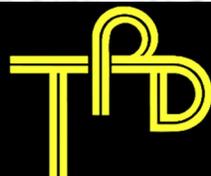


YORK
TOWNSHIP
CAPITAL IMPROVEMENTS PLAN

For Submission To:
York Township
York County, Pennsylvania
June 22, 2012

TPD # YORT.A1.00001



TRAFFIC PLANNING AND DESIGN, INC.

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Respectfully Submitted,
Christina A. Staudt, P.E.

YORK TOWNSHIP BOARD OF COMMISSIONERS
York County, Pennsylvania

RESOLUTION NO. 2012 -- 13

WHEREAS, the York Township Board of Commissioners has formed a traffic impact fee advisory committee and intends to pursue the adoption of a traffic impact fee ordinance for the Township; and

WHEREAS, in preparation for the adoption of the traffic impact fee ordinance; the Township has had prepared for its review and approval a Roadway Sufficiency Analysis and Transportation Capital Improvements Plan.

NOW, THEREFORE, BE IT RESOLVED, by the Board of Commissioners of York Township, that the following documents are hereby approved and adopted by York Township:

1. The Roadway Sufficiency Analysis attached hereto, incorporated herein and marked Exhibit "A".
2. The Transportation Capital Improvements Plan attached hereto, incorporated herein and marked Exhibit "B".

ADOPTED this 10th day of July, 2012.

ATTEST:

YORK TOWNSHIP BOARD OF COMMISSIONERS

Elizabeth J. Heathcote
Secretary

By Robert D. Steele
President

**YORK TOWNSHIP
COUNTY OF YORK**

ORDINANCE 2012- 6

**AN ORDINANCE AMENDING ORDINANCE 2002-18
ESTABLISHING AND IMPOSING A TRANSPORTATION
IMPACT FEE UPON NEW DEVELOPMENT WITHIN DESIGNATED
TRANSPORTATION SERVICE AREAS IN THE TOWNSHIP
OF YORK, AND ESTABLISHING PROCEDURES AND
STANDARDS ANCILLARY THERETO**

WHEREAS, the Township of York, County of York, Commonwealth of Pennsylvania, (the “Township”) has experienced considerable growth in the form of residential, commercial, and industrial development in recent years, and it is anticipated that such development will continue into the future; and,

WHEREAS, it is anticipated that such future development will create a substantial impact upon the transportation facilities within one or more areas of the Township; and,

WHEREAS, §2013 of the First Class Township Code, 53 P.S. §57013 requires, *inter alia*, that the Board of Commissioners keep all township streets open, in repair, and reasonably clear of all impediments to easy and convenient traveling; and,

WHEREAS, fulfillment of this obligation by the Board of Commissioners will entail substantial costs directly attributable to the impact of such future development; and,

WHEREAS, ACT 209 of 1990, Article V-A, “Municipal Capital Improvement”, of the Pennsylvania Municipalities Planning Code, 53 P.S. §10501-A et seq., establishes a comprehensive legislative scheme for the imposition of transportation impact fees upon applicants for approval of such future development; and,

WHEREAS, §501-A of the Pennsylvania Municipalities Planning Code, 53 P.S. §10501-A, provides as follows: “To further the purposes of this act in an era of increasing development and of a corresponding demand for municipal capital improvements, to ensure that the cost of needed capital improvements be applied to new developments in a manner that will allocate equitably the cost of those improvements among property owners and to respond to the increasing difficulty which municipalities are experiencing in developing revenue sources to fund new capital infrastructure from the public sector, (certain) powers are granted to all municipalities, other than counties, which municipalities have adopted either a municipal or county comprehensive plan, subdivision and land development ordinance and zoning ordinance; and,

WHEREAS, §503-A (a), of the Pennsylvania Municipalities Planning Code, 53 P.S. §10503-A (a), provides as follows: “The governing body of each municipality other than a county, in accordance with the conditions and procedures set forth in this act, may enact, amend and repeal

impact fee ordinances and thereafter, may establish, at the time of municipal approval of any new development or subdivision, the amount of an impact fee for any of the off-site public transportation capital improvements authorized by this act as a condition precedent to final plat approval under the municipality's subdivision and land development ordinance; and,

WHEREAS, by its Resolution No. 2002-7, duly adopted at a regular public meeting held on the 9th day of April, 2002, the Board of Commissioners declared its intention to adopt a Transportation Impact Fee Ordinance; and,

WHEREAS, by its Ordinance No. 2002-18 duly adopted on December 10, 2002, the Board of Commissioners declared its intention to establish and impose a traffic impact fee; and

WHEREAS, by its Resolution No. 2011-14, duly adopted on November 8, 2011, the Board of Commissioners revised its Land Use Assumptions Report to reflect the current trends in development in York Township; and

WHEREAS, the Township desires to have the Roadway Sufficiency Analysis and Transportation Capital Improvements Plan amended to reflect the current trends in development in York Township; and

WHEREAS, public notice of the intention of the Township to adopt an amendment to Ordinance 2002-18 was duly advertised; and

WHEREAS, the Township hereby finds and declares that a Transportation Impact Fee imposed upon residential and non-residential, including commercial and industrial development in order to assist in the financing of specified major transportation capacity improvements in a transportation service area established pursuant hereto, the demand for which is uniquely created by such development is in the best interest of the Township and its residents, is equitable, and does not impose an unfair burden on such development, land owners, or the community.

NOW THEREFORE BE IT HEREBY ORDAINED AND ENACTED, by the Board of Commissioners for the Township of York as follows:

§ 1. Title

This ordinance shall be known as the "York Township Transportation Impact Fee Ordinance".

§ 2. Purpose

This purpose of this ordinance is to establish a Transportation Impact Fee to ensure that the transportation system is available and adequate to support new growth and development. To advance this objective, there is hereby created a Transportation Impact Fee payable to the Township at the time of building permit issuance.

§ 3. General Findings and Conditions

The Board of Commissioners hereby finds and declares that:

- (a) The conditions and standards for the determination and imposition of the Transportation Impact Fee set forth herein are those set forth in Act 209 of 1990, Article V-A , Municipal Capital Improvement of the Pennsylvania Municipalities Planning Code, 53 P.S. §10501-A et seq., and any and all amendments thereto (hereinafter the “Act”) and consists of:
 - (1) The recitals set forth above;
 - (2) The analysis, advice, and recommendations of the Transportation Impact Fee Advisory Commission;
 - (3) The Land Use Assumptions report as adopted by the Board of Commissioners;
 - (4) The Roadway Sufficiency Analysis as adopted by the Board of Commissioners;
 - (5) The Transportation Capital Improvements Plan, as adopted by the Board of Commissioners; and,
 - (6) Such other conditions and standards as the Board of Commissioners may, by resolution, identify from time to time as being relevant and material to the imposition of a Transportation Impact Fee and consistent with the provisions of the act and any amendments thereto.
- (b) The collection, disbursement, and accounting of Transportation Impact Fees shall be administered by the office of the Township Manager, subject to review, oversight, and control by the Board of Commissioners.
- (c) The amount of the per peak hour trip Transportation Impact Fees shall be as set forth in §13 of this Ordinance.
- (d) The time, method, and procedure for payment of Transportation Impact Fees shall be as set forth in §18 of this Ordinance.
- (e) The procedures for refunds for credits against Transportation Impact Fees shall be as set forth in §19 of the Ordinance.
- (f) The procedures for refunds of Transportation Impact Fees shall be as set forth in §20 of this Ordinance.
- (g) Such exemptions as the Board of Commissioners shall choose to enact shall

be set forth in §21 of this Ordinance.

§ 4. Definitions

The terms and definitions set forth in §502-A of the Act, 53 P.S. 10502-A, are hereby adopted and incorporated by reference in full in this ordinance as if they were attached hereto.

§ 5. Enactment and Imposition of Transportation Impact Fees.

There are hereby enacted Transportation Impact Fees to be imposed upon new development, as defined in the Act, for the purpose of off-site public transportation capital improvements authorized by the Act and as described by the Transportation Capital Improvements Plan adopted by the Board of Commissioners. Said Transportation Impact Fees shall apply to all new subdivisions and land developments within the Transportation Service Areas established pursuant hereto and the imposition and payment shall be a condition precedent to final approval of a subdivision or land development plan and issuance of a building permit.

§ 6. Uses

Transportation Impact Fees collected pursuant to this ordinance shall be expended for costs incurred for improvements attributable to new development and designated in the Transportation Capital Improvements Plan for improvements within the Transportation Service Areas in which the new development will be located. Additionally such fees may be used for the acquisition of land and rights-of-way, engineering, legal and planning costs, and all other costs, including debt service related to road improvements within the Transportation Service Area, and including such proportionate amount of the Roadway Sufficiency Analysis as is allowed under the provisions of the Act.

§ 7. Documents Adopted by the Board of Commissioners

The following documents, previously adopted by the Board of Commissioners, are hereby incorporated by reference in full in the ordinance, as if attached hereto:

- (a) Recommendations of the Transportation Impact Fee Advisory Committee, including those set forth in the documents identified below.
- (b) Land Use Assumptions Report as adopted by Resolution No. 2011-14.
- (c) Roadway Sufficiency Analysis to be adopted by Resolution No. 2012-13
- (d) Transportation Capital Improvements Plan to be adopted by Resolution No. 2012-13.
- (e) Transportation Service Areas Map attached as **Exhibit 1** to the Transportation Capital Improvements Plan, and incorporated by reference in full herein, as if attached hereto.

§ 8. Special Traffic Studies

Where intended to assist in determining the appropriate amount of traffic Transportation Impact Fees, the Township may require the preparation of a special transportation study to determine the traffic generation of circulation patterns in new non-residential developments only; provided, nevertheless, that no studies may be required where the proposed development will not require a deviation from the land use assumptions used to create the Transportation Capital Improvements Plan. Any such studies required by the Township shall be submitted prior to the imposition of the Transportation Impact Fee and shall be considered in the determination of the Fee.

§ 9. Uniform Applicability of Transportation Impact Fee

This ordinance shall be uniformly applicable to all developments that occur within the defined Transportation Service Areas.

§ 10. Imposition and Payment of Transportation Impact Fee as Condition to Issuance of Building Permit.

No building permit shall be issued for development in the Transportation Service Areas hereto, unless the applicant therefore has paid the Transportation Impact Fees imposed by and calculated pursuant to this ordinance.

§ 11. Method of Calculation of Transportation Impact Fees

- (a) The Transportation Impact Fees for transportation capital improvements shall be based upon the total costs of the road improvements included in the adopted Transportation Capital Improvements Plan within the transportation service areas, which are attributable to and necessitated by the new development within the Transportation Service Areas as calculated in accordance with the Act and herewith, divided by the number of anticipated peak hour trips generated by all new development consistent with the adopted Land Use Assumptions Report and calculated in accordance with the Trip Generation Manual published by the Institute of Transportation Engineers, 8th Edition or subsequent editions, as amended, which is hereby adopted by the Township, to equal a per trip cost for transportation improvements within the Transportation Service Areas.
- (b) The specific Transportation Impact Fee for a specific new subdivision or land development within a Transportation Service Area for road improvements shall be determined as of the date of preliminary subdivision or land development approval by multiplying the per trip cost established for the Transportation Service Area by the estimated number of PM peak hour trips to be generated by the new subdivision or land development using Trip Generation Manual published by the Institute of Transportation Engineers, 8th Edition or subsequent editions, as amended.
- (c) The Board of Commissioners may authorize or require the preparation of a special

- (2) **Transportation Service Area 2.** Total costs of Road Improvements in Service Area 2 included in the adopted Transportation Capital Improvements plan attributable to and necessitated by new development within the Transportation Service Area including 30% of the estimated costs of improvements to highways, roads, and streets qualifying as a State highway or portion of the rural highway system as provided in §102 of the State Highway Law.

Total Costs Attributable to Service Area 2 **\$3,046,200.00**

Total Costs Attributable to Service Area 1 & 2 **\$3,779,400.00**

§ 14. Large Subdivision and Land Developments

There is hereby imposed an additional Transportation Impact Fee upon new developments which generate 1,000 or more new peak hour trips, net of pass-by trips as defined by the Trip Generation Manual published by the Institute of Transportation Engineers, 8th Edition or subsequent editions, during the peak hour period designated in this ordinance. The applicant for such a development shall perform traffic analysis of development traffic impact on highways, roads, or streets outside the Transportation Service Area in which the development site is located but within the boundaries of the Township. Any such highways, roads or streets or parts thereof outside the Transportation Service Area which will accommodate 10% or more of development traffic and 100 or more new peak hour trips shall be studied, and the applicant shall mitigate the traffic impacts of the development on such highways, roads and streets to maintain the pre-development conditions after completion of the development.

§ 15. Projects not contained in the Transportation Capital Improvements Plan

Any other provisions of this ordinance to the contrary notwithstanding, in accordance with the provisions of Act, the Township may expend Transportation Impact Fees paid by an applicant on projects not contained in the Transportation Capital Improvement Plan or may provide credit against the Transportation Impact Fees for the value of any construction projects not contained in the Transportation Capital Improvement Plan or may provide credit against Transportation Impact Fees for the value of any construction projects not contained in the Transportation Capital Improvement Plan, which are performed at the applicant's expense if all of the following criteria are met:

- (a) The applicant has provided written consent to use of its Transportation Impact Fees or the provision of such credit against the applicant's Transportation Impact Fees for the specific transportation projects, which are not included in the Transportation Capital Improvement Plan.
- (b) The alternative transportation projects, whether highway or multi-modal, have as their purpose the reduction of traffic congestion or the removal of vehicle trips from the roadway work.

- (c) The Township amends its Transportation Capital Improvement Plan components required by section 504-A(e)(1)(vi) of the Act to provide replacement of the collected Transportation Impact Fees transferred to transportation projects outside the Transportation Capital Improvement Plan from sources other than Transportation Impact Fees or developer contributions within three years of completion of the alternative projects to which the transferred fees were applied or for which credit was provided. All interest earned on such funds shall become funds of that account. The Township shall make an accounting annually for any fund account containing Transportation Impact Fee proceeds and earned interest. Such accounting shall include, but not be limited to, the total funds collected, the source of the funds collected, the total amount of interest accruing on such funds and the amount of funds expended on specific transportation improvements. Notice of the availability of the results of the accounting shall be included and published as part of the annual audit required by the Township. A copy of the report shall also be provided to the Transportation Impact Fee Advisory Board.

§ 16. Non-binding Transportation Impact Fee Estimate

Prior to making an application for a building permit, an applicant may request a non-binding Transportation Impact Fee estimate from the Township, which shall be based upon the maximum development potential of the site pursuant to existing zoning regulations, unless the applicant specifies use of the development.

§ 17. Administration of Transportation Impact Fees

- (a) Collection of Transportation Impact Fees due pursuant to this ordinance shall be collected by the Township in the manner or manners prescribed herein prior to the issuance of a building permit.
- (b) Establishment of the Fund. Upon receipt of Transportation Impact Fees, the Township Manager shall be responsible for the separate and proper accounting of such fees. All such fees shall be deposited in interest-bearing accounts in a bank authorized to receive deposits of the Township funds. Interest earned by each account shall be credited to that account and shall be used solely for the purpose specified for funds of such account.
- (c) Establishment and Maintenance of Accounts. The Township Manager shall establish appropriate trust fund accounts and shall maintain records whereby Transportation Impact Fees collected can be segregated for each Transportation Service Area.
- (d) Maintenance of Records. The Township Manager shall maintain and keep adequate financial records for each such account which shall show the source and disbursement of all revenues, which shall account for all monies received, and which shall ensure that the disbursement of funds from each account shall be used solely and exclusively for the provision of projects specified in the Transportation Capital Improvements Plan for the particular Transportation Service Area.

§ 18. Time, Method and Procedure for Payment

The Transportation Impact Fee for a specific subdivision or land development shall be paid prior to the issuance of the building permit for the development. The Transportation Impact Fee shall be paid to the Township in cash, bank cashier's check, certified check, or electronic fund transfer approved by the Township Manager and shall be administered by the Township in accordance with the provisions of §17 hereof.

§ 19. Credit

Any applicant, who shall perform, at its own expense and the consent and agreement of the Board of Commissioners, off-site improvement, as herein defined, shall be eligible for a credit from a Transportation Impact Fee otherwise due. Such credit shall not exceed the amount of the Transportation Impact Fee that would have been charged if a credit was not due.

- (a) If the applicant makes such improvements he shall enter into an agreement with the Board of Commissioners prior to the issuance of any building permit. The agreement shall establish the estimated cost of the improvement, the schedule for initiation and completion of the improvement, a requirement that the improvement be completed to Township and Pennsylvania Department of Transportation standards and design criteria, as applicable, and such other terms and conditions as deemed necessary by the Board of Commissioners. The Board of Commissioners shall review the improvement plan, verify costs and time schedules, determine if the improvement is an eligible improvement, and determine the amount of the applicable credit for such improvement to be applied to the otherwise applicable Transportation Impact Fee prior to issuance of any building permit. The amount of such credit for any capital improvement constructed shall be the amount allocated in the Transportation Capital Improvement Plan, including contingency factors, for such improvement. In no event shall the Board of Commissioners provide a credit, which is greater than the applicable Transportation Impact Fee. If however, the amount of the credit is calculated to be greater than the amount of the Transportation Impact Fee due, the applicant may use such excess credit toward the Transportation Impact Fees imposed on other building permits for development on the same site and in the same ownership. Any such applicant shall be required to supply financial security sufficient, in the judgment of the Township, to cover the cost of any improvement installed by the applicant for whom credit is sought.
- (b) An applicant shall be entitled as a credit against Transportation Impact Fees an amount equal to fair market value of land dedicated by the applicant to the Township and accepted by the Township for future right-of-way, realignment or widening of existing roadways. The fair market value of any land dedicated to and accepted by the Township shall be determined as of the date of the submission of the subdivision or land development application to the Township.

§ 20. Refunds

Transportation Impact Fees collected pursuant to this ordinance shall be refunded, together with interest earned thereon, to the payor of the Transportation Impact Fees under the following circumstances:

- (a) In the event the Township terminates or completes the Transportation Capital Improvements Plan and there remains at the time of termination or completion un-disbursed funds, the respective payers shall be entitled to a share of the fund balance in the same proportion as the payers shall be entitled to a share of the fund balance in the same proportion as the payer's Transportation Impact Fee payment plus interest earned bears to the total Transportation Impact Fees collected plus interest. The Township shall provide written notice by certified mail to each person who previously paid the fees and remain un-disbursed, that such person's proportionate share of the fund balance is available for refund to such person. Such notice shall be provided to the last known address provided by the payer of the Transportation Impact Fees to the Township. In the event that any of the funds remain unclaimed following one year after the notice, the Township shall be authorized to transfer any funds so remaining to any other fund in the Township without any further obligation to refund said funds. It shall be the responsibility of the payer to provide the Township at all times with a current address for such notice.
- (b) In the event the Township fails to commence construction within three years of the scheduled construction dates of the project as set forth in the Transportation Capital Improvement Plan, the Township shall refund the portion of the Transportation Impact Fee paid by any payer making written request therefore, which is attributable to said project, with accumulated interest; provided, nevertheless, that no refund shall be payable or paid with respect to any project actually commenced prior to the receipt of such refund request and the failure of a payer to make such written request prior to the commencement of such project shall be deemed a waiver of any right to such refund.
- (c) In the event that, upon completion of any road improvements project, the actual expenditure for the project are less than 95% of the budgeted costs for such project, the Township shall refund the pro rata difference between the budgeted costs and the actual expenditures, including interest accumulated thereon from the date of payment, to the person or persons who paid the impact fees for such improvements.
- (d) In the event, the development for which Transportation Impact Fees were paid has not commenced prior to the expiration of the building permit issued therefore, the Transportation Impact Fees paid with accumulated interest shall be refunded to the payer. Further, if a building permit after issuance is altered in such a way as to reduce the amount of the Transportation Impact Fee due, the difference between such amount and the amount actually paid shall be refunded. The payer, at its option, may roll over the Transportation Impact Fees attributable to an expired building permit to cover fees incurred by a new permit.

§ 21. Exemptions (Reserved)

§ 22. Effect of Transportation Impact Fee on Zoning, Subdivision and Land Development, and Planned Residential Development Regulations

This ordinance shall not affect, in any manner, the permissible use of property, density or development, previously adopted design and improvement standards and requirements or any other aspect of the subdivision or land development or provision of public improvements which remain subject to applicable zoning, subdivision and land development, and planned residential development regulations of the Township, which shall be operative and remain in full force and effect without limitation with respect to such development.

§ 23. Transportation Impact Fee as Additional and Supplemental Requirement

The Transportation Impact Fee is additional and supplemental to, and not in substitution of any other requirements imposed by the Township on the development of land or the issuance of building permits. Nothing herein contained shall be deemed to alter or affect the Township's existing ordinances and regulations regarding on-site improvements. In no event shall a property owner be obligated to pay for transportation capital improvements in an amount in excess of the amount calculated pursuant to this Ordinance; provided, nevertheless, that a property owner may be required to pay, pursuant to Township ordinances, regulations or policies, for other public facilities in addition to the Transportation Impact Fee as provided herein.

§ 24. Liberal Construction

It is hereby found and declared to be the intention of the Township that the public health, safety, and welfare be protected and furthered by the provisions of this ordinance, and it shall be interpreted and construed liberally to effectively carry out its purposes and in such manner as to favor such public interest as opposed to any private interest.

§ 25. Repealer

Any ordinances, or parts of ordinances, in conflict herewith be and the same are hereby repealed.

§ 26. Severability

The provisions of this Ordinance are severable. If any sentence, clause or section of this Ordinance is for any reason found to be unconstitutional, illegal or invalid, such decision shall not affect the validity of any of the remaining provisions of this Ordinance. It is hereby declared as a legislative intent that this Ordinance would have been adopted had such unconstitutional, illegal or invalid provision been included herein.

§ 27. Retroactive Application

- (a) Notwithstanding § 28 herein, Transportation Impact Fees shall be imposed on those projects involving subdivisions, land developments, and planned residential developments for which an application has been filed on or after the first publication of notice of the intent of the Township to adopt this ordinance; provided, nevertheless, that such retroactivity does not exceed eighteen (18) months after the adoption of the resolution that created the Transportation Impact Fee Advisory Committee.
- (b) With respect to such retroactive applications, the per peak hour trip shall be \$914 for Transportation Service Area 1 and \$1,069 for Transportation Service Area 2, as established and set forth in Ordinance No. 2002-18, duly adopted by the Board of Commissioners of York Township at a regular public meeting held on the 10th of December, 2002.

§ 28. Effective Date

This Ordinance shall take effect five (5) days after adoption by the Board of Commissioners.

ORDAINED AND ENACTED, this 10th day of July 2012, at a regular public meeting after a public hearing thereon.

Attest:

YORK TOWNSHIP
BOARD OF COMMISSIONERS


Secretary


Chairman

DATE: July 10, 2012

TRANSPORTATION IMPACT FEE

CAPITAL IMPROVEMENTS PLAN

York Township
York County, Pennsylvania

Prepared by:
Traffic Planning and Design, Inc.



June 22, 2012

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EXHIBITS

- Exhibit 1: Transportation Service Areas (TSAs)**
- Exhibit 2: Capital Improvements Plan (CIP) - Transportation Service Area 1**
- Exhibit 3: Capital Improvements Plan (CIP) - Transportation Service Area 2**

INTRODUCTION

York Township, through the transportation impact fee advisory committee and hired engineering consultants, has completed a Land Use Assumptions Report and a Roadway Sufficiency Analysis Report in order to determine and adopt a traffic impact fee in compliance with the requirements of the Municipal Planning Code (MPC). Two Transportation Service Areas (TSA's) have been defined as shown in Exhibit 1. The next step, as documented in this report, is to prepare a Capital Improvements Plan (CIP) based on the improvements that were identified in the Roadway Sufficiency Analysis (RSA). This report is an update to the December 10, 2001 Capital Improvements Plan that TPD prepared for York Township. This 2012 updated report reflects a change in development patterns in the Township, and is being prepared in conjunction with an updated Land Use Assumptions Report and Roadway Sufficiency Analysis.

The growth projections for the Township are documented in the November 4th, 2011 Land Use Assumptions Report. The Land Use Assumptions Report, prepared by TPD, was adopted by the York Township Board of Supervisors on November 7, 2011. The Roadway Sufficiency Analysis and Capital Improvement Plan (CIP) have been completed to ensure that the Township is equipped to provide the necessary infrastructure to accommodate the expected growth as outlined in the Land Use Assumptions Report.

The purpose of the Roadway Sufficiency Analysis was to determine the impact of the traffic that will be generated by the "new" developments in the TSAs that were identified in the Land Use Assumptions Report. The Roadway Sufficiency Analysis identified roadway improvements that will be necessary to maintain a preferred level of service (LOS) C for the study area intersections within TSA 1 and a preferred level of service (LOS) E for the study area intersections within TSA 2. **The improvements that were identified in the Roadway Sufficiency Analysis to maintain the preferred LOS in 2010 Existing and 2020 Base Conditions cannot be funded by traffic impact fees.** Traffic impact fees may, however, be used to fund the improvements that were identified for the 2020 Projected Conditions.

The remainder of this report addresses the necessary components of a CIP as stipulated in the MPC. A summary of the necessary components is as follows:

- "A description of the roadway improvements that were identified in the Roadway Sufficiency Analysis in order to update the existing intersections and roadways in the TSAs so as to maintain the preferred LOS (LOS C – TSA 1 and LOS E – TSA 2)."
- "A plan specifying the road improvements within the TSAs *attributable to forecasted pass-through traffic* so as to maintain the preferred LOS after existing deficiencies identified by the Roadway Sufficiency Analysis have been remedied."
- "A plan specifying the road improvements or portions thereof within the TSAs *attributable to the projected future development*, consistent with the adopted land use assumptions, in order to maintain the preferred LOS after accommodation for pass through traffic and after existing deficiencies identified by the Roadway Sufficiency Analysis have been remedied."

- “Projected costs of the road improvements to be included in the transportation capital improvements plan, calculating separately for each project by the following categories:
- “The costs or portion thereof associated with correcting existing deficiencies”;
- “The costs or portions thereof attributable to providing road improvements to accommodate forecasted pass-through trips”;
- “The costs of providing necessary road improvements or portions thereof attributable to projected future development”
- “A projected timetable and proposed budget for constructing each road improvement contained in the plan”;
- “The proposed source of funding for each capital improvement included in the road plan.”

IMPROVEMENTS

The Roadway Sufficiency Analysis identified roadway improvements necessary to maintain the preferred level of service for the intersections within each TSA. Tables 1 and 2 below list the improvements recommended in the Roadway Sufficiency Analysis for the 2010 Existing, 2020 Base, and 2020 Projected Conditions. The improvements shown in Tables 1 and 2 were strictly identified in order to meet the preferred level of service (LOS) for both TSAs as required by the MPC.

The approval of the CIP by the Board of Commissioners in no way obligates the Township to complete all of the roadway improvements it contains. The improvements contained in the initial CIP may change over time due to changes in the land use assumptions. Furthermore, the improvements may not be completed due to lack of available funding from state and federal programs and/or lack of revenue generated by the collection of impact fees. Note that improvements to state or federal-aid highways must be approved by PennDOT and in some cases the Federal Highway Administration before the project can be completed. Improvements may vary based on these necessary approvals.

Although some improvements identified in the CIP may not be implemented due to the reasons listed above, they cannot be excluded due to the requirements contained in the legislation. The identification of improvements must be objective based on the requirements of the legislation rather than being subjective.

The improvements identified in the CIP do not represent the highest priorities for roadway improvements in York Township. There may be other improvements over time that may be higher priorities for the Township such as safety, reconstruction of existing roads, widening of shoulders, public transportation and bicycle and pedestrian facilities. In many instances, safety and maintenance of existing facilities may be higher priorities of the Township and PennDOT. Unfortunately, these types of improvements are not permitted under the MPC to be funded with impact fees. Therefore, safety and maintenance improvements must be implemented through other studies and funding mechanisms.

TABLE 1
IMPROVEMENTS REQUIRED TO MAINTAIN PREFERRED LEVEL OF SERVICE
TRANSPORTATION SERVICE AREA 1

Intersection	Existing Improvements	2020 Base Improvements	2020 Projected Improvements
Camp Betty Washington Road (S.R. 2005) & Chestnut Hill Road	150' WB Left-Turn Lane w/ Acceleration Lane	100' NB Right-Turn Lane	Traffic Signal
Springwood Road (S.R. 2002) & Duquesne Road	---	---	75' EB Left-Turn Lane w/ Acceleration Lane
Springwood Road (S.R. 2002) & Chestnut Hill Road	Traffic Signal	---	Traffic Signal Retiming
Springwood Road (S.R. 2002) & Camp Betty Washington Rd. (S.R. 2005)	---	325' EB Left-Turn Lane w/ Acceleration Lane	---
Springwood Road (S.R. 2002) & Chapel Church Road	---	---	---
Springwood Road (S.R. 2002) & Walnut Street	---	---	---
Springwood Road (S.R. 2002) & Locust Street	---	---	---
Yoe Drive & Lombard Road (S.R. 2007)	---	---	---
Chapel Church Road & Yoe Drive	---	---	---
Cape Horn Road (S.R. 0024) & Belle Road	---	Traffic Signal Retiming	100' SB Right-Turn Lane
Cape Horn Road (S.R. 0024) & Old Dutch Lane	Traffic Signal	75' NB Left-Turn Lane 75' SB Right-Turn Lane	Convert SB Right-Turn Lane to Second SB Thru-Lane
Camp Betty Washington Road (S.R. 2005) & Chambers Road	---	---	75' EB Left-Turn Lane w/ Acceleration Lane
Camp Betty Washington Road (S.R. 2005) & Belle Road	---	---	150' SB Left-Turn Lane w/ Acceleration Lane
Queen Street (S.R. 0074) & Country Club Road (S.R. 2064)	---	---	Traffic Signal Retiming

TABLE 2
IMPROVEMENTS REQUIRED TO MAINTAIN PREFERRED LEVEL OF SERVICE
TRANSPORTATION SERVICE AREA 2

Intersection	Existing Improvements	2020 Base Improvements	2020 Projected Improvements
Powder Mill Road & Tyler Run Road (S.R. 3056) (S.R. 3056)	---	425' SB Left-Turn Lane w/ Acceleration Lane	Traffic Signal
George Street (S.R. 3001) & Powder Mill Road	Traffic Signal Retiming	Traffic Signal Retiming	150' SB Left-Turn Lane SB Protected Left-Turn Phase
George Street (S.R. 3001) & Monument Road/ Susquehanna Trail	---	---	250' SB Right-Turn Lane

Intersection	Existing Improvements	2020 Base Improvements	2020 Projected Improvements
Monument Road & Grantley Road (S.R. 4001)	---	---	---
George Street (S.R. 3001) & Joppa Road/Grantley Road(S.R. 4001)	---	225' NB Left-Turn Lane 75' SB Left-Turn Lane	Traffic Signal
Leaders Heights Road (S.R. 0182) & George Street (S.R. 3001)	---	Traffic Signal Retiming	100' WB Right-Turn Lane 75' NB Right-Turn Lane
Leaders Heights Road (S.R. 0182) & Joppa Road	Traffic Signal	Traffic Signal Retiming	75' WB Left-Turn Lane WB Protected Left-Turn Phase
Dewdrop Road & Pine Grove Road	---	---	---
Powder Mill Road & Dewdrop Road	---	---	---
Leaders Heights Rd. (S.R. 0182) & Powder Mill Road	---	---	---
Leaders Heights Rd. (S.R. 0182) & Vireo Road	---	---	Two Way Left-Turn Lane New 75' EB Right-Turn Lane
Springwood Road (S.R. 2002) & Queenswood Road	---	75' EB Left-Turn Lane w/ Acceleration Lane	---
Queen Street (S.R. 0074) & Springwood Road (S.R. 2002)	---	260' WB Right-Turn Lane	Remove Second SB Left-Turn Lane Add Second NB Thru Lane Re-Phase Signal Create Left-Turn Lane from SB Queen to Springwood Road (S.R. 2002) (800' in advance of intersection, to the north)
Queen Street (S.R. 0074) & Tyler Run Road (S.R. 3056) (S.R. 3056)/Donna Lane	---	---	Traffic Signal Retiming
Gateway Road & Queen Street (S.R. 0074)/ Rt. 83 SB Ramps	---	---	Traffic Signal Second EB Right-Turn Lane (275')
Queen Street (S.R. 0074) & SB Rt. 83 Off-Ramps	Traffic Signal (NB/WB Movements Only)	Traffic Signal Retiming	2nd WB Right-Turn Lane (225') Incorporate Signal w/ Queen Street (S.R. 0074) & Gateway Road
Queen Street (S.R. 0074) & NB Rt. 83 On/ Off-Ramps	---	---	---
Queen Street (S.R. 0074) & St. Charles Way/Pauline Drive	---	---	Second 325' SB Left-Turn Lane
Queen Street (S.R. 0074) & Acco Drive	---	---	---
Queen Street (S.R. 0074) & Dewdrop Road	---	---	---
Queen Street (S.R. 0074) & Cherry Street	---	---	Traffic Signal
Queen Street (S.R. 0074) & Leaders Heights Rd. (S.R. 0182)/ Farm Lane	---	Traffic Signal Retiming	Add Second SB Thru Lane

Intersection	Existing Improvements	2020 Base Improvements	2020 Projected Improvements
Queen Street (S.R. 0074) & Locust Hill Road	---	---	---
Queen Street (S.R. 0074) & McDowell Drive	---	---	---
Queen Street (S.R. 0074) & Fruitlyn Drive	Realign to Form One Intersection 75' EB Left-Turn Lane w/ Acceleration Lane	---	Traffic Signal
Oak Road & Fruitlyn Drive	---	---	---
Oak Road & Chestnut Hill Road	---	---	---
Oak Road & McDowell Drive	---	---	---
Oak Road & Coventry Road	---	---	---
Oak Road & School Street	---	---	---
Springwood Road (S.R. 2002) & Pauline Drive	---	Traffic Signal Retiming	Traffic Signal Retiming
Springwood Road (S.R. 2002) & Donna Lane	Traffic Signal	---	175' WB Left-Turn Lane WB Protected Left-Turn Phase

COST ESTIMATES

Cost estimates were performed in order to estimate the funding necessary to complete the engineering/design, right-of-way acquisition and construction phases for each improvement in the CIP. Due to the level of conceptual design that is completed at this “planning” stage for each improvement, a twenty percent (20%) contingency is included in each of the cost estimates to account for additional unexpected costs associated with each project.

Cost estimates for each improvement for the 2010 Existing, 2020 Base, and 2020 Projected Conditions are included in Exhibits 2 and 3. The costs for the improvements that were recommended in the Roadway Sufficiency Analysis are summarized as follows:

Transportation Study Area 1

- Costs of 2010 Existing Condition improvements total \$990,000.00
- Costs of 2020 Base Condition improvements total \$1,612,000.00
- Costs of 2020 Projected Condition improvements total \$2,444,000.00
-\$733,200.00 “attributable” to new development to be funded by impact fees
-\$1,710,800.00 to be funded by “other” sources
- **Total of all improvements = \$5,046,000.00**

Transportation Study Area 2

- Costs of 2010 Existing Condition improvements total \$1,247,000.00
- Costs of 2020 Base Condition improvements total \$2,502,000.00
- Costs of 2020 Projected Condition improvements total \$10,154,000.00
-\$3,046,200.00 “attributable” to new development to be funded by impact fees

- \$7,107,800.00 to be funded by "other" sources

- **Total of all improvements = \$13,903,000.00**

FUNDING SOURCES AND IMPLEMENTATION SCHEDULE

The MPC stipulates that a CIP must identify funding sources for each improvement, and provide a timetable for when construction will be completed. In addition to impact fees, federal, state, and Township funds are considered as viable funding sources for the capital improvements. Since a majority of the improvements involve state roads, the MPC legislation and amendments stipulate that up to 50% of the total costs of the 2020 Projected Condition improvements from the Roadway Sufficiency Analysis Report can be included. This was accounted for in the identification of funding for the recommended roadway improvements.

As shown in Exhibits 2 and 3, the CIP assumed that the funding for 2010 Existing and 2020 Base Improvements would be the responsibility of the Township. If additional sources of funding become available for these improvements, the CIP can be amended to reflect these changes as often as once per year. For funding of projected improvements involving Township roads, it was assumed that 100% of the costs could be funded with traffic impact fees. For funding of the projected improvements involving State roads, it was assumed to be 30% attributable to new development and therefore funded by impact fees and 70% funded by "other" sources. ***Based on recent amendments to the MPC legislation, only 50% of the projected improvement costs can be considered "attributable to new development" since state highways are involved. Therefore, in Exhibits 2 and 3, two columns are shown for the costs of the 2020 Projected Improvements. Column one shows the "costs attributable to new development" and Column two shows the "remaining" costs.*** In order for the 2020 Projected Improvements to be completed, the Township should begin to secure funding from State and Federal sources to account for the "remaining" costs of projected improvement costs.

Many factors contribute to the prioritization of the roadway improvements. The ease of implementation is a large consideration in the prioritization since the Township will be required to return impact fee funds that are designated for an improvement if construction is not started within three years of its scheduled date in the CIP. The availability of future funds was also taken into consideration in developing the timetable because a lack of sufficient funding can significantly delay a project. Another factor taken into account is the likelihood of certain developments being constructed. Although a large parcel may have a significant impact on the Township roadways, if it is not likely to be developed until the later part of the ten year schedule, then the improvements associated with development of the site should be scheduled further into the future. On the other hand, improvements for a development that is expected to be constructed in the next two years were given higher priority. In addition, improvements which have environmental or right-of-way constraints were given a high priority. This is because the design stage for these projects needs to begin early in order to provide time for the extensive and timely review processes that are required for these types of projects.

Since a majority of the study area intersections that require improvements for the 2020 Projected Conditions include at least one state highway, State and Federal funding will play a crucial role in accounting a portion of the project costs. Since federal and state funding can take significant amounts of time to obtain, it is recommended that the Township begin to secure the funding immediately. As funding becomes available for specific projects, the implementation schedule for

the projects can be projected and the CIP can be revised accordingly (once per year). Therefore, as shown in the CIP in Exhibits 2 and 3, a start date of 2012 was assumed for obtaining funding on all projects. For all projects, a completion date of 2018 was assumed for engineering, 2019 for right-of-way acquisition and 2020 for construction. The Township is not restricted from beginning projects before the scheduled time, yet will be penalized if construction of a certain project is commenced more than three years later than the scheduled construction date. Therefore, this plan allows the greatest flexibility and can be revised as often as once a year with more accurate dates as funding becomes available for the projects.

FUTURE REVISIONS TO THE CIP

To ensure consistency between land development and roadway improvements, the CIP should be reviewed periodically for necessary changes. After adoption of the CIP and the traffic impact fee ordinance, the Township may make revisions to the CIP under certain conditions. The MPC legislation authorizes York Township to request the impact fee advisory committee to review the CIP once a year and recommend changes based only on the following conditions:

- new subsequent development that has occurred;
- completion of projects included in the CIP;
- unavoidable construction delays beyond the responsibility or control of the Township;
- significant changes to the land use assumptions;
- changes in the cost estimates in the plan;
- significant changes in the projected revenues of the sources identified in the plan, such as state funds.

The CIP may require revisions if impact fees are spent on improvements that are not on the CIP. Recent amendments to the MPC legislation allow the Township to spend traffic impact fees for improvements in the TSAs that are not on the CIP. Municipalities are also permitted provide credit towards an applicant's impact fee for the costs of alternative projects that were not on the CIP and will be completed at the applicant's expense. This may only be done if the following criteria are met:

- "The applicant has provided written consent to use of its collected impact fees, or the provision of such credit against the applicants impact fees, for specific transportation projects which are not included in the transportation CIP.";
- "The alternative transportation projects, whether highway or multimodal, have as their purpose the reduction of traffic congestion or the removal of vehicle trips from the roadway network."
- "The municipality amends its transportation CIP components... to provide replacement of the collected impact fees transferred to transportation projects outside the approved transportation CIP from sources other than impact fees or developer contributions within three years of completion of the alternative projects to which the transferred fees were applied or for which credit was provided."

TRAFFIC IMPACT FEE DETERMINATION

Calculation of Traffic Impact Fee per P.M. Peak Hour Trip Generated

In order to calculate the fee that will be charged per trip for a new development in the TSAs, a formula was used which divides the total improvement costs attributable to new development (calculated in Exhibits 2 and 3) by the total number of peak hour trips generated by the projected land developments.

Transportation Service Area 1

As a result of the cost estimates performed by TPD, it is estimated that a total of \$733,200.00 will be “attributable to new development” in TSA 1. Also, a pro rata share of the cost of the Roadway Sufficiency Analysis Report can be assessed to the impact fee based on a review of the existing, pass-through, and projected improvement costs. Based on previous sections of the report, for TSA 1, \$999,000.00 is attributed to existing deficiencies, \$1,612,000.00 is attributed to “pass-thru” traffic, \$733,200.00 is attributable to new development traffic, and \$1,710,800.00 will be funded by “other” sources. The amount attributable to new development traffic divided by the total number of peak hour trips generated by projected development (485 trips) equals an impact fee of **\$1,512.00 per trip** to be charged to new developments to cover the cost of the road improvements. The calculation is shown below:

Cost Per P.M. Peak Hour Trip Generated =

\$733,200.00 (Costs attributable to new development)

485 (Total new P.M. peak trips generated by new development in TSA 1)

Cost Per P.M. Peak Hour Trip Generated = \$1,512

Transportation Service Area 2

As a result of the cost estimates performed by TPD, it is estimated that a total of \$3,046,200.00 will be “attributable to new development” in TSA 2. Also, a pro rata share of the cost of the Roadway Sufficiency Analysis Report can be assessed to the impact fee based on a review of the existing, pass-through, and projected improvement costs. Based on previous sections of the report, for TSA 2, \$1,247,000.00 is attributed to existing deficiencies, \$2,502,000.00 is attributed to “pass-thru” traffic, \$3,046,200.00 is attributable to new development traffic, and \$7,107,800.00 will be funded by “other” sources. The amount attributable to new development traffic divided by the total number of peak hour trips generated by projected development (1,919 trips) equals an impact fee of **\$1,587 per trip** to be charged to new developments to cover the cost of the road improvements. The calculation is shown below:

Cost Per P.M. Peak Hour Trip Generated =

\$3,046,200.00 (Costs attributable to new development)

1,919 (Total new P.M. peak trips generated by new development in TSA 2)

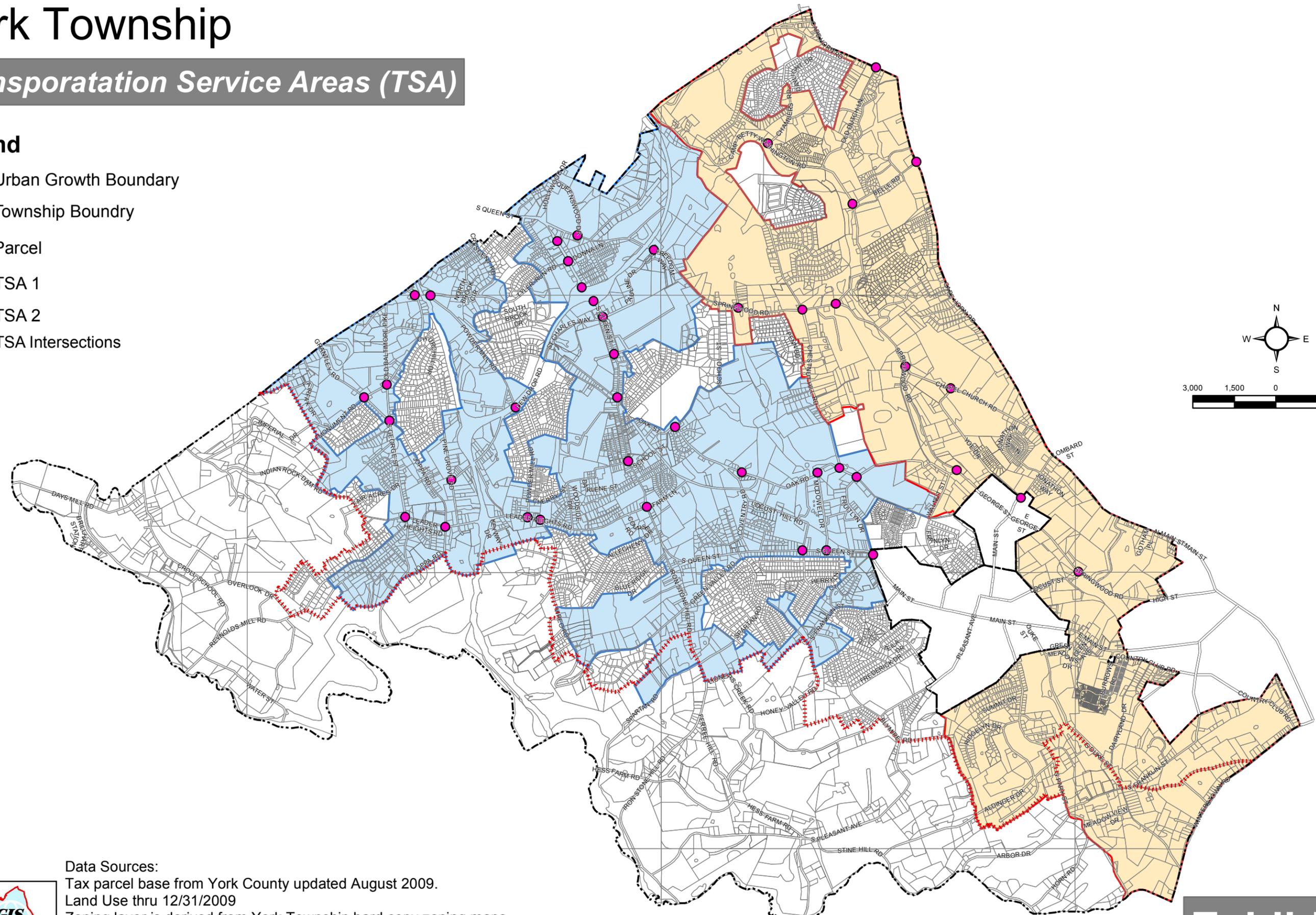
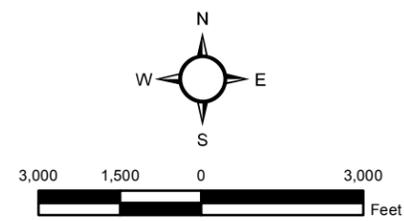
Cost Per P.M. Peak Hour Trip Generated = \$1,587

York Township

Transportation Service Areas (TSA)

Legend

- Urban Growth Boundary
- Township Boundry
- Parcel
- TSA 1
- TSA 2
- TSA Intersections



Data Sources:
Tax parcel base from York County updated August 2009.
Land Use thru 12/31/2009
Zoning layer is derived from York Township hard copy zoning maps.
Growth Boundary developed by York Planning Commission and modified by York Township - 2000.



Exhibit 1

F:\GIS_DataMap_Documents\Zoning_Dept\2010 Land Use Report\TSA_Land_to_Develop by 2020_11x17.mxd GSM

EXHIBIT 2

TRANSPORTATION CAPITAL IMPROVEMENTS PLAN FOR THE TOWNSHIP OF YORK AS REQUIRED UNDER THE MUNICIPALITIES PLANNING CODE FOR THE ESTABLISHMENT OF TRAFFIC IMPACT FEES

TRANSPORTATION SERVICE AREA 1

LOCATION	ROAD OWNERSHIP	EXISTING LEVELS OF SERVICE	PREFERRED LEVEL OF SERVICE	PROPOSED TRAFFIC IMPROVEMENT	COST ATTRIBUTABLE TO EXISTING DEFICIENCIES	COST ATTRIBUTABLE TO PASS-THRU TRAFFIC	ALLOWABLE COSTS ATTRIBUTABLE TO NEW DEVELOPMENT	REMAINING COSTS (FUNDED BY "OTHER" SOURCES)	TOTAL COST	PROPOSED FUNDING	PROJECT SCHEDULE		
INTERSECTION OF Camp Betty Washington Road (S.R. 2005) and Chestnut Hill Road	SR2005	UNSIGNALIZED*	LOS C	PROVIDE 150 FOOT WESTBOUND LEFT-TURN LANE WITH ACCELERATION LANE	\$450,000				\$450,000	FEDERAL \$0	SECURE FUNDING 2012		
				PROVIDE 100 FOOT NORTHBOUND RIGHT-TURN LANE		\$160,000			\$160,000	PENNDOT \$0	MUNICIPALITY \$610,000	COMPLETE ENGINEERING 2018	
				SIGNALIZE INTERSECTION			\$81,000	\$189,000	\$270,000	OTHER \$189,000	TOTAL \$880,000	ACQUIRE RIGHT-OF-WAY 2019	
												BEGIN CONSTRUCTION 2020	
INTERSECTION Springwood Road (S.R. 2002) and Duquesne Road	SR2002	UNSIGNALIZED*	LOS C	PROVIDE 75 FOOT LEFT-TURN LANE WITH ACCELERATION LANE			\$126,000	\$294,000	\$420,000	FEDERAL \$0	SECURE FUNDING 2012		
										PENNDOT \$0	MUNICIPALITY \$0	COMPLETE ENGINEERING 2018	
												OTHER \$126,000	ACQUIRE RIGHT-OF-WAY 2019
												OTHER \$294,000	BEGIN CONSTRUCTION 2020
									TOTAL \$420,000				
INTERSECTION Springwood Road (S.R. 2002) and Camp Betty Washington Road (S.R. 2005)	SR2002 SR2005	UNSIGNALIZED*	LOS C	INSTALL NEW TRAFFIC SIGNAL	\$270,000				\$270,000	FEDERAL \$0	SECURE FUNDING 2012		
				RETIME SIGNAL			\$600	\$1,400	\$2,000	PENNDOT \$0	MUNICIPALITY \$270,000	COMPLETE ENGINEERING 2018	
												OTHER \$600	ACQUIRE RIGHT-OF-WAY 2019
												OTHER \$1,400	BEGIN CONSTRUCTION 2020
									TOTAL \$272,000				
INTERSECTION Springwood Road (S.R. 2002) and Chapel Church Road	SR2002	UNSIGNALIZED*	LOS C	PROVIDE 325 FOOT EASTBOUND LEFT-TURN LANE W/ ACCELERATION LANE		\$600,000			\$600,000	FEDERAL \$0	SECURE FUNDING 2012		
											PENNDOT \$0	MUNICIPALITY \$600,000	COMPLETE ENGINEERING 2018
												OTHER \$0	ACQUIRE RIGHT-OF-WAY 2019
												OTHER \$0	BEGIN CONSTRUCTION 2020
									TOTAL \$600,000				
INTERSECTION Cape Horn Road (S.R. 0024) and Belle Road	SR0024	LOS B	LOS C	RETIME SIGNAL		\$2,000			\$2,000	FEDERAL \$0	SECURE FUNDING 2012		
				PROVIDE 100 FOOT SOUTHBOUND RIGHT-TURN LANE			\$111,000	\$259,000	\$370,000	PENNDOT \$0	MUNICIPALITY \$2,000	COMPLETE ENGINEERING 2018	
												OTHER \$111,000	ACQUIRE RIGHT-OF-WAY 2019
												OTHER \$259,000	BEGIN CONSTRUCTION 2020
									TOTAL \$372,000				

EXHIBIT 2

TRANSPORTATION CAPITAL IMPROVEMENTS PLAN FOR THE TOWNSHIP OF YORK AS REQUIRED UNDER THE MUNICIPALITIES PLANNING CODE FOR THE ESTABLISHMENT OF TRAFFIC IMPACT FEES

TRANSPORTATION SERVICE AREA 1

LOCATION	ROAD OWNERSHIP	EXISTING LEVELS OF SERVICE	PREFERRED LEVEL OF SERVICE	PROPOSED TRAFFIC IMPROVEMENT	COST ATTRIBUTABLE TO EXISTING DEFICIENCIES	COST ATTRIBUTABLE TO PASS-THRU TRAFFIC	ALLOWABLE COSTS ATTRIBUTABLE TO NEW DEVELOPMENT	REMAINING COSTS (FUNDED BY "OTHER" SOURCES)	TOTAL COST	PROPOSED FUNDING	PROJECT SCHEDULE		
INTERSECTION Cape Horn Road (S.R. 0024) and Old Dutch Lane	SR0024	UNSIGNALIZED*	LOS C	SIGNALIZE INTERSECTION	\$270,000				\$270,000	FEDERAL \$0	SECURE FUNDING 2012		
				PROVIDE 75 FOOT NORTHBOUND LEFT-TURN LANE AND 75 FOOT SOUTHBOUND RIGHT-TURN LANE		\$850,000			\$850,000	PENNDOT \$0	COMPLETE ENGINEERING 2018		
				CONVERT SOUTHBOUND RIGHT-TURN LANE TO SECOND SOUTHBOUND THROUGH LANE			\$174,000	\$406,000	\$580,000	MUNICIPALITY \$1,120,000	ACQUIRE RIGHT-OF-WAY 2019		
									\$1,700,000	IMPACT FEES \$174,000	BEGIN CONSTRUCTION 2020		
									OTHER \$406,000				
									TOTAL \$1,700,000				
INTERSECTION Camp Betty Washington Road (S.R. 2005) and Chambers Road	SR2005	UNSIGNALIZED*	LOS C	PROVIDE 75 FOOT LEFT-TURN LANE WITH ACCELERATION LANE			\$111,000	\$259,000	\$370,000	FEDERAL \$0	SECURE FUNDING 2012		
										PENNDOT \$0	COMPLETE ENGINEERING 2018		
												MUNICIPALITY \$0	ACQUIRE RIGHT-OF-WAY 2019
												IMPACT FEES \$111,000	BEGIN CONSTRUCTION 2020
									OTHER \$259,000				
									TOTAL \$370,000				
INTERSECTION Camp Betty Washington Road (S.R. 2005) and Belle Road	SR2005	UNSIGNALIZED*	LOS C	PROVIDE 150 FOOT LEFT-TURN LANE WITH ACCELERATION LANE			\$129,000	\$301,000	\$430,000	FEDERAL \$0	SECURE FUNDING 2012		
												PENNDOT \$0	COMPLETE ENGINEERING 2018
												MUNICIPALITY \$0	ACQUIRE RIGHT-OF-WAY 2019
												IMPACT FEES \$129,000	BEGIN CONSTRUCTION 2020
									OTHER \$301,000				
									TOTAL \$430,000				
INTERSECTION Queen Street (S.R. 0074) and Country Club Road (S.R. 2064)	SR0074 SR2064	LOS B	LOS C	RETIME SIGNAL			\$600	\$1,400	\$2,000	FEDERAL \$0	SECURE FUNDING 2012		
												PENNDOT \$0	COMPLETE ENGINEERING 2018
												MUNICIPALITY \$0	ACQUIRE RIGHT-OF-WAY 2019
												IMPACT FEES \$600	BEGIN CONSTRUCTION 2020
									OTHER \$1,400				
									TOTAL \$2,000				
TOTALS					\$ 990,000	\$ 1,612,000	\$ 733,200	\$ 1,710,800	\$ 5,046,000				

EXHIBIT 3

TRANSPORTATION CAPITAL IMPROVEMENTS PLAN FOR THE TOWNSHIP OF YORK AS REQUIRED UNDER THE MUNICIPALITIES PLANNING CODE FOR THE ESTABLISHMENT OF TRAFFIC IMPACT FEES

TRANSPORTATION SERVICE AREA 2

LOCATION	ROAD OWNERSHIP	EXISTING LEVELS OF SERVICE	PREFERRED LEVEL OF SERVICE	PROPOSED TRAFFIC IMPROVEMENT	COST ATTRIBUTABLE TO EXISTING DEFICIENCIES	COST ATTRIBUTABLE TO PASS-THRU TRAFFIC	ALLOWABLE COSTS ATTRIBUTABLE TO NEW DEVELOPMENT	REMAINING COSTS (FUNDED BY "OTHER" SOURCES)	TOTAL COST	PROPOSED FUNDING	PROJECT SCHEDULE
INTERSECTION OF Powder Mill Road and Tyler Run Road (S.R. 3056)	SR3056	UNSIGNALIZED*	LOS E	PROVIDE 425 FOOT LEFT-TURN LANE WITH ACCELERATION LANE		\$700,000			\$700,000	FEDERAL \$0	SECURE FUNDING 2012
				INSTALL NEW TRAFFIC SIGNAL			\$66,000	\$154,000	\$220,000	MUNICIPALITY \$700,000 IMPACT FEES \$66,000 OTHER \$154,000 TOTAL \$920,000	COMPLETE ENGINEERING 2018 ACQUIRE RIGHT-OF-WAY 2019 BEGIN CONSTRUCTION 2020
INTERSECTION George Street (S.R. 3001) and Powder Mill Road	SR3001	LOS D	LOS E	RETIME SIGNAL	\$2,000				\$2,000	FEDERAL \$0	SECURE FUNDING 2012
				RETIME SIGNAL		\$2,000			\$2,000	MUNICIPALITY \$4,000 IMPACT FEES \$309,000 OTHER \$721,000 TOTAL \$1,034,000	COMPLETE ENGINEERING 2018 ACQUIRE RIGHT-OF-WAY 2019 BEGIN CONSTRUCTION 2020
INTERSECTION George Street (S.R. 3001) and Monument Road/Susquehanna Trail	SR3001	LOS C	LOS E	PROVIDE 250 FOOT SOUTHBOUND RIGHT-TURN LANE			\$147,000	\$343,000	\$490,000	FEDERAL \$0 PENNDOT \$0 MUNICIPALITY \$0 IMPACT FEES \$147,000 OTHER \$343,000 TOTAL \$490,000	SECURE FUNDING 2012 COMPLETE ENGINEERING 2018 ACQUIRE RIGHT-OF-WAY 2019 BEGIN CONSTRUCTION 2020
									\$490,000		
INTERSECTION George Street (S.R. 3001) and Joppa Road/Grantley Road (S.R. 4001)	SR3001 SR4001	UNSIGNALIZED*	LOS E	PROVIDE 225 FOOT NORTHBOUND LEFT-TURN LANE AND 75 FOOT SOUTHBOUND LEFT-TURN LANE		\$920,000			\$920,000	FEDERAL \$0 PENNDOT \$0 MUNICIPALITY \$920,000 IMPACT FEES \$81,000 OTHER \$189,000 TOTAL \$1,190,000	SECURE FUNDING 2012 COMPLETE ENGINEERING 2018 ACQUIRE RIGHT-OF-WAY 2019 BEGIN CONSTRUCTION 2020
				INSTALL TRAFFIC SIGNAL			\$81,000	\$189,000	\$270,000		
INTERSECTION Leaders Heights Road (S.R. 0182) and George Street (S.R. 3001)	SR0182 SR3001	LOS D	LOS E	RETIME SIGNAL		\$2,000			\$2,000	FEDERAL \$0 PENNDOT \$0 MUNICIPALITY \$2,000 IMPACT FEES \$207,000 OTHER \$483,000 TOTAL \$692,000	SECURE FUNDING 2012 COMPLETE ENGINEERING 2018 ACQUIRE RIGHT-OF-WAY 2019 BEGIN CONSTRUCTION 2020
				PROVIDE 100 FOOT WESTBOUND RIGHT-TURN LANE AND 75 FOOT NORTHBOUND RIGHT-TURN LANE			\$207,000	\$483,000	\$690,000		

EXHIBIT 3

TRANSPORTATION CAPITAL IMPROVEMENTS PLAN FOR THE TOWNSHIP OF YORK AS REQUIRED UNDER THE MUNICIPALITIES PLANNING CODE FOR THE ESTABLISHMENT OF TRAFFIC IMPACT FEES

TRANSPORTATION SERVICE AREA 2

LOCATION	ROAD OWNERSHIP	EXISTING LEVELS OF SERVICE	PREFERRED LEVEL OF SERVICE	PROPOSED TRAFFIC IMPROVEMENT	COST ATTRIBUTABLE TO EXISTING DEFICIENCIES	COST ATTRIBUTABLE TO PASS-THRU TRAFFIC	ALLOWABLE COSTS ATTRIBUTABLE TO NEW DEVELOPMENT	REMAINING COSTS (FUNDED BY "OTHER" SOURCES)	TOTAL COST	PROPOSED FUNDING	PROJECT SCHEDULE
INTERSECTION Leaders Heights Road (S.R. 0182) and Joppa Road	SR0182	UNSIGNALIZED*	LOS E	INSTALL TRAFFIC SIGNAL	\$270,000				\$270,000	FEDERAL \$0	SECURE FUNDING 2012
				RETIME SIGNAL		\$2,000			\$2,000	PENNDOT \$0	
				PROVIDE 75 FOOT WESTBOUND LEFT-TURN LANE AND WESTBOUND LEFT-TURN ADVANCE PHASE			\$162,000	\$378,000	\$540,000	MUNICIPALITY \$272,000	COMPLETE ENGINEERING 2018
										IMPACT FEES \$162,000	ACQUIRE RIGHT-OF-WAY 2019
									OTHER \$378,000		
									TOTAL \$812,000	BEGIN CONSTRUCTION 2020	
INTERSECTION Powder Mill Road and Dewdrop Road		UNSIGNALIZED*	LOS E							FEDERAL \$0	SECURE FUNDING 2012
										PENNDOT \$0	
										MUNICIPALITY \$0	COMPLETE ENGINEERING 2018
										IMPACT FEES \$0	ACQUIRE RIGHT-OF-WAY 2019
									OTHER \$0		
									TOTAL \$0	BEGIN CONSTRUCTION 2020	
INTERSECTION Leaders Heights Road (S.R. 0182) and Vireo Road	SR0182	UNSIGNALIZED*	LOS E	PROVIDE TWO-WAY LEFT-TURN LANE AND 75 FOOT EASTBOUND RIGHT-TURN LANE			\$117,000	\$273,000	\$390,000	FEDERAL \$0	SECURE FUNDING 2012
										PENNDOT \$0	
										MUNICIPALITY \$0	COMPLETE ENGINEERING 2018
										IMPACT FEES \$117,000	ACQUIRE RIGHT-OF-WAY 2019
									OTHER \$273,000		
									TOTAL \$390,000	BEGIN CONSTRUCTION 2020	
INTERSECTION Springwood Road (S.R. 2002) and Queenswood Road	SR2002	UNSIGNALIZED*	LOS E	PROVIDE 75 FOOT EASTBOUND LEFT-TURN LANE AND ACCELERATION LANE		\$340,000			\$340,000	FEDERAL \$0	SECURE FUNDING 2012
										PENNDOT \$0	
										MUNICIPALITY \$340,000	COMPLETE ENGINEERING 2018
										IMPACT FEES \$0	ACQUIRE RIGHT-OF-WAY 2019
									OTHER \$0		
									TOTAL \$340,000	BEGIN CONSTRUCTION 2020	
INTERSECTION Queen Street (S.R. 0074) and Springwood Road (S.R. 2002)	SR0074 SR2002	LOS D	LOS E	PROVIDE 260 FOOT WESTBOUND RIGHT-TURN LANE		\$530,000			\$530,000	FEDERAL \$0	SECURE FUNDING 2012
										PENNDOT \$0	
										MUNICIPALITY \$530,000	COMPLETE ENGINEERING 2018
										IMPACT FEES \$369,000	ACQUIRE RIGHT-OF-WAY 2019
				REMOVE SECOND SB LEFT TURN LANE, ADD SECOND NB THRU LANE AND REPHASE SIGNAL ADD LEFT-TURN LANE 800 FEET TO NORTH FROM SB QUEEN ST TO SPRINGWOOD RD			\$369,000	\$861,000	\$1,230,000	OTHER \$861,000	
										TOTAL \$1,760,000	BEGIN CONSTRUCTION 2020

EXHIBIT 3

TRANSPORTATION CAPITAL IMPROVEMENTS PLAN FOR THE TOWNSHIP OF YORK AS REQUIRED UNDER THE MUNICIPALITIES PLANNING CODE FOR THE ESTABLISHMENT OF TRAFFIC IMPACT FEES

TRANSPORTATION SERVICE AREA 2

LOCATION	ROAD OWNERSHIP	EXISTING LEVELS OF SERVICE	PREFERRED LEVEL OF SERVICE	PROPOSED TRAFFIC IMPROVEMENT	COST ATTRIBUTABLE TO EXISTING DEFICIENCIES	COST ATTRIBUTABLE TO PASS-THRU TRAFFIC	ALLOWABLE COSTS ATTRIBUTABLE TO NEW DEVELOPMENT	REMAINING COSTS (FUNDED BY "OTHER" SOURCES)	TOTAL COST	PROPOSED FUNDING	PROJECT SCHEDULE
INTERSECTION Queen Street (S.R. 0074) and Tyler Run Road (S.R. 3056)/Donna Lane	SR0074 SR3056	LOS C	LOS E	RETIME SIGNAL			\$600	\$1,400	\$2,000	FEDERAL \$0 PENNDOT \$0 MUNICIPALITY \$0 IMPACT FEES \$600 OTHER \$1,400 TOTAL \$2,000	SECURE FUNDING 2012 COMPLETE ENGINEERING 2018 ACQUIRE RIGHT-OF-WAY 2019 BEGIN CONSTRUCTION 2020
									\$2,000		
INTERSECTION Gateway Road and Queen Street (S.R. 0074)/ Rr. 83 SB Ramps	SR0074/SR0083	UNSIGNALIZED*	LOS E	INSTALL TRAFFIC SIGNAL ADD SECOND EASTBOUND RIGHT-TURN LANE (INCLUDES POA ENGINEERING STUDY)			\$246,000	\$574,000	\$820,000	FEDERAL \$0 PENNDOT \$0 MUNICIPALITY \$0 IMPACT FEES \$246,000 OTHER \$574,000 TOTAL \$820,000	SECURE FUNDING 2012 COMPLETE ENGINEERING 2018 ACQUIRE RIGHT-OF-WAY 2019 BEGIN CONSTRUCTION 2020
									\$820,000		
INTERSECTION Queen Street (S.R. 0074) and SB Rt. 83 off ramps	SR0074 SR0083	UNSIGNALIZED*	LOS E	INSTALL TRAFFIC SIGNAL RETIME SIGNAL ADD SECOND WESTBOUND RIGHT-TURN LANE (225 FEET) COORDINATE SIGNAL WITH ADJACENT INTERSECTION (INCLUDES POA ENGINEERING STUDY)	\$195,000	\$2,000	\$351,000	\$819,000	\$1,170,000	FEDERAL \$0 PENNDOT \$0 MUNICIPALITY \$197,000 IMPACT FEES \$351,000 OTHER \$819,000 TOTAL \$1,367,000	SECURE FUNDING 2012 COMPLETE ENGINEERING 2018 ACQUIRE RIGHT-OF-WAY 2019 BEGIN CONSTRUCTION 2020
									\$1,367,000		
INTERSECTION Queen Street (S.R. 0074) and St. Charles Way/Pauline Drive	SR0074	LOS C	LOS E	ADD SECOND SOUTHBOUND LEFT-TURN LANE (325 FEET)			\$486,000	\$1,134,000	\$1,620,000	FEDERAL \$0 PENNDOT \$0 MUNICIPALITY \$0 IMPACT FEES \$486,000 OTHER \$1,134,000 TOTAL \$1,620,000	SECURE FUNDING 2012 COMPLETE ENGINEERING 2018 ACQUIRE RIGHT-OF-WAY 2019 BEGIN CONSTRUCTION 2020
									\$1,620,000		
INTERSECTION Queen Street (S.R. 0074) and Cherry Street	SR0074	UNSIGNALIZED*	LOS E	INSTALL TRAFFIC SIGNAL			\$66,000	\$154,000	\$220,000	FEDERAL \$0 PENNDOT \$0 MUNICIPALITY \$0 IMPACT FEES \$66,000 OTHER \$154,000 TOTAL \$220,000	SECURE FUNDING 2012 COMPLETE ENGINEERING 2018 ACQUIRE RIGHT-OF-WAY 2019 BEGIN CONSTRUCTION 2020
									\$220,000		

EXHIBIT 3

TRANSPORTATION CAPITAL IMPROVEMENTS PLAN FOR THE TOWNSHIP OF YORK AS REQUIRED UNDER THE MUNICIPALITIES PLANNING CODE FOR THE ESTABLISHMENT OF TRAFFIC IMPACT FEES

TRANSPORTATION SERVICE AREA 2

LOCATION	ROAD OWNERSHIP	EXISTING LEVELS OF SERVICE	PREFERRED LEVEL OF SERVICE	PROPOSED TRAFFIC IMPROVEMENT	COST ATTRIBUTABLE TO EXISTING DEFICIENCIES	COST ATTRIBUTABLE TO PASS-THRU TRAFFIC	ALLOWABLE COSTS ATTRIBUTABLE TO NEW DEVELOPMENT	REMAINING COSTS (FUNDED BY "OTHER" SOURCES)	TOTAL COST	PROPOSED FUNDING	PROJECT SCHEDULE	
INTERSECTION Queen Street (S.R. 0074) and Leaders Heights Road (S.R. 0182)/Farm Lane	SR0074 SR0182	LOS B	LOS E	RETIME SIGNAL			\$2,000		\$2,000	FEDERAL \$0	SECURE FUNDING 2012	
				ADD SECOND SOUTHBOUND THROUGH LANE					\$204,000	\$476,000	\$680,000	PENNDOT \$0
											ACQUIRE RIGHT-OF-WAY 2019	
										\$682,000	BEGIN CONSTRUCTION 2020	
INTERSECTION OF Queen Street (S.R. 0074) and Fruitlyn Drive	SR0074	UNSIGNALIZED*	LOS E	RE-ALIGN TO ONE INTERSECTION, ADD 75' EB LEFT-TURN LANE AND ACCELERATION LANE	\$510,000				\$510,000	FEDERAL \$0	SECURE FUNDING 2012	
				INSTALL TRAFFIC SIGNAL					\$66,000	\$154,000	\$220,000	PENNDOT \$0
											ACQUIRE RIGHT-OF-WAY 2019	
										\$730,000	BEGIN CONSTRUCTION 2020	
INTERSECTION Springwood Road (S.R. 2002) and Pauline Drive	SR2002	LOS C	LOS E	RETIME SIGNAL					\$2,000	FEDERAL \$0	SECURE FUNDING 2012	
				RETIME SIGNAL					\$600	\$1,400	\$2,000	PENNDOT \$0
											ACQUIRE RIGHT-OF-WAY 2019	
										\$4,000	BEGIN CONSTRUCTION 2020	
INTERSECTION Springwood Road (S.R. 2002) and Donna Lane	SR2002	UNSIGNALIZED*	LOS E	INSTALL TRAFFIC SIGNAL	\$270,000				\$270,000	FEDERAL \$0	SECURE FUNDING 2012	
				PROVIDE 175 FOOT WESTBOUND LEFT-TURN LANE AND WESTBOUND PROTECTED LEFT-TURN PHASE					\$168,000	\$392,000	\$560,000	PENNDOT \$0
											ACQUIRE RIGHT-OF-WAY 2019	
										\$830,000	BEGIN CONSTRUCTION 2020	
TOTALS					\$ 1,247,000	\$ 2,502,000	\$ 3,046,200	\$ 7,107,800	\$ 13,903,000			