a special assessment, or a real property tax within their boundaries to pay for services or public facilities or improvements.

A CID may be set up as a nonprofit corporation with the power to impose special assessments. CID's and TDD's have the ability to impose up to a 1% maximum sales tax. CID and TDD's can levy a real property tax, but TDD's cannot exceed \$.10 per \$100 valuation.

Some examples for Transportation Development Districts (TDD) include bridges, streets, roads, parking lots, garages, light rail, airports, river ports or other mass transit improvement.

Some examples for Community Improvement Districts (CID) include parks, lakes, shopping malls, streetscape and lighting or security services, tourism promotion, arenas, convention centers and trash collection services.

A CID is created by a petition filed in the municipality where the district will be located and is signed by property owners that 1) collectively owns at least 50% of the assessed value of the real property within the proposed district, and 2) are more than 50% per capita of all owners of real property within the proposed district.

The petition must include a 5 year plan and an estimate of costs of the project. The governing body of the municipality will hold a public hearing and may approve the creation of the proposed district by ordinance.

A TDD is created by a petition filed with the district court clerk of any county in which the proposed project is to be located and is signed by at least 50 registered voters within the proposed district or if there are no registered voters, the owners of all the real property located within the proposed district, or the governing body of any local transportation authority in which a proposed project may be located.

The court clerk will certify the petition for voter approval within the boundaries of the proposed district.

TDD bonds have a 40 year maturity and CID's have a 30 year maturity.

Sections 1-19 of LB 381 constitute the Community Improvement District Act and Sections 20-55 of LB 381 constitute the Transportation Development District Act.

Principal Introducer:

Senator Kent Rogert