

PRIORITY CRITERIA FOR INFRASTRUCTURE FUNDING UTILIZING TRANSPORTATION IMPACT FEES

The purpose of the following is to use sound fiscal policies to enable the provision of adequate public facilities consistent with the Comprehensive Plan Land Use Element on a schedule concurrent with, or prior to, the impacts of development in order to achieve and maintain adopted standards for LOS, and to exceed the adopted standards, when possible.

(Ranked in order of priority)

1. Capacity increasing improvements for
 - a) intersection improvements on arterial streets;
 - b) arterial streets serving population centers which lack redundant pathways;
 - c) widening and street upgrades to arterial standards; and
 - d) new arterials – fronting improvements to be constructed by abutting development
2. Baseline study (i.e. Transportation Management Plan) *pending enabling legislation*
3. Signal timing improvements
4. Pedestrian and bicycle paths linking arterials and demand centers in high population areas (e.g. Hazel Creek Pedestrian & Bike Enhancement)

Projects Ineligible for use of Transportation Impact Fees

- Streetscape improvement projects, distinct from capacity increasing projects (e.g. West Broadway Streetscape)
- Pedestrian and bicycle paths in low population areas (e.g. Fish Lake Trail)
- Capacity decreasing projects (e.g. Post Street Bridge)
- Bridge projects, except those capacity increasing
- Improvements fronting new/proposed development areas

Prepared by: EWG, May 18, 2007