



PUBLIC POLICY RESOLUTIONS

November 2004



LINCOLN

The Community of Opportunity

Chamber of Commerce

RESOLUTION ON FEDERAL HIGHWAY BILL

Reauthorization of the federal highway bill is extremely important for Lincoln's future growth. Providing adequate funding for transportation infrastructure is a continuing priority for the Lincoln Chamber at the local, state, and federal levels of government. Investment in Lincoln's infrastructure is critical to the city and state's future competitiveness in raising our standard of living and attracting and retaining good jobs. The U.S. Department of Transportation reports nearly a six dollar multiplier effect for one dollar of transportation spending. This economic benefit is based on reduced delays, improved safety, and reduced vehicle operating costs.

As the city of Lincoln and the state of Nebraska move forward to address infrastructure financing needs, leaders in the U.S. Congress are also working on details of the new federal highway spending bill for the next six years. A temporary extension of the 1998 highway bill (TEA-21) was passed as the measure expired last September, 2003. The extension will end February 29, 2004. The adequacy of the federal bill will have a direct impact on how we as a state and city address our transportation infrastructure needs.

NOW, THEREFORE, The Lincoln Chamber of Commerce resolves and requests the help of our congressional delegation in obtaining:

- 1) Special funding for the South Beltway and West Beltway upgrade project to be included within the next Highway Authorization Act. The Chamber recognizes and commends the NE Department of Roads for seeking \$165 million (80% federal participation) for this important project;
- 2) Reversal of Nebraska's status as a "donor state" under the major federal transportation funding bill;
- 3) Support necessary user fee increases to fully fund a needs-based transportation bill that significantly increases funding for highways, roads, and bridges over the next six years; and
- 4) Continued federal participation in the amount of \$50 million for Antelope Valley Project street and bridge projects.

Approved unanimously by the Board on February 12, 2004



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Policy Statement on Mayor's Infrastructure Financing Proposals

The Lincoln Chamber of Commerce supports the occupation tax on retail gasoline sales as part of the package of infrastructure financing measures; provided the balance of the Mayor's Infrastructure Finance Committee's package is implemented and contingent upon the community approving general obligation bonds for infrastructure in November. The Chamber recommends the city council consider phase in of the gasoline tax over 2-5 years, starting at 2 cents per gallon in 2004.

Adopted Unanimously by Executive Committee at called meeting 7/29/03



INFRASTRUCTURE FINANCING RESOLUTION

INTRODUCTION: Community infrastructure such as arterial roadway systems, water systems, wastewater systems, storm sewers, and parks & trails are essential components for economic growth and livability. Adequate and timely provision of new infrastructure and replacement & maintenance of existing infrastructure have been challenges for Lincoln as we have grown.

WHEREAS The Lincoln Chamber of Commerce Board of Directors identified the urgent need to explore various infrastructure financing options in early 1999, noting then that *"managed growth in Lincoln should balance the need for new infrastructure while maintaining Lincoln's high quality of life; ... that funding priorities be established regarding infrastructure issues and short and long term solutions be introduced, debated, and implemented. ... The Board of Directors also suggests that the community needs to identify creative financing options to aggressively fund infrastructure improvements."*; and

WHEREAS the Lincoln Chamber of Commerce acknowledges and recognizes the mayor and other elected and community leaders for their efforts to develop infrastructure financing solutions that will facilitate the timely provision of needed infrastructure; and

WHEREAS the Chamber represents and promotes a broad spectrum of business interests and concerns that extend from new growth and business developments to the established businesses that utilize and fund ongoing system-wide infrastructure costs; and

WHEREAS the Chamber will continue to strive for constructive engagement with a view toward developing a balanced and comprehensive approach to changing the city's infrastructure financing strategy in order to close the significant revenue gap for transportation, water, and wastewater systems that has been identified by the city; and

WHEREAS developers, through existing developer exaction policies that include protracted negotiations which both sides often criticize as being unpredictable and costly, already are contributing substantially to some of these "off-site" capital improvement costs, particularly for arterial streets, water, and wastewater facilities; and

WHEREAS the Chamber believes that proposed solutions must be sensitive to the potential impact of creating disincentives for development and growth, will require cooperation from all sectors, must be grounded in solid legal authority, will require greater cooperation at the state level, and must include a thorough review of current practices and management structures for infrastructure.

INFRASTRUCTURE FINANCING RESOLUTION

NOW, THEREFORE, The Lincoln Chamber of Commerce:

- 1) Reaffirms its support for greater use of bonding for infrastructure needs and necessary rate increases in water and waste water;
- 2) Supports the development of a comprehensive Infrastructure Financing Business Plan to more fully identify infrastructure financing options;
- 3) Supports treating previously negotiated developer agreements as valid and final agreements; and
- 4) Supports a comprehensive solution that includes reasonable impact fees for collecting off-site costs for new development, provided that there is a commitment on the city's part to develop and adopt other financing components to close the infrastructure gap on a timely basis.

Adopted Unanimously - September 12, 2002



Lincoln/Lancaster Comprehensive Plan Resolution

WHEREAS the Lincoln Chamber of Commerce supports ongoing efforts to include an economic development component within the new Lincoln/Lancaster Comprehensive Plan;

WHEREAS the Chamber appreciates the contributions of time and expertise made over the past 6 months by members of the Economic Futures Task Force in studying and analyzing how to ensure that the new Comprehensive Plan includes a viable and forward-looking strategy for future economic opportunities; and

WHEREAS the Economic Futures Task Force recently completed its study and reported its recommendations to the Comprehensive Plan Committee.

NOW, THEREFORE, The Lincoln Chamber of Commerce supports:

- 1) The recommendations of the Economic Futures Task Force to utilize two (2) percent annualized employment growth rate for Commercial, and a two and a half (2.5) percent annualized employment growth rate for Industrial, for purposes of calculating assumed future land use levels.
- 2) The Economic Futures Task Force recommendations on projected commercial and industrial land use levels, which provide approximately 3.5 square miles of new Commercial and approximately 3.7 square miles of new Industrial land.
- 3) The location and advanced planning considerations regarding future employment centers that were recommended to the Economic Futures Committee.
- 4) A built-in triggering mechanism that incorporates a means for measuring our job and population growth so that we can adjust our plans for infrastructure development, and flexibility to adjust for our growth.
- 5) Flexibility in residential density preferences that allow for, but do not impose, high density alternatives to current practices.

Adopted Unanimously By Board of Directors, 9/13/01



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BELTWAYS RESOLUTIONS

The Board of Directors of the Lincoln Chamber of Commerce reiterates and reaffirms its support for both the South and East Beltway Projects;

The Board, in the interest of expedited planning and construction of the South Beltway, supports separating the Beltways in their design, development and construction;

The Board supports expedited consideration and approval of necessary Comprehensive Plan amendments;

The Board urges and supports efforts by elected officials to make decisions necessary to effectuate the selection of an East Beltway corridor as being in the best interest of planned contiguous growth for Lincoln; and

Adopted by Board of Directors, April 12, 2001

The Board, pursuant to the reviews and recommendations of the Executive, Infrastructure, and Government Affairs Steering Committees, supports the East Middle Beltway corridor as offering a balance of quality of life, planned contiguous growth, and economic development.

Adopted by Board of Directors, June 14, 2001

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Resolution of Support for Flood Plain Study

WHEREAS the Lincoln Chamber of Commerce recognizes the importance of maintaining stable real estate markets, protecting private property rights, sustaining economic development opportunities, avoiding unnecessary private and public litigation costs, developing solutions for the location of industrial land, and working toward the reduction of future flooding hazards;

WHEREAS the Lincoln Chamber of Commerce acknowledges that an increase in the number of flood plain fill permits issued may create a potential risk of flooding, and an unintended consequence of proposed regulations may be to exacerbate and accelerate such risk; and

WHEREAS the Lincoln Chamber of Commerce recognizes the crucial role of factual information, including a study of the hydrologic and economic impacts of various flood plain management alternatives, in the development of strategies to prevent increases in flood heights and expansion of the flood plain boundary to ensure that development will not detrimentally increase flood risks;

NOW, THEREFORE, the Board of Directors resolve to:

1. Support the Corps of Engineers Flood Plain Study and ongoing efforts of the City of Lincoln, Lower Platte South Natural Resource District, and Lancaster County regarding the reduction of future flooding risks;
2. Support Comprehensive Storm Water Master Planning that identifies projects such as retention and detention basins for storm water storage and preservation of flood storage and flood conveyance capacity of the flood plain to the maximum feasible extent;
3. Commit to participate in the study and work to address the consensus recommendations of the Study and the Flood Plain Task Force, and work with the City and County during the Comprehensive Plan Major Review to reach consensus regarding land use issues, and the location of industrial land within our community; and
4. To the extent reasonable and feasible, plan and implement projects located in the flood plains in such a way as to minimize their potential impact on flood storage and elevation.

Adopted By Board of Directors April 12, 2001

-With authority of Executive Board to review suggested additions/revisions from other organizations and individuals interested in building consensus for a joint resolution.



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Antelope Valley Project Resolution

WHEREAS the City of Lincoln, the Board of Regents of the University of Nebraska, and the Lower Platte South Natural Resource District have joined together to form the Joint Antelope Valley Authority, and

WHEREAS the three partners have deemed it to be in their mutual interest to coordinate planning and implementation of the public project described in the Antelope Valley Study and the United States Army Corps of Engineers Antelope Creek Feasibility Study, and

WHEREAS the projects of the Antelope Valley Study, which include transportation improvements, drainage/flood improvements, and community revitalization, result in both public costs and benefits, and

WHEREAS the Lincoln Chamber of Commerce recognizes the beneficial impacts of the Antelope Valley Study projects while at the same time acknowledging the contingent nature of federal and state financial participation;

NOW, THEREFORE, be it resolved by the Lincoln Chamber of Commerce that it supports the Antelope Valley Project concept contingent upon the realization of federal, state, and other funding participation at the levels projected under the funding and implementation strategies as set forth in the Antelope Valley Study Plan.

Unanimously Adopted by the Board of Directors on September 14, 2000



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Infrastructure Financing Strategies

Whereas: The Lincoln Metro Area is forecast to have the fourth fastest growing population on the plains until at least 2020 with an anticipated population growth of 83,000 people. The Lincoln Chamber believes that managed growth in Lincoln should balance the need for new infrastructure while maintaining Lincoln's high quality of life;

Whereas: The City of Lincoln has consistently lacked implementation of plans to adequately accommodate the increase in Lincoln's population resulting in:

- An increase in lot prices from \$15,000 in 1990 to over \$34,000 in 1998
- More congestion on City Streets
- Inadequate infrastructure investment
- An escalating cost for land acquisition
- A shortage of affordable housing in Lincoln
- Current funding for road construction does not meet the needs of the growing metropolitan area

Whereas: The Lincoln Chamber of Commerce Board of Directors believes that development of infrastructure is a major issue for the City of Lincoln and intends to focus staff and volunteer time, efforts and resources on this issue in 1999.

Whereas: The Lincoln Chamber of Commerce Board of Directors encourages all elected officials and candidates running for city offices to acknowledge this issue and begin creating solutions to alleviate these problems

Be it Therefore Resolved:

That the Lincoln Chamber of Commerce Board of Directors advocates that funding priorities be established regarding infrastructure issues and short and long term solutions be introduced, debated and implemented.

The Board of Directors also suggests that the community needs to identify creative financing options to aggressively fund infrastructure improvements. Ideas such as utilization of assessment districts, tap fees, minimum rate increases in sewer and water rates, some form of sanitation improvement districts, internal reallocation of gas tax dollars within the public works department should be given consideration.

The board also suggests the City Council and Mayor reconsider the idea of issuing general obligation bonds to pay for infrastructure development.

Adopted Fall 1998