

2022 Transportation Impact Fee Study Maximum Assessable Rate (Schedule 1) Per Service Unit

Service Area	Recoverable Cost	Growth Units	Schedule 1
A	\$96,825,195	58,954	\$1,642
AA	\$33,775,487	95,255	\$355
B	\$238,641,700	72,138	\$3,308
C	\$165,568,047	92,943	\$1,781
D	\$68,010,556	81,573	\$834
E	\$319,815,796	109,252	\$2,927
F	\$29,503,752	39,699	\$743
G	\$87,235,684	42,443	\$2,055
M	\$119,682,189	18,797	\$6,367
N	\$26,361,960	9,614	\$2,742
O	\$20,961,433	5,895	\$3,556
PI	\$23,538,252	8,540	\$2,756
S	\$184,849,115	40,144	\$4,605
T	\$43,694,064	11,724	\$3,727
U	\$489,766,375	192,653	\$2,542
V	\$42,415,804	9,605	\$4,416
X	\$119,883,973	36,391	\$3,294
Y	\$290,318,088	112,163	\$2,588
Z	\$409,143,899	67,057	\$6,101
TOTAL	\$2,809,961,369	58,149	\$2,543

Comparison of 2022 Schedule 1 and 2017 Schedule 1

Service Area	2017 Schedule 1	2022 Schedule 1	Difference	%
A	\$2,025	\$1,642	-\$383	-19%
AA	\$205	\$355	\$150	73%
B	\$3,316	\$3,308	-\$8	0%
C	\$1,144	\$1,781	\$637	56%
D	\$463	\$834	\$371	80%
E	\$3,449	\$2,927	-\$522	-15%
F	\$675	\$743	\$68	10%
G	\$1,799	\$2,055	\$256	14%
M	\$3,164	\$6,367	\$3,203	101%
N	\$845	\$2,742	\$1,897	224%
O	\$1,492	\$3,556	\$2,064	138%
PI	\$2,894	\$2,756	-\$138	-5%
S	\$1,826	\$4,605	\$2,779	152%
T	\$3,457	\$3,727	\$270	8%
U	\$3,269	\$2,542	-\$727	-22%
V	\$1,356	\$4,416	\$3,060	226%
X	\$3,806	\$3,294	-\$512	-13%
Y	\$2,348	\$2,588	\$240	10%
Z	\$3,706	\$6,101	\$2,395	65%