

Act 209 Overview

Lower Macungie Township
Transportation Impact Fee
Advisory Committee (TIFAC)

Presented to BOC November 19, 2009
(Revised December 15, 2009)

TIFAC Activities

- Follow the requirements of Act 209
- Advise the BOC with the assistance of land use and traffic engineering consultants
- Generate required reports and hold hearings:
 - *Land Use Assumptions Report (LUAR)*
 - *Roadway Sufficiency Analysis Report (RSAR)*
 - *Transportation Capital Improvement Plan (TCIP)*
- Enable BOC to enact impact fee ordinance by YE 2009

Scope

- East and West transportation service areas (TSAs)
- Study intersection improvements only
 - 19 in the East TSA – 18 involve state roads
 - 9 in the West TSA – 4 involve state roads
- Analyze conditions through YE 2018
- Count both residential and business trip generation
- Consider regional development and traffic conditions
- Do not set priorities or schedule for improvement work
- Impact fee for new development determined by trip generation and off-site improvement costs attributed to the development

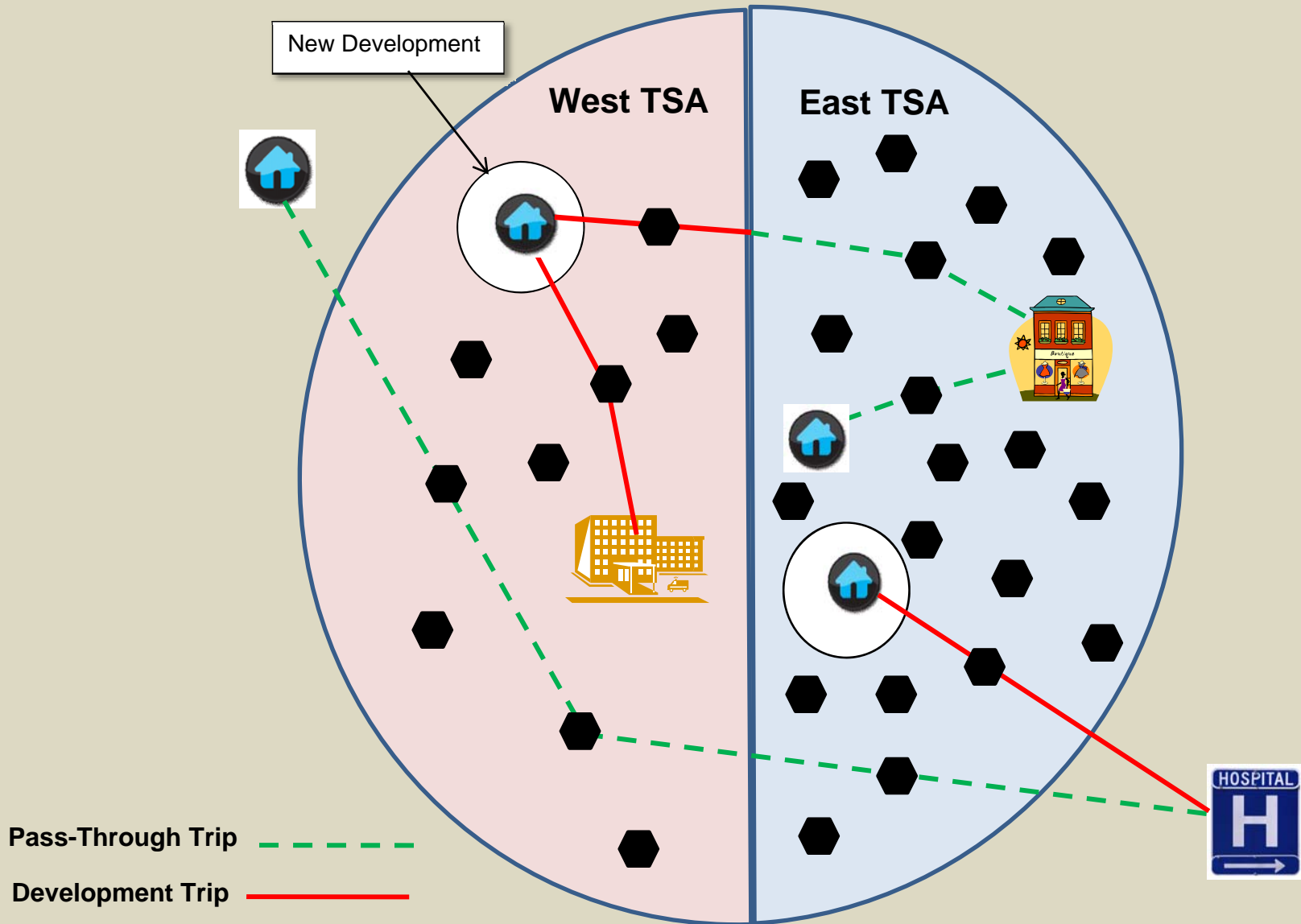
ACT 209 Process

1. Document existing LMT residential and business development and predict development by 2018 for LMT and surrounding municipalities. (LUAR)
2. Analyze and grade selected intersections for current traffic conditions. (RSAR)
3. Grade intersections in 2018 based upon the increased number of trips from various sources within LMT and surrounding areas. (RSAR)
4. Establish a desired level of service (LOS) for intersections. (RSAR)
5. Specify improvements needed, their cost and allocation. (TCIP)

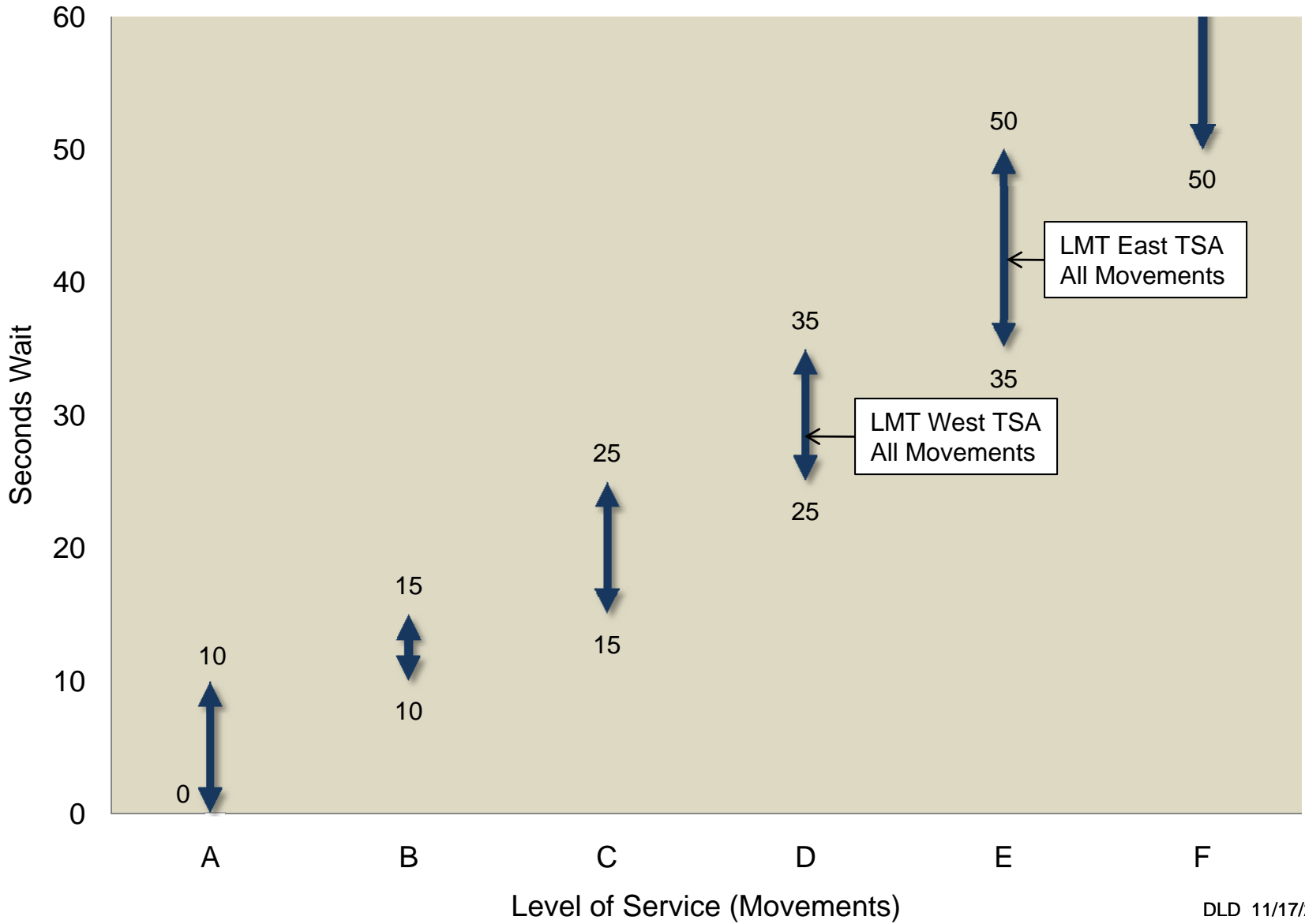
Trip Categories

- Used to calculate improvement contributions by township, PennDOT and developers
 - existing (2009)
 - future pass-through (2018)
 - future development (2018)

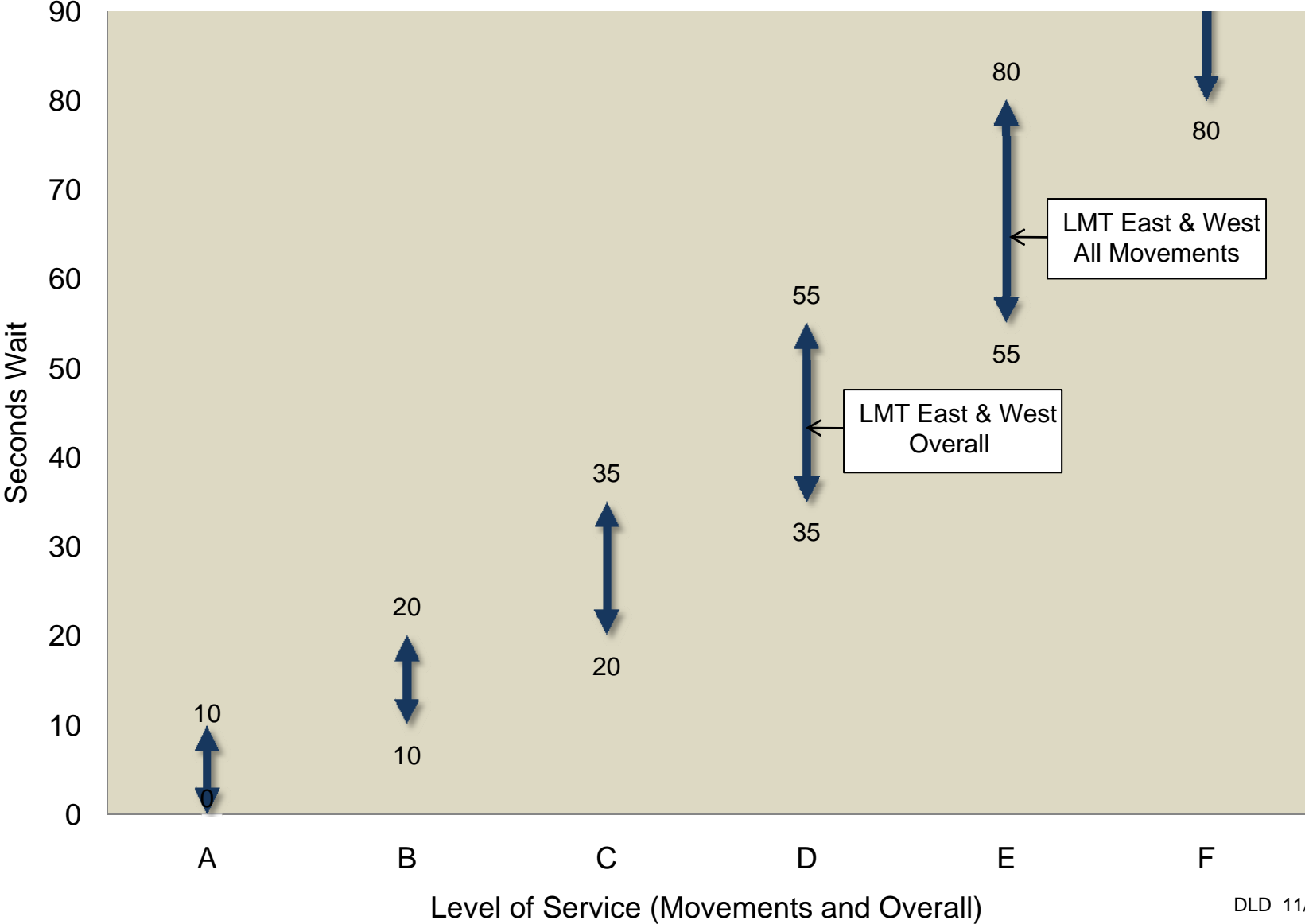
Future LMT Traffic Components



Levels of Service - Unsignalized Intersections



Levels of Service - Signalized Intersections



Capital Improvement Calculations

- Improvement costs to obtain the desired LOS at an intersection are calculated in a specific order
 1. Improve any current (2009) deficiency
 2. Improve any additional deficiency caused by future (2018) pass-through trips
 3. Improve any additional deficiency caused by future (2018) development
- The impact fee is calculated only from item 3

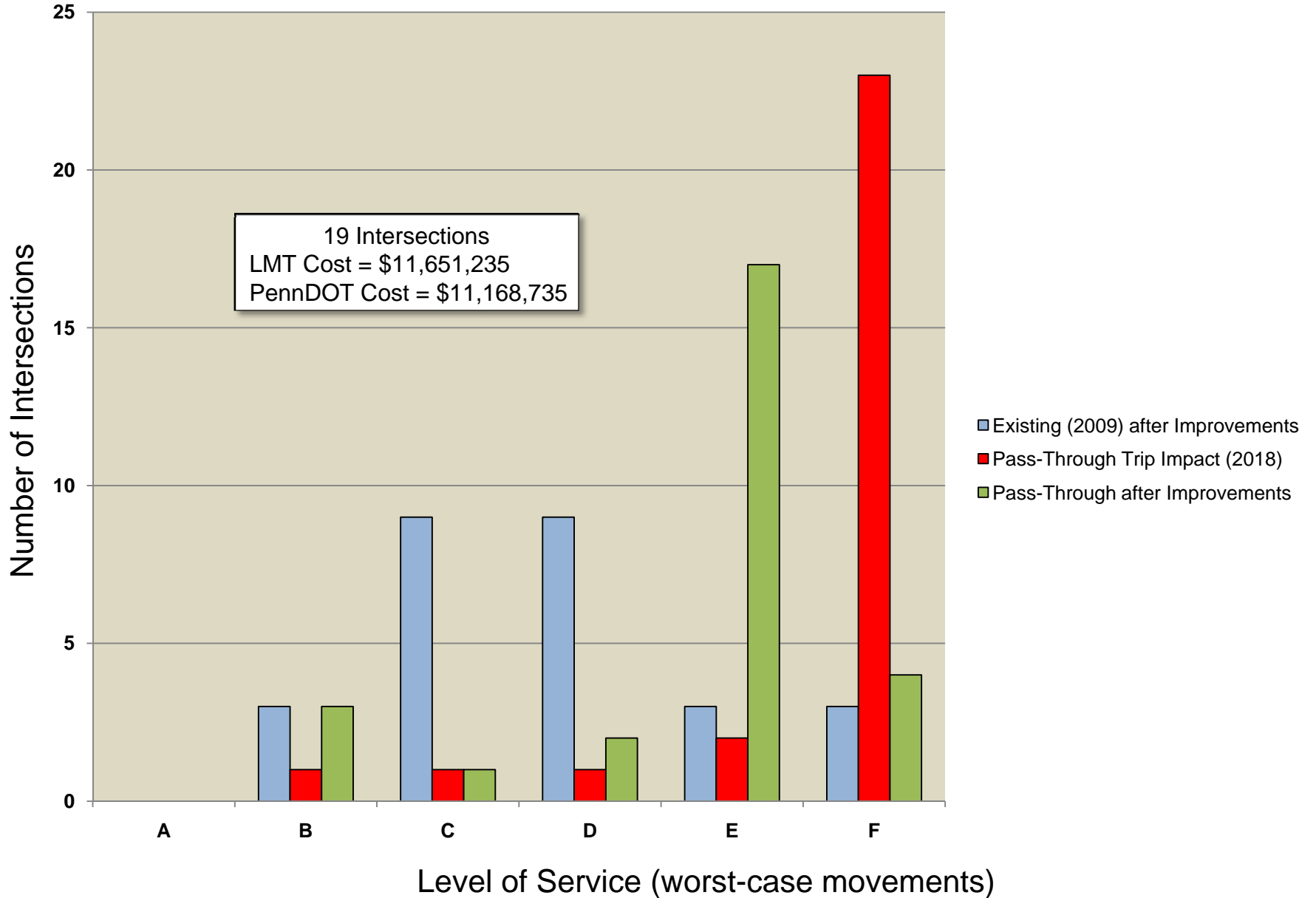
Capital Improvement Cost Distribution

	PennDot (state roads)	Lower Macungie	Development
Existing	✓	✓	—
Pass-Through	✓	✓	—
Development	✓	—	✓

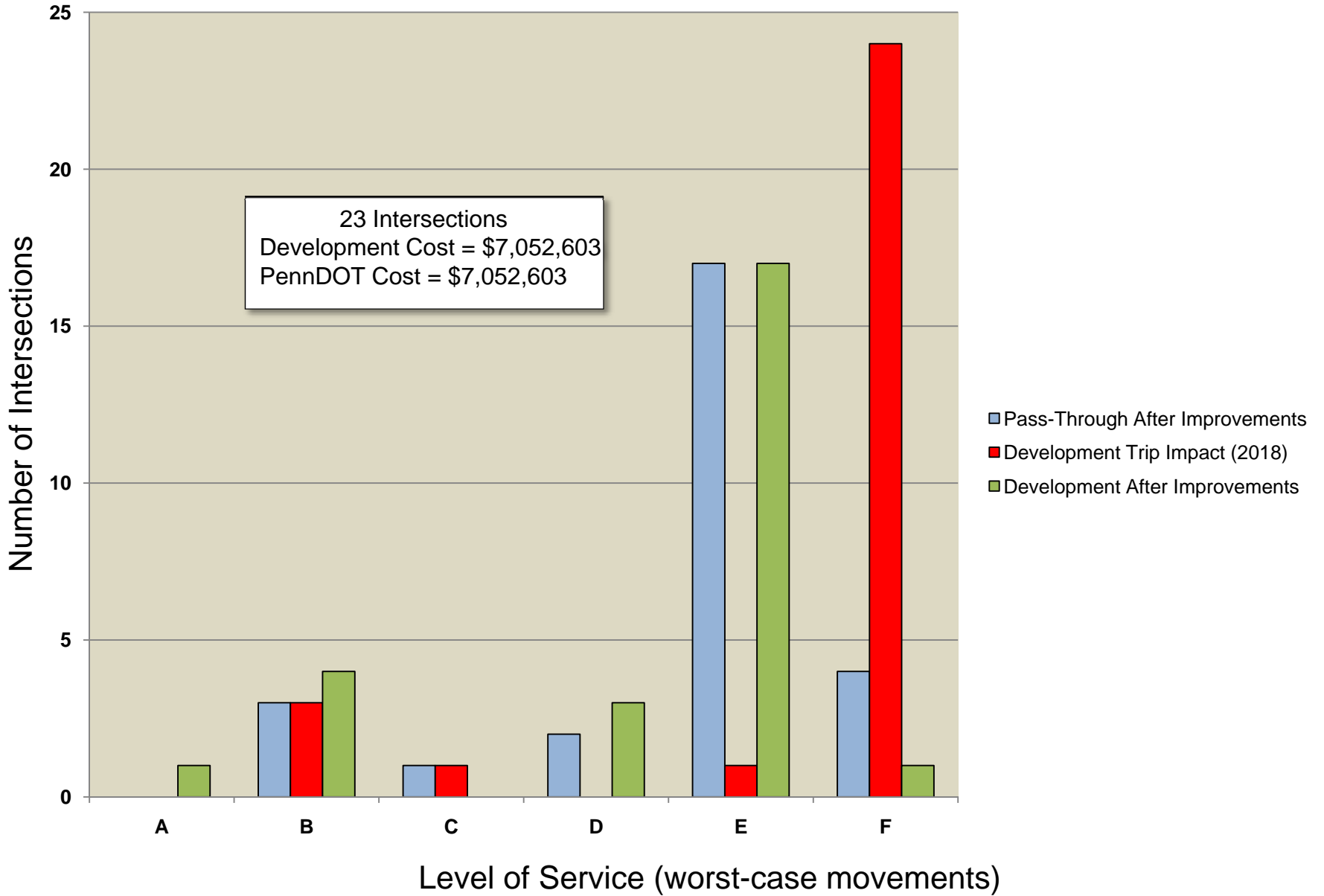
LMT Existing Improvements



LMT Pass-Through Improvements



LMT Development Improvements



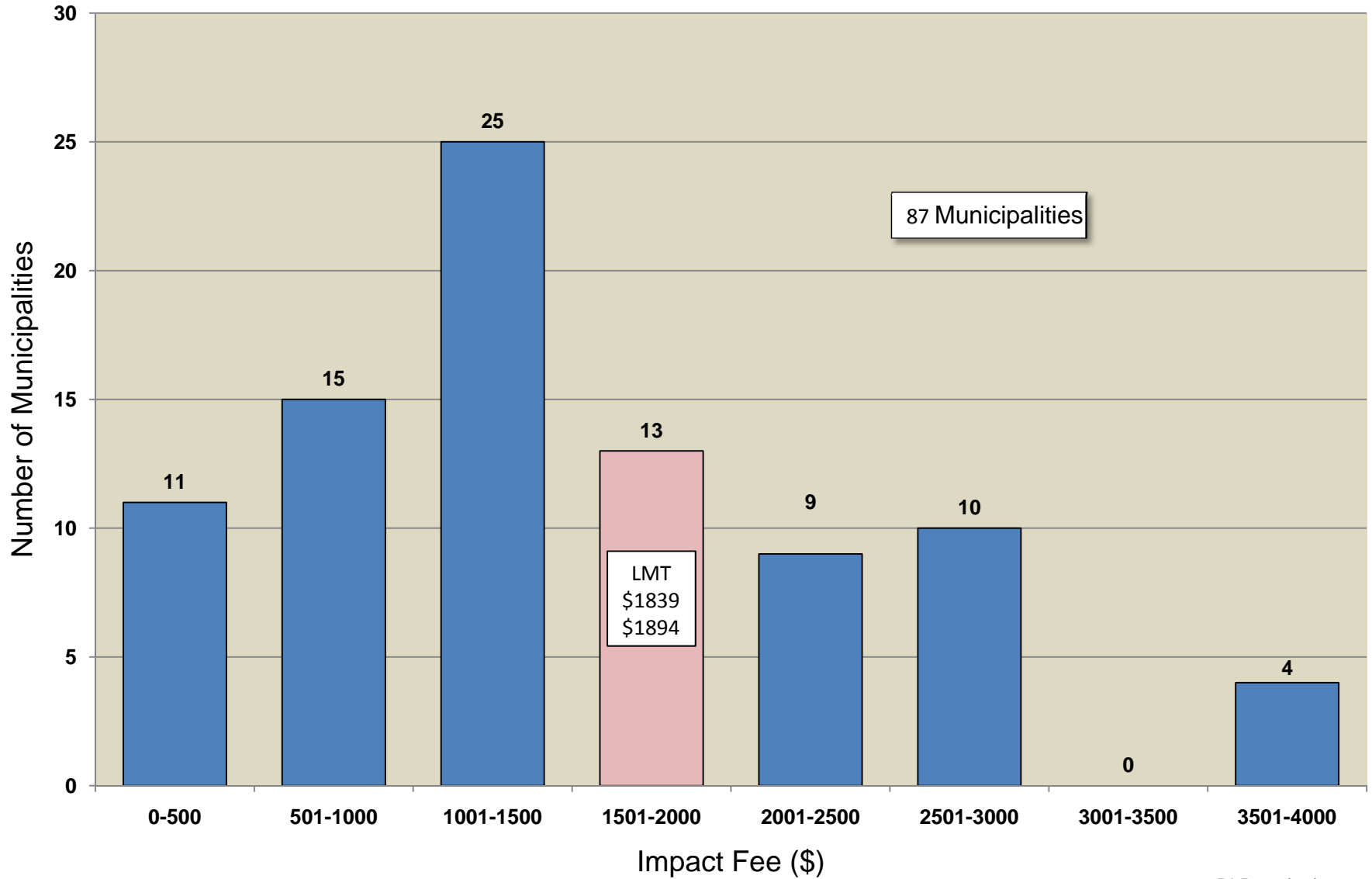
Capital Improvement Cost Distribution

	PennDot (state roads)	Lower Macungie	Development
Existing	\$79,986	\$136,219	—
Pass-Through	\$11,168,735	\$11,651,235	—
Development	\$7,052,603	—	\$7,052,603
TOTAL	\$18,301,324	\$11,787,454	\$7,052,604

Development Impact Fees

	West TSA	East TSA
Peak-Hour Trips	1,384	2,391
Impact Fee	\$1,839	\$1,894

Pennsylvania Municipality Impact Fees



Issues

- Availability of PennDOT funds for capacity improvements
- Township improvement cost funding
- Future developments and intersections not accounted for in current studies
- TIFAC availability/composition for periodic updates to TCIP based upon
 - new subsequent development
 - improvement construction delays
 - significant changes in land use assumptions
 - significant changes in improvement costs
 - significant changes in projected revenue from all sources