

INDIVIDUAL ASSESSMENT METHODOLOGY

Introduction

The methodology for individual assessments of the Middleton-Star (Mid-Star) Service Area Traffic Impact Fee (TIF) Program is discussed in this document. As per Idaho Code 67-82, development impact fee ordinances shall allow the developer to provide an individual assessment of the proportionate share of development impact fees. The individual assessment may be used to justify traffic impact fees lower than required of a development as part of the CHD4 Traffic Impact Fee Program for the Middleton-Star (Mid-Star) service area.

Individual Assessment Methodology

An individual assessment consists of the evaluation of traffic impact fee calculation factors for site-specific conditions. The traffic impact fee calculation is shown below and the calculation factors that are eligible for individual assessment are underlined. The Vehicle-Miles-Traveled (VMT) Cost is calculated based on project costs in the Mid-Star Service Area Capital Improvements Plan and COMPASS travel demand model output and cannot be changed based on site-specific assessments.

$$\text{Traffic Impact Fee} = \frac{\text{Vehicle-Miles-Traveled (VMT) Cost Rate}}{\text{Peak Hour Trip Rate}} \times \frac{\text{New Trip Factor}}{\text{Average Trip Length}} \times \frac{\text{Network Adjustment Factor}}{\text{Peak Hour Trip Rate}}$$

To show that a proposed development is paying impact fees greater than their proportionate share, the developer should prove that one or more of the impact fee calculation factors is not representative of the proposed development. Site-specific data should be used to support the re-calculation and assessment of the impact fee. This section describes the necessary steps and data required for assessment of each traffic impact fee calculation factor.

Site Selection

Site-specific data should be collected from the development after it has been constructed or from a representative development site. If the data is collected from the development, it should be collected after the development, or a representative portion of the development, is constructed and occupied.

The *Institute of Transportation Engineer's (ITE) Trip Generation Handbook 3rd Edition* (Reference 1) recommends an occupancy rate of at least 75% to 90% depending on land use type. Collecting data from the development provides the most accurate data and can be used to justify a partial refund on impact fees that have already been paid by the applicant. If the data is collected from a different site, the site should be representative of the proposed development in land-use type and location.

Assumptions related to site-specific data should be discussed with the Mid-Star Service Area Impact Fee administrators prior to data collection.

Peak Hour Trip Generation

The Peak Hour Trip Generation represents the average number of one-way trips that a development unit (i.e., residential unit, 1,000 square feet of retail land use, 1,000 square feet of retail land use, 1,000 square feet of industrial land use) generates in the PM peak hour. The traffic impact fee schedule was calculated with peak hour trip generation rates from the *ITE Generation Manual 10th Edition* (Reference 2).

A developer may establish site-specific trip generation rates by collecting traffic counts at the development (post-construction) or at sites with representative land-uses to the proposed development. The traffic counts should be collected during a weekday PM peak period (4 p.m. to 6 p.m.). Traffic counts should be collected in fifteen-minute intervals and at each site access point.

Additional information regarding traffic count collection may be found in *ITE's Trip Generation Handbook 3rd Edition*.

New Trip Factor

The New Trip Factor represents the percent of trips that are newly generated. The factor is used to reduce the trip generation rate to account for pass-by trips. This factor is typically only applicable to retail land uses. *ITE's Trip Generation Handbook 3rd Edition* provides pass-by trip reduction factors that are used to determine the New Trip Factors in the Mid-Star Service Area traffic impact fee schedule.

A site-specific New Trip Factor should be determined through origin-destination surveys at the development (post-construction) or at sites with representative land-uses to the proposed development. The origin-destination survey should ask participants if the trip was of primary nature (e.g., was the development the primary destination of the trip). Trips to the development that are not primary in nature may be considered as pass-by trips.

Average Trip Length

The Average Trip Length indicates the average, one-way vehicle trip length generated by a land-use within the Mid-Star Service Area. The Average Trip Length was determined from the COMPASS travel demand model (Reference 3) and adjusted based on data from the National Household Travel Survey (Reference 4).

A site-specific Average Trip Length should be determined through origin-destination surveys at the development (post-construction) or at sites with representative land-uses to the proposed development. The origin-destination survey should ask participants about their trip origin, trip destination and trip routes. This information can be used to determine average trip lengths.

Network Adjustment Factor

The Network Adjustment Factor indicates the proportion of trips that take place on non-impact fee eligible roadways (i.e., Idaho Transportation Department facilities) within the Mid-Star Service Area. The Network Adjustment Factor is obtained from the COMPASS travel demand model.

A site-specific Network Adjustment Factor should be determined at the development (post-construction) or at sites with representative land-uses to the proposed development. The survey should ask participants about their trip route. The percent of the trip routes that take place on non-impact fee eligible roadways should determine the Network Adjustment Factor.

REFERENCES

1. Institute of Transportation Engineers. *Trip Generation Handbook 3rd Edition*. 2017.
2. Institute of Transportation Engineers. *Trip Generation Manual 10th Edition*. 2017.
3. Community Planning Association of Southwest Idaho. *Communities in Motion 2040 2.0*. 2018.
4. Federal Highway Administration. *Summary of Travel Trends 2017 National Household Travel Survey*. 2017.