

TRANSPORTATION CAPITAL IMPROVEMENTS PLAN

Greene Township Transportation Impact Fee Study Greene Township, Franklin County, Pennsylvania

Trans Associates has prepared the following Transportation Capital Improvements Plan for Greene Township, Franklin County, Pennsylvania to satisfy the requirements of the Pennsylvania Traffic Impact Fee Law as defined in Sections 501-A through 506-A of the Pennsylvania Municipalities Planning Code (MPC). The MPC authorizes municipalities within the Commonwealth to enact ordinances to charge impact fees for the costs associated with off-site road improvements necessitated by new land development. The transportation capital improvements plan is required by the MPC to identify roadway improvements to remediate roadway capacity deficiencies, define transportation service areas (TSA), and define the per trip impact fee for each TSA. In accordance with the MPC, the transportation capital improvements plan is based upon the findings of the adopted land-use assumptions report and the adopted roadway sufficiency analysis for the Township.

The remainder of this report presents the Transportation Capital Improvements Plan for Greene Township. The report includes complete details to satisfy the requirements of Article V-A of the MPC. Specific elements of the Transportation Capital Improvements Plan include the following:

- Delineation of transportation service areas (TSA);
- Recommended roadway improvement projects to remediate deficiencies related to existing traffic;
- Recommended roadway improvement projects to remediate deficiencies related to forecasted pass-through traffic in each TSA;
- Recommended roadway improvement projects to remediate deficiencies related to new development traffic in each TSA;
- A project implementation schedule;
- Estimated project budgets;
- Derivation of the impact fee for each TSA.

INTRODUCTION AND PURPOSE OF REPORT

On October 11, 2005, the Board of Supervisors of Greene Township enacted Resolution #9 of 2005, establishing an Impact Fee Advisory Committee (advisory committee) and authorizing the preparation and public advertisement of the Township's notice of intent to adopt an impact fee ordinance. Subsequent to the enactment of this ordinance, Greene Township contracted with Nassaux-Hemsley with Trans Associates as a sub-consultant to prepare the following reports required by Article V-A of the MPC:

- Land Use Assumptions Report – detailing anticipated future growth and development within the Township;

- Roadway Sufficiency Analysis - establishing the existing level of infrastructure sufficiency, preferred levels of service, and the need for road improvements attributable to existing traffic, projected pass-through traffic, and future new development; and
- Transportation Capital Improvements Plan - specifying the implementation plan and costs of improvements to correct deficiencies attributable to existing traffic, projected pass-through traffic, and traffic related to future new development.

The transportation capital improvements plan presented in this report represents the final step in the development of a traffic impact fee ordinance for Greene Township. This plan is based upon the findings of the reports Greene Township Land Use Assumptions Report by Nassaux-Hemsley, Inc. and Greene Township Roadway Sufficiency Analysis prepared by Trans Associates. The Greene Township Land Use Assumptions Report was adopted by the Supervisors of Greene Township following its presentation at a public hearing. The Greene Township Roadway Sufficiency Analysis was adopted by the Supervisors of Greene Township based upon the recommendations of the impact fee advisory committee.

TRANSPORTATION SERVICE AREAS

In accordance with the MPC, impact fees may only be used to fund roadway improvements attributable to new development within designated transportation service areas (TSAs). The MPC defines a TSA as a geographically designated portion of the municipality not to exceed 7 square miles of area which, pursuant to the comprehensive plan and applicable district zoning regulations, has an aggregation of sites with development potential creating the need for transportation improvements within such area to be funded by impact fees. No geographic area of a municipality may be included in more than one TSA. Geographic areas without development potential or located outside the municipality's area of concern may be excluded from the transportation service areas. These areas could include preserved farms, built-out parcels, approved/pending developments, parks, and parcels where owners have contracted or initiated the process to transfer development rights (TDR).

Exhibit 1 illustrates the seven (7) TSAs established for Greene Township. The portions of Michaux State Forest and Caledonia State Park within Greene Township have been excluded from the Township's transportation impact fee program. A general description of each TSA is provided below:

- **TSA 1** – TSA 1 has a total area of approximately 7 square miles. It is bounded by Hamilton Township and the Borough of Chambersburg to the south, and Letterkenny Township to the west. The northern boundary of TSA 1 follows the centerline of Letterkenny Road from Letterkenny Township to the centerline of Coffey Avenue (SR 4019), the centerline of Coffey Avenue from the centerline of Letterkenny Road to the centerline of PA Route 433, the centerline of PA Route 433 from the centerline of Coffey Avenue to the centerline of US Route 11, the centerline of US Route 11 from the centerline of PA Route 433 to the centerline of East Sunset Boulevard (South Side), the centerline of East Sunset Boulevard from US Route 11 to the centerline of the US Route 11/West Sunset Boulevard Intersection, the centerline of US Route 11 from West Sunset Boulevard to Sycamore Grove Road, the centerline of Sycamore Grove Road from the centerline of US Route 11 to Scotland Road, and the centerline of Scotland Road from the centerline of Sycamore Grove Road to the Borough of Chambersburg.

- **TSA 2** – TSA 2 has a total area of approximately 7 square miles. It is bounded by Letterkenny Township to the west and Southampton Township to the north. The eastern boundary of TSA 2 follows the centerline of Rice Road from Southampton Township to the centerline of Musser Road, the centerline of Musser Road from the centerline Rice Road to the centerline of US Route 11, the centerline of US Route 11 from the centerline of Musser Road to the centerline of East Sunset Boulevard, the centerline of East Sunset Boulevard from the centerline of US Route 11 at Sunset Boulevard West to the centerline of US Route 11, the centerline of US Route 11 from the centerline of Sunset Boulevard East to the centerline of PA Route 433. The southern boundary of TSA 2 follows the centerline of Letterkenny Road from Letterkenny Township to the centerline of Coffey Avenue (SR 4019), the centerline of Coffey Avenue from the centerline of Letterkenny Road to the centerline of PA Route 433, and the centerline of PA Route 433 from the centerline of Coffey Avenue to the centerline of US Route 11.

- **TSA 3** – TSA 3 has a total area of approximately 7 square miles. It is bounded by Southampton Township to the north. The western boundary of TSA 3 follows the centerline of Rice Road from Southampton Township to the centerline of Musser Road, the centerline of Musser Road from the centerline Rice Road to the centerline of US Route 11, the centerline of US Route 11 from the centerline of Musser Road to the centerline of Sycamore Grove Road, and the centerline of Sycamore Grove Road from the centerline of US Route 11 to the centerline of Scotland Road. The southern boundary of TSA 3 follows the centerline of Scotland Road from the centerline of Sycamore Grove Road to the centerline of Scotland Main Street, the centerline of Scotland Main Street from the centerline of Scotland Road to the centerline of PA Route 997, and the centerline of PA Route 997 from the centerline of Scotland Main Street/Boyer Road to the centerline of Interstate 81 South. The eastern boundary of TSA 3 follows the centerline of Interstate 81 South from the centerline of PA Route 997 to the centerline of Pine Stump Road/Coldsmith Road, the centerline of Pine Stump Road/Coldsmith Road from the centerline of Interstate 81 South to the centerline of White Church Road, and the centerline of White Church Road from the centerline of Coldsmith Road to Southampton Township.

- **TSA 4** – TSA 4 has a total area of approximately 7 square miles. It is bounded by the Borough of Chambersburg and Guilford Township to the south. The western boundary of TSA 4 follows the centerline of Scotland Road from the Borough of Chambersburg to the centerline of Scotland Main Street, the centerline of Scotland Main Street from the centerline of Scotland Road to the centerline of PA Route 997 at Boyer Road, the centerline of PA Route 997 from the centerline of Scotland Main Street at Boyer Road to the centerline of PA Route 696, the centerline of PA Route 696 from the centerline of PA Route 997 to the centerline of Orchard Road, and the centerline of Orchard Road from the centerline of PA Route 696 to the centerline of White Church Road. The eastern boundary of TSA 4 follows the centerline of White Church Road from the centerline of Orchard Road to the centerline of PA Route 997, the centerline of PA Route 997 from the centerline of White Church Road to the centerline of Shearer Road, the centerline of Shearer Road from the centerline of PA Route 997 to the centerline of Mount Pleasant Road, the centerline of Mount Pleasant Road from the centerline of Shearer Road to the centerline of Hafer Road, the centerline of Hafer Road from the centerline of Mount Pleasant Road to the centerline of Woodstock Road, the centerline of Brindle Road from the centerline of Woodstock Road to the centerline of Ragged Edge Road, the centerline of Ragged Edge Road from the centerline of Brindle Road to the centerline of Walker

Road, the centerline of Walker Road from the centerline of Ragged Edge Road to the Borough of Chambersburg.

- **TSA 5** – TSA 5 has a total area of approximately 7 square miles. It is bounded by Guilford Township to the south. The western boundary of TSA 5 follows the centerline of Shearer Road from the centerline of PA Route 997 to the centerline of Mount Pleasant Road, the centerline of Mount Pleasant Road from the centerline of Shearer Road to the centerline of Hafer Road, the centerline of Hafer Road from the centerline of Mount Pleasant Road to the centerline of Woodstock Road, the centerline of Brindle Road from the centerline of Woodstock Road to the centerline of Ragged Edge Road, the centerline of Ragged Edge Road from the centerline of Brindle Road to the centerline of Walker Road, the centerline of Walker Road from the centerline of Ragged Edge Road to the Borough of Chambersburg. The eastern boundary of TSA 5 follows the centerline of Fayetteville Main Street from Guilford Township to the centerline of US Route 30, and the centerline of US Route 30 from the centerline of Fayetteville Main Street to the centerline of PA Route 997 (Black Gap Road). The northern boundary of TSA 5 follows the centerline of PA Route 997 (Black Gap Road) from the centerline of US Route 30 to the centerline of Shearer Road.

- **TSA 6** – TSA 6 has a total area of approximately 6.5 square miles. It is bounded by Southampton Township to the north. The western boundary of TSA 6 follows the centerline of Interstate 81 South from the centerline of PA Route 997 to the centerline of Pine Stump Road/Coldsmith Road, the centerline of Pine Stump Road/Coldsmith Road from the centerline of Interstate 81 South to the centerline of White Church Road, and the centerline of White Church Road from the centerline of Coldsmith Road to Southampton Township. The southern boundary of TSA 6 follows the centerline of PA Route 997 from the centerline of Interstate 81 South to the centerline of PA Route 696, the centerline of PA Route 696 from the centerline of PA Route 997 to the centerline of Orchard Road, the centerline of Orchard Road from the centerline of PA Route 696 to the centerline of White Church Road, the centerline of White Church Road from the centerline of Orchard Road to the centerline of PA Route 997, and the centerline of PA Route 997 from the centerline of White Church Road to the centerline of Ridge Road. The eastern boundary of TSA-6 follows the centerline of Ridge Road to boundary of Michaux State Forest.

- **TSA 7** – TSA 7 has a total area of approximately 6 square miles. It is bounded by Guilford to the south. The eastern boundary of TSA 7 is Michaux State Forest. The western boundary of TSA-7 follows the centerline of Ridge Road from the boundary of the Michaux State Forest to the centerline of PA Route 997 (Black Gap Road), the centerline of PA Route 997 (Black Gap Road) from the centerline of Ridge Road to the centerline of US Route 30, the centerline of US Route 30 from the centerline of PA Route 997 (Black Gap Road) to the centerline of Fayetteville Main Street, and the centerline of Fayetteville Main Street from the centerline of US Route 30 to Guilford Township.

Preferred Level-of-Service (LOS)

In accordance with Section 504-A of the MPC, the impact fee advisory committee established preferred level-of-service standards for roadways and intersections within the municipality. The preferred level-of-service is defined as the minimum performance threshold for transportation level-of-service on roadways and intersections within a designated transportation service area.

Those intersections/roadways that operate below the preferred level-of-service are considered deficient in the roadway sufficiency analysis, while those that operate above the preferred level-of-service are considered sufficient in the roadway sufficiency analysis. Impact fees may only be used to fund roadway improvements or portions thereof attributable to performance deficiencies due to new development in a designated transportation service area.

Following review of the results of the roadway sufficiency analysis for existing conditions, the advisory committee established the preferred level-of-service based on criteria suggested by the Institute of Transportation Engineers in the publication Transportation Impact Analysis for Site Development, An ITE Proposed Recommended Practice. The preferred level-of-service for Greene Township is as follows:

- *At locations where existing and/or pass-through levels-of-service are at LOS D or better, the level-of-service with new development may not cause a degradation in level-of-service below LOS D.*
- *At locations where existing and/or pass-through levels of service fall below LOS D, the level-of-service (average travel delay for LOS F conditions) must be maintained or improved with new development.*

Level-of-service for the roadway sufficiency analysis was determined following procedures suggested by the Transportation Research Board of the National Academies of Science as published in *Highway Capacity Manual, Year 2000 Edition* (HCM-2000) by the Transportation Research Board and implemented in the software package *Synchro 7.0* by Trafficware, Inc.. These methodologies define level-of-service in terms of average control delay, a measure of driver discomfort, frustration, fuel consumption, and increased travel time.

TRANSPORTATION CAPITAL IMPROVEMENTS

This transportation capital improvements plan suggests roadway improvement projects to remediate capacity deficiencies attributable to new development for a design year of 2017. Proposed improvements to correct these level-of-service deficiencies were selected based on the procedures of the applicable version of the Highway Capacity Manual to achieve the preferred level-of-service at all locations within the Township. Design details associated with the proposed improvements such as lane widths, shoulder widths, lengths of turn lanes were selected based on criteria suggested by *Design Manual Part 2*, by the Pennsylvania Department of Transportation (PennDOT) and the highway occupancy permit policies of PennDOT Engineering District 8-0.

Deficiency Locations

Exhibit 2 illustrates the locations of level-of-service deficiencies associated with new development within Greene Township. Specific locations with level-of-service deficiencies include the following:

- Letterkenny Road at Rocky Spring Road;
- Letterkenny Road at Siloam Road/Hammond Road;
- US Route 11 at Siloam Road;

- US Route 11 at Salem Road;
- PA Route 997 at PA Route 433/Coffey Avenue;
- US Route 11 at PA Route 997;
- US Route 11 at Pine Stump Road;
- PA Route 997 at Scotland Main Street;
- PA Route 997 at Byers Road;
- PA Route 997 at Doron Road;
- Grand Point Road at Kohler Road;
- Woodstock Road at Rock Road;
- PA Route 997 at Smoketown Road;
- Edgewood Road at Ragged Edge Road;
- Edgewood Road at Woodstock Road;
- Mount Pleasant Road at Cook Road;
- US Route 30 at Mont Alto Road;
- Letterkenny Road at Letterkenny Road/Coffey Avenue;
- Letterkenny Road at Salem Road;
- US Route 11 at Route 433;
- US Route 11 as Sycamore Grove Road;
- PA Route 997 at Greenvillage;
- US Route 11 at Wagner Road;
- Scotland Main Street at Scotland Road;
- Scotland Main Street at Woodstock Road;
- PA Route 997 at Scotland Main Street/Boyer Road;
- PA Route 696 at Interstate 81 North Ramps;
- PA Route 696 at Pine Stump Road/Coldsmith Road;
- Walker Road at Franklin Farm Road;

- Walker Road at Mower Road;
- Ragged Edge Road at Walker Road;
- Woodstock Road at Hafer Road;
- Hafer Road at Smoketown Road;
- Mount Pleasant Road at Hafer Road;
- PA Route 997 at White Church Road;
- PA Route 997 at Coldspring Road;
- Fayetteville Main Street at Mount Pleasant Road;
- Fayetteville Main Street at Coldspring Road;
- US Route 30 at PA Route 997 (Anthony Highway);
- US Route 30 at PA Route 997 (Black Gap Road);
- Walker Road at Kohler Road;
- Walker Road at Interstate 81 South Ramps;
- Walker Road at Interstate 81 North Ramps.

Deficiency Remediation Projects

Level-of-service deficiencies attributable to new development were found at 41 locations within Greene Township for Year 2017 conditions. Remediation projects were identified to address these level-of-service deficiencies. Specific projects include the following:

- Letterkenny Road at Siloam Road – Construct traffic signal;
- US Route 11 at Salem – Construct traffic signal. Construct Salem Road eastbound right-turn Lane (200-ft storage);
- PA Route 997 at PA Route 433 – Construct Route 997 southbound left-turn lane (200-ft storage). Construct Route 433 westbound right-turn lane (200-ft storage). Construct Route 997 eastbound right-turn lane (200-ft storage);
- US Route 11 at PA Route 997 – Construct Route 11 northbound right-turn lane (250-ft storage). Construct Route 11 southbound right-turn lane (250-ft storage). Construct Route 997. Construct Route 997 eastbound left-turn lane (175-ft storage). Construct Route 997 westbound left-turn lane (150-ft storage);
- PA Route 997 at Byers – Construct a traffic signal;
- Grand Point a Kohler – Construct a traffic signal;

- PA Route 997, from east of Smoketown Road to east of Chambersburg Mall – Construct a two-way center left-turn lane to allow two-stage left turn maneuvers onto Route 997 from Smoketown Road;
- Edgewood Road at Ragged Edge Road – Construct traffic signal. Construct Ragged Edge northbound left-turn lane (75-ft storage);
- Edgewood Road at Woodstock Road – Construct traffic signal. Construct Woodstock southbound left-turn lane (75-ft storage);
- US Route 30 at Mont Alto Road – Modify traffic signal timings;
- US Route 11 and Route 433 – Construct traffic signal. Construct Route 433 eastbound right-turn lane (200-ft storage);
- Letterkenny Road at Salem Road – Construct traffic signal;
- Scotland Main Street at Scotland Road – Construct traffic signal;
- Scotland Main Street at Woodstock Road – Construct traffic signal;
- PA Route 997, between east of Scotland Main Street/Boyer Road and Doron Road – Construct a two-way center left-turn lane to allow two-stage left turn maneuvers onto Route 997 from Boyer Road and Scotland Main Street;
- PA Route 696 at Interstate 81 North Ramps – Construct a second lane on the exit ramp from Interstate 81 northbound to provide a free-flow right turn movement from the exit ramp onto PA Route 696. Widen PA Route 696 between the Interstate 81 North Ramps and PA Route 997 to provide two southbound lanes of travel;
- Woodstock Road at Hafer Road – Construct traffic signal;
- Hafer Road at Smoketown Road – Construct a southbound right-turn lane (200-ft storage) on Smoketown Road;
- Mount Pleasant Road at Hafer Road – Construct a southbound right-turn lane (200-ft storage) on Mount Pleasant Road;
- PA Route 997 at White Church Road – Construct a traffic signal;
- PA Route 997 at Coldspring Road – Construct a traffic signal;
- Fayetteville Main Street at Mount Pleasant Road – Construct a traffic signal;
- US Route 30 at PA Route 997 (Anthony Highway) – Construct Route 997 northbound right-turn lane (200-ft storage);
- US Route 30 at PA Route 997 (Black Gap Road) – Construct Route 997 southbound right-turn lane (200-ft storage). Construct Route 30 westbound right-turn lane (250-ft storage);

- Walker Road at Nolts Road – Re-align Walker Road to make Walker Road the major east-west street and remove the STOP sign on the northbound Walker Road approach to Nolts Road;
- Walker Road at Franklin Farm Lane – Construct traffic signal. Construct Walker Road westbound left-turn lane (125-ft storage);
- Walker Road at Kohler Road – Construct traffic signal;
- Interstate 81 South Ramps at Walker Road – Construct traffic signal. Construct eastbound right-turn lane on Walker Road (200-ft storage). Construct southbound right-turn lane on Interstate 81 South Ramp (200-ft storage);
- Interstate 81 North Ramps at Walker Road – Construct traffic signal. Construct westbound right-turn lane on Walker Road (200-ft storage). Construct northbound right-turn lane on Interstate 81 North Ramp (200-ft storage);
- US Route 11 at Siloam Road – Construct traffic signal;
- Route 997 at Scotland Main (West Side) – Construct traffic signal;
- Letterkenny Road at Letterkenny Road (connection to Coffey Avenue) – Construct traffic signal;
- US Route 11 at Sycamore Grove Road – Construct traffic signal. Construct Route 11 northbound right-turn lane (250-ft storage). Construct Sycamore Grove Road westbound right-turn lane (200-ft storage);
- Parkwood Extension - Construct new roadway on new alignment from the Grand Poin/Kohler Road intersection to the Borough of Chambersburg;
- Walker Road at Mower Road – Construct traffic signal. Construct Walker Road westbound left-turn lane (125-ft storage);
- Walker Road at Ragged Edge Road – Construct traffic signal. Realign intersection to make Walker Road to Ragged Edger Road (North Side) the east-west traffic movement.

PROJECT IMPLEMENTATION SCHEDULE

A project implementation schedule for the Greene Township, Transportation Capital Improvements Plan was developed in accordance with the MPC. The construction year for each project was identified based on a ranking of change in travel delay between Year 2006 Existing and Year 2017 New Development travel conditions. It is stressed that the construction year for projects in the transportation capital improvements plan is contingent on the collection of funds through the impact fee and the availability of State or Federal funding resources. In accordance with the MPC, the Supervisors of Greene Township may periodically, but no more frequently than annually, request that the impact fee advisory committee revise the transportation capital improvements plan for any of the following reasons:

- New subsequent development which has occurred in the municipality;

- The completion of projects include in the Transportation Capital Improvements Plan;
- Unavoidable delays beyond the responsibility or control of the municipality in the construction of capital improvements contained in the plan;
- Significant changes in the land use assumptions;
- Changes in the estimated costs of the proposed transportation capital improvements, which may be recalculated by applying the construction cost index as published in the American City/County Magazine or Engineering News Record;
- Significant changes in the projected revenue from all sources listed needed for the construction of the transportation capital improvements.

Exhibit 3 provides a listing of projects by projected construction year for each project included in the Greene Township Transportation Capital Improvements Plan.

PROPOSED PROJECT BUDGETS

Costs and funding were developed for each project in the Greene Township Transportation Capital Improvement Plan based on generally accepted engineering standards. Costs were developed for the engineering, right-of-way acquisition (if required), construction and inspection. In accordance with the MPC, a contingency not exceeding 10 percent has been included for each project. Funding sources for each project were also identified. Sources of funding other than impact fees were identified as "Other Funding" and could include Federal, PennDOT, Municipality (other than impact fees), and/or developer funding. In accordance with the MPC, projects providing remediation for existing and/or pass-through deficiencies assume no funding from impact fees.

Exhibit 4 provides a listing of the estimated total costs by funding source for each project included in the Greene Township Transportation Capital Improvements Plan. **Appendix A** provides detailed summaries, descriptions, and cost estimates for these projects.

IMPACT FEE DERIVATION

In accordance with the MPC, the impact fee is based upon the total costs of the improvements listed in the adopted transportation capital improvements plan attributable to, and necessitated by, new development within each TSA divided by the number of anticipated evening peak hour trips generated by all new development within that TSA. For Greene Township, the impact fee was set to cover the maximum implementation costs for capital improvements either with or without construction of the Letterkenny Connector Road. The derivation of the impact fee for each TSA in Greene Township follows:

- **TSA-1**
 - Total cost of improvements attributable to new development, with Letterkenny Connector Road = \$673,401;
 - Funds generated by \$1000 interim impact fee = \$85,000;
 - Improvement costs to be funded by final impact fee = \$488,401;

- Anticipated evening peak hour trips generated by new development = 285;
- Impact Fee = \$2,065 per evening peak hour trip.

➤ **TSA-2**

- Total cost of improvements attributable to new development = \$1,071,176;
- Funds generated by \$1000 interim impact fee = \$49,000
- Improvement costs to be funded by final impact fee = \$1,022,176;
- Anticipated evening peak hour trips generated by new development = 680;
- Impact Fee = \$1,503 per evening peak hour trip.

➤ **TSA-3**

- Total cost of improvements attributable to new development = \$1,139,932;
- Funds generated by \$1000 interim impact fee = \$0;
- Improvement costs to be funded by final impact fee = \$1,139,932;
- Anticipated evening peak hour trips generated by new development = 641;
- Impact Fee = \$1,778 per evening peak hour trip.

➤ **TSA-4**

- Total cost of improvements attributable to new development = \$2,464,739;
- Funds generated by \$1000 interim impact fee = \$0;
- Improvement costs to be funded by final impact fee = \$2,464,739;
- Anticipated evening peak hour trips generated by new development = 974;
- Impact Fee = \$2,531 per evening peak hour trip.

➤ **TSA-5**

- Total cost of improvements attributable to new development = \$1,959,400;
- Funds generated by \$1000 interim impact fee = \$921,000;
- Improvement costs to be funded by final impact fee = \$1,038,400;
- Anticipated evening peak hour trips generated by new development = 1030;
- Impact Fee = \$1,008 per evening peak hour trip.

➤ **TSA-6**

- Total cost of improvements attributable to new development = \$258,680;
- Funds generated by \$1000 interim impact fee = \$0;
- Improvement costs to be funded by final impact fee = \$258,680;
- Anticipated evening peak hour trips generated by new development = 143;
- Impact Fee = \$1,809 per evening peak hour trip.

➤ **TSA-7**

- Total cost of improvements attributable to new development = \$184,547;
- Funds generated by \$1000 interim impact fee = \$0;
- Improvement costs to be funded by final impact fee = \$184,547;
- Anticipated evening peak hour trips generated by new development = 170;
- Impact Fee = \$1,086 per evening peak hour trip.