



2025

**Hailey Urban
Renewal Agency**

Annual Report



About Us

The Hailey Urban Renewal Agency (HURA) was established in 2010 to promote economic revitalization in the City of Hailey through Tax Increment Financing (TIF). Using the TIF structure, HURA incentivizes private, community-focused development and reinvests incremental tax dollars into the same designated area to fund essential public infrastructure projects. Each designated area, or district, has a finite duration of 20 years. HURA's commissioners, composed of local business owners and residents approved by Hailey's elected leaders, work closely with City agencies and staff. HURA holds monthly public meetings and actively seeks community input and guidance.

As of this publication, HURA oversees two active districts: the Gateway District, which focuses on enhancing Hailey's downtown core, and the Airport Way District, which covers the north end of Hailey's light industrial area.

Beyond managing these districts, HURA played a key role in developing Hailey's 2024 Downtown Master Plan, which outlines a long-term vision for a vibrant, walkable, and well-connected downtown. More information on project statuses within these districts can be found on pages 7-10 of the Annual Report.

It is important to note that HURA does not supersede any city agencies, such as the City Council or Planning & Zoning Commission, nor does it have the authority to approve development projects.



BIGWOOD RIVER PHOTO BY GGLO

BOARD OF COMMISSIONERS



Larry Schwartz

Chairman

Martha Burke

Commissioner

Bob Brand

Commissioner

Brian McCue

Commissioner

Sandi Viau

Vice Chair
(not pictured)

STAFF MEMBERS

Lisa Horowitz

Executive Director

Ruth Bailes

Treasurer

Lisa Enourato

Secretary

Meghan Conrad

Legal Counsel

When We Meet

HURA holds public meetings on the third Tuesday of each month at 11 a.m. in Hailey City Hall. All are welcome to attend!

2026 MEETING DATES

January 20

February 24

March 17

April 21

May 19

June 16

July 21

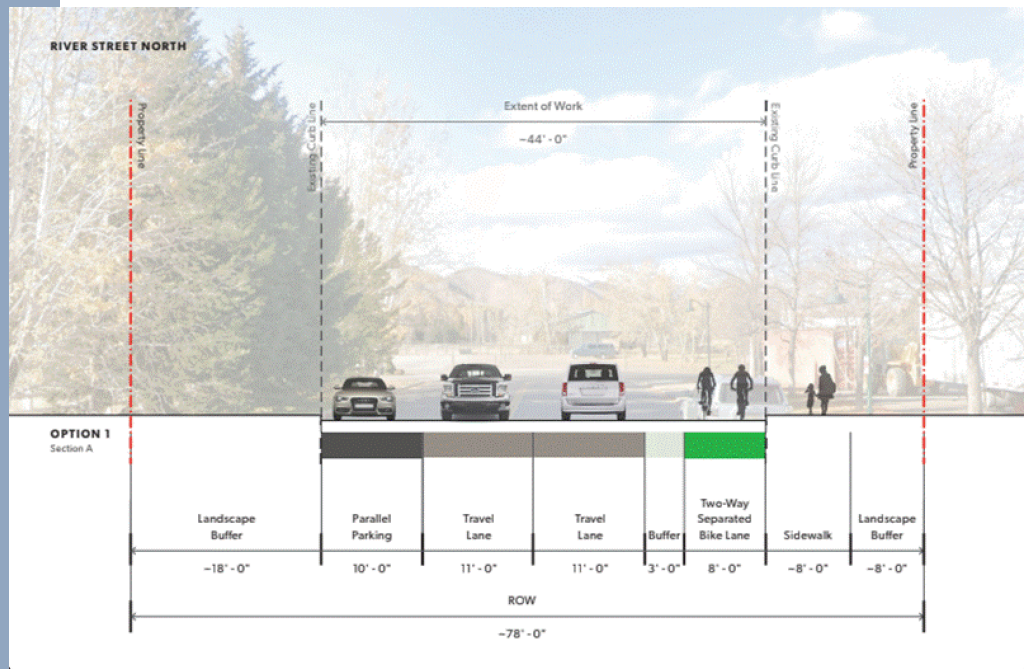
August 18

September 15

October 20

November 17

December 15



Contact Us!

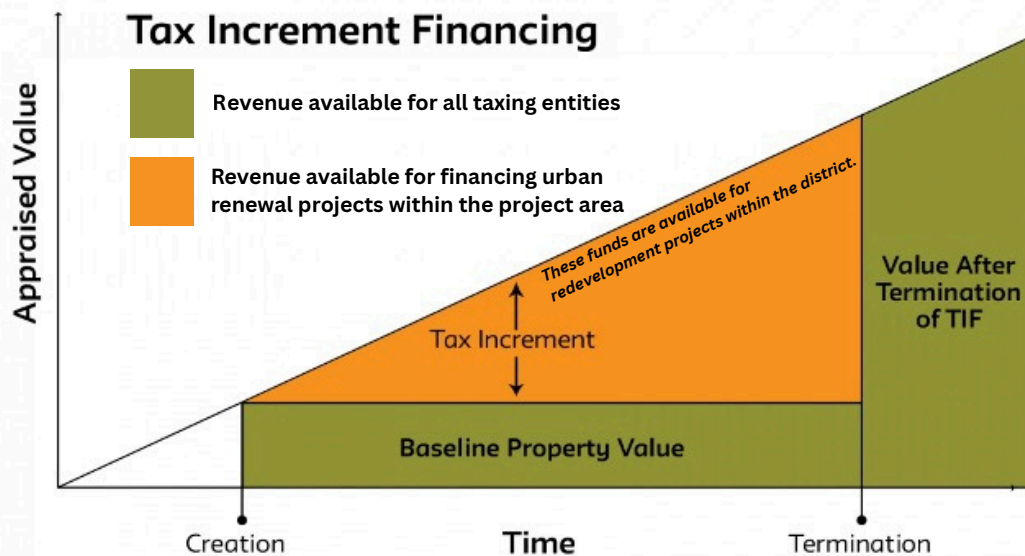
115 S Main Street
Hailey, ID 83333

www.haileycityhall.org

Lisa Horowitz, Executive Director
lisa.horowitz@haileycityhall.org
208-788-4221

How Tax Increment Financing Works

Tax Increment Financing (TIF) is a tool used by urban renewal agencies to fund public infrastructure improvements and redevelopment projects within designated areas, known as Revenue Allocation Areas (RAAs). These areas are established to address issues like blight, aging infrastructure, or underutilized and undeveloped properties that hinder economic growth and community development.



When an RAA is created, the current assessed value of all properties within the district is set as the "base value." Over time, as redevelopment occurs and property values increase, the additional property tax revenue generated above the base value – called the "tax increment" – is allocated to the urban renewal agency. These **funds are reinvested into the district** to finance infrastructure upgrades, streetscape improvements, public amenities, and other projects that encourage private investment and

support economic revitalization. **Importantly, TIF allows these efforts to proceed without impact to the general property tax base.**

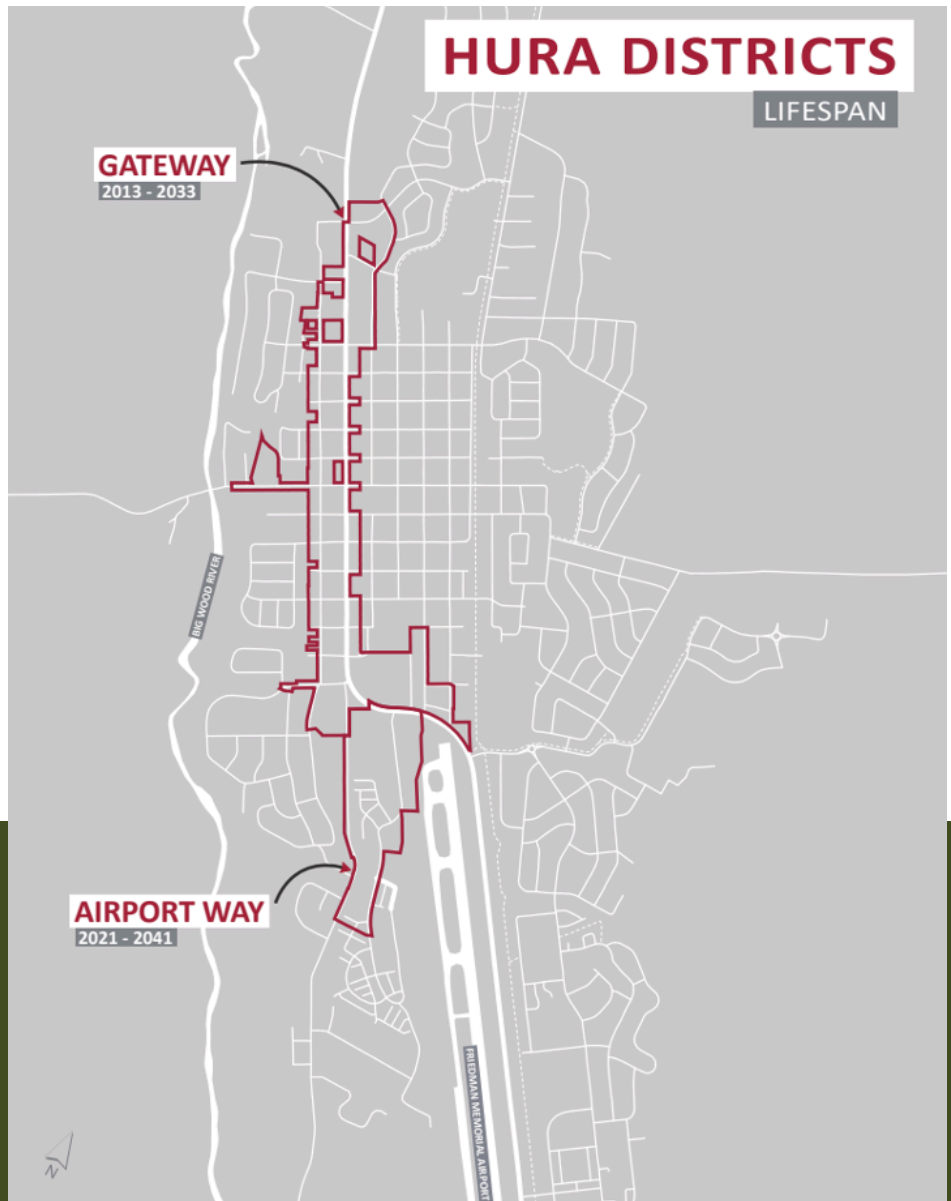
RAAs and TIF play a critical role in ensuring urban renewal efforts are financially sustainable while activating redevelopment and minimizing the financial burden on taxpayers. At the end of the district's term (20 years) tax revenues return to the underlying taxing entities.

HURA Districts

HURA has designated two Urban Renewal Districts: Gateway and Airport Way. These areas were created to address specific issues – blight, aging infrastructure, and underutilized and undeveloped properties that could benefit from redevelopment.

The TIF funding mechanism is used for projects such as road and utility upgrades, streetscapes, public facilities, and other enhancements that encourage private investment, support economic revitalization, and benefit the broader community. This funding method ensures urban renewal efforts are financially sustainable without impacting the general property tax base.

Pursuant to Idaho law, Urban Renewal Districts have a maximum lifespan of 20 years and automatically expire at the end of their designated term.



Hailey South Urban Renewal District

No additional action was taken in 2025 regarding the proposed Hailey South Urban Renewal District. The Eligibility Report adopted in 2023 remains in place, and HURA continues to monitor potential annexation proposals and infrastructure needs in the South Woodside area. The Agency will revisit consideration of the district's establishment should future development activity or annexation efforts warrant further evaluation.

Projects

Bullion Pathway Progress

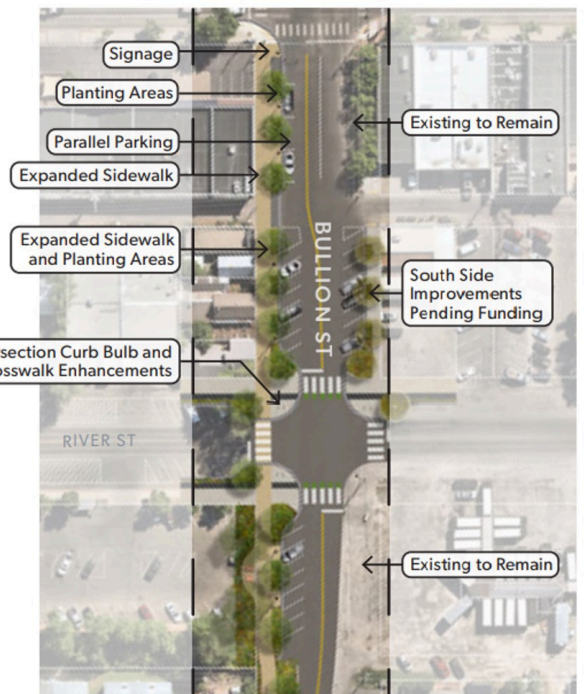
The Bullion Pathway is a planned multi-use pedestrian connection within the Gateway District, envisioned as part of Hailey’s Downtown Master Plan to improve east–west connectivity and create a more walkable, accessible downtown. The pathway is designed to run along the north side of Bullion Street, linking Main Street to Hop Porter Park and surrounding neighborhoods, with future connections planned beyond.

After several public meetings and work sessions with the Hailey Urban Renewal Agency, City Council, and Planning & Zoning Commission, a final plan for the Bullion Pathway has been selected. Public feedback played a key role in refining the alignment, amenities, and overall character of the Pathway. With the preferred design now established, the City will proceed with preparation of construction documents in 2026, followed by a competitive bidding process. In addition, an RFQ will be issued for art, placemaking, and wayfinding elements to enhance the user experience and reinforce the Pathway’s connection to the Big Wood River, downtown, and surrounding neighborhoods.

EXISTING CONDITION



PHASE 1



GRAPHIC BY GGLO

River Street Improvements

The River Street Enhancement Project is a multi-block infrastructure and streetscape initiative within the Gateway District, intended to improve safety and accessibility while supporting a more connected downtown. Improvements along River Street continue to enhance walkability, streetscape character, and overall user experience. As part of the project, three new curb bulb-outs were installed at the intersection of River and Bullion Streets, along with new streetlights and trees to improve visibility and better define the intersection.

A large, mature tree at the intersection was carefully removed after it became unsafe due to repeated limb failures. While its removal was difficult, it was necessary to ensure public safety and allow for the planned intersection improvements. A temporary section of the trunk was intentionally left in place during construction to assist crews with efficient and safe stump removal.

HURA paid homage to the tree acknowledging its significance and legacy:

“This tree has stood for generations, offering beauty, shade, and a sense of place in Hailey. While it’s difficult to say goodbye, the tree has become unsafe – dropping large branches and posing a risk to the community.

As part of the River Street Project, this tree is being carefully removed. Contractors have temporarily left approximately eight feet of the trunk standing to assist construction crews with the safe and efficient removal of the stump as part of ongoing improvements at the Bullion and River Street intersection.

Though this tree’s time has come, its legacy will live on. The Hailey Urban Renewal Agency is funding 94 new trees as part of the upcoming Bullion Pathway Project—ensuring future generations will continue to enjoy a greener, healthier, and more beautiful city.”



Airport Way - Preferred Direction



During 2025, HURA and the City conducted an extensive public engagement process to evaluate long-term improvements to Airport Way. Multiple routing options were presented and discussed through public meetings, stakeholder interviews, and comment opportunities. The engagement process focused on addressing safety concerns, improving connectivity, reducing congestion, and providing safer pedestrian and bicycle access between the airport, downtown, and surrounding neighborhoods.

Based on public input and technical evaluation, a preferred direction emerged that balances transportation efficiency, neighborhood impacts, and multimodal access. The preferred approach emphasizes improved connectivity, redundancy for emergency access, and enhanced pedestrian and bicycle facilities while minimizing impacts to adjacent residential areas.

The preferred direction and supporting rationale are documented in the Public Engagement Summary and will guide future coordination, design refinement, and funding discussions.

North River Street Parking Lot

The North River Street parking lot entered its first full year of public use following its purchase in 2024 using bond proceeds approved to support Gateway District improvements. As part of activating the site and improving its functionality, signage upgrades were completed to enhance visibility, wayfinding, and user understanding of parking regulations and seasonal use, including

designated overnight winter parking to address seasonal parking needs. New signage clearly identifies the lot as free public parking and communicates key requirements, including 72-hour parking limits, snow removal protocols, and vehicle restrictions. Information is provided in both English and Spanish to improve accessibility and clarity for a wide range of users. These improvements support better circulation, encourage appropriate use of the lot, and help manage parking availability for nearby businesses and visitors.



Amendment to Participation Agreements

In 2025, the HURA Board approved an amendment to existing participation agreements to increase the revenue participation rate from 50 percent to 75 percent of eligible revenues generated by new projects within the Gateway Urban Renewal District. The original agreements were structured at 50 percent; however, as the district approaches its sunset in 2030, the Board determined that a higher participation rate would better support project feasibility and provide participating developments with an improved return on investment. This amendment is intended to encourage continued reinvestment within the district while ensuring that public funding tools remain effective during the remaining life of the Gateway URD.

Long-Range Financial Forecast – Gateway Urban Renewal District

In early 2025, the HURA Board reviewed a long-range financial forecast for the Gateway Urban Renewal District evaluating revenues and expenditures through the remainder of the district's life. The analysis included projected fund balances under multiple revenue scenarios, including a mid-range projection assuming five percent annual revenue growth, as well as upper and lower projections reflecting ten percent growth and zero percent growth, respectively. Updates to the forecast accounted for the planned exhaustion of bond proceeds by 2027 and the removal of projected interest earnings thereafter. Based on this review, the Board elected to pause approval of new funding requests until additional clarity is available regarding future revenues and expenditures. This decision allows the agency to better evaluate financial capacity as revenues materialize and as construction bids are received for the Bullion Street Pathway project. The long-range forecast will continue to inform funding decisions and capital planning as the district approaches its sunset.



RECENT RIVER STREET IMPROVEMENTS

Financial Overview/Budget

HURA's 2025 budget continues to reflect a focus on reinvesting tax increment revenues into public infrastructure projects that support economic revitalization, connectivity, and livability within the Gateway and Airport Way districts. Expenditures prioritize planning, design, and construction of transportation, streetscape, parking, and utility improvements, while maintaining long-term financial sustainability. Detailed budget information is provided in the Financial Snapshot section of this report.

	ACTUAL FY24	BUDGET FY25	APPROVED FY26
REVENUE and APPLIED FUND BALANCE			
Tax Increment Revenue - Airport Way	\$ 144,151	\$ 150,000	\$ 165,000
Interest - Airport Way	\$ 7,380	\$ 5,316	\$ 7,000
Apply Airport Way Fund Balance			\$ 70,300
Sub Total Airport Way Revenue and Transfer			\$ 242,300
Tax Increment Revenue - Gateway	\$ 495,394	\$ 482,000	\$ 520,000
Interest - Gateway	\$ 45,152	\$ 34,684	\$ 60,000
2025 Bond Revenue - Gateway	\$ -	\$ 2,900,000	\$ -
Interest - Gateway Bond	-	\$ -	\$ 30,000
Apply Unspent Gateway Bond Proceeds			\$ 1,800,000
Miscellaneous (ig Parking Revenue)	\$ -	\$ -	\$ 21,800
Apply Gateway Fund Balance	\$ -	\$ -	\$ 125,303
Sub Total Gateway Revenue and Transfers			\$ 2,557,103
Tax Increment Revenue - South District	\$ -	\$ 15,000	\$ -
TOTAL HAILEY URA REVENUE and Transfers	\$ 692,077	\$ 3,587,000	\$ 2,799,403
Airport Way District - Expenditures			
Debt Service	\$ -	\$ -	\$ -
Professional and Legal	\$ 11,313	\$ 36,700	\$ 45,000
Studies and Master Plans	\$ -	\$ 100,000	\$ 100,000
Administration & Insurance	\$ 8,473	\$ 40,000	\$ 46,000
Other Expenses	\$ -	\$ 1,300	\$ 1,300
Participation Agreements	\$ -	\$ -	\$ -
Capital Expenses	\$ -	\$ 50,000	\$ 50,000
TOTAL AIRPORT WAY EXPENDITURES	\$ 19,786	\$ 228,000	\$ 242,300
Gateway District - Expenditures			
Debt Service	\$ -	\$ 456,000	\$ 385,861
Professional and Legal	\$ 30,443	\$ 36,700	\$ 45,000
Administration & Insurance	\$ 25,027	\$ 40,000	\$ 46,000
Other Expenses	\$ -	\$ 1,300	\$ 1,300
Participation Agreements	\$ 24,250	\$ 60,000	\$ 86,642
Other Urban Renewal Project Expenses			\$ 100,000
Capital Exp (FY26 Unspent Bond Proceeds)	\$ 589,536	\$ 3,115,906	\$ 1,800,000
TOTAL GATEWAY EXPENDITURES and Transfers	\$ 669,256	\$ 3,709,906	\$ 2,464,803
South Urban District - Expenditures (Did=strict TBD)			
Loan from Gateway	\$ -	\$ 70,000	\$ -
Debt Service	\$ -	\$ -	\$ -
Professional and Legal	\$ 27,131	\$ 36,700	\$ 45,000
Administration & Insurance	\$ 6,282	\$ 40,000	\$ 46,000
Other Expenses	\$ -	\$ 1,300	\$ 1,300
Participation Agreements	\$ -	\$ -	\$ -
Capital Expenses	\$ -	\$ -	\$ -
TOTAL SOUTH URBAN EXPENDITURES	\$ 33,413	\$ 148,000	\$ 92,300
TOTAL EXPENDITURES	\$ 722,455	\$ 4,085,906	\$ 2,799,403
CHANGE IN FUND BALANCE	\$ (30,378)	\$ (498,906)	\$ -
FUND BALANCE BEGINNING AIRPORT	\$ 79,891	\$ 211,636	\$ 138,952
FUND BALANCE BEGINNING GATEWAY	\$ 635,765	\$ 507,055	\$ 213,833
FUND BALANCE ENDING AIRPORT	\$ 211,636	\$ 138,952	\$ 68,652
FUND BALANCE ENDING GATEWAY	\$ 507,055	\$ 213,833	\$ 88,530
<i>Loan to South Urban (District TBD)</i>	<i>\$ (33,413)</i>	<i>\$ (166,413)</i>	<i>\$ (258,713)</i>