

ADOPTION DRAFT
2025 Minor Update

HIGHWAY DISTRICT NO. 4

Traffic Impact Fee Program

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Prepared for:

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INTRODUCTION

What is a Traffic Impact Fee?

Highway District No. 4 (HD4) has developed a Traffic Impact Fee (TIF) program in coordination with the City of Middleton, the City of Star, Canyon County, and the Development Impact Fee Advisory Committees (DIFAC) from these agencies. The TIF program was created in conjunction with the Middleton-Star (Mid-Star) Service Area Capital Improvements Plan (CIP) (Reference 1) and meets the requirements of the Idaho Development Impact Fee Act (Idaho Code 67-82) (Reference 2). The TIF program identifies impact-fee eligible projects from the Mid-Star Service Area CIP to fund through transportation impact fees collected from new growth and development within the Mid-Star service area.

Traffic impact fees are one-time fees charged to new developments to pay for capital improvement projects associated with increased demand. Impact fees are attributed to new developments using a proportionate share concept, ensuring that developments and all partner agencies only pay their proportionate share for roadway facility improvements. Capital improvement project costs may be entirely or partially eligible for traffic impact fees, based on the Idaho Development Impact Fee Act.

This TIF program establishes traffic impact fees that represent the cost *per service unit* for new developments – service units are defined as the additional vehicle miles traveled on the eligible highway network as a result of new vehicle trips generated by new growth and development. Service units from a variety of land use types (e.g. single-family residential, multi-family residential, retail, office, light industrial) are considered based on established trip generation rates and other factors related to the land use.

2025 Updates

The Mid -Star Service Area Traffic Impact Fee (TIF) Program was originally adopted in May of 2021. A minor update occurred in August of 2025. The updates made in 2025 include a change in total impact fee eligible costs as a result of a minor update to the Capital Improvement Plan (CIP), a change in the calculation methodology for COMPASS model VMT output, an update to the 11th edition of the ITE Trip Generation Manual, and a resulting update in the fee schedule. A detailed account of updates made in 2025 can be found in Appendix B. A subsequent update of the CIP occurred in conjunction with the TIF program update.

State Requirements

The following defines the basic requirements for impact fees under Idaho Code 67-82:

- Impact fee programs must be based on an accompanying CIP, to be updated at least once every five years. The CIP must include projected demand for improvement projects over a reasonable period of time, not to exceed twenty years¹.
- Impact fees must not exceed a proportionate share of the cost of system improvements. Proportionate share should be determined in consideration of a number of factors, including the cost and funding of existing system improvements.
- Impact fee programs must provide a detailed description of the methodology by which costs per service unit are determined.
- Impact fee programs must include a schedule of development impact fees for various land uses per unit of development.
- Impact fee programs must include a description of acceptable levels of service for system improvements.
- Development of an impact fee program must be in coordination with a development impact fee advisory committee.
- 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 HD4 Traffic Impact Fee Program for the Mid-Star service area. *The methodology for individual assessments is presented in Appendix A.*

Service Area

Figure 1 shows the service area for HD4's TIF program. The service area includes multiple jurisdictions, including the City of Middleton, the western portion of the City of Star, portions of unincorporated Canyon County, and HD4. The service area is defined as that portion of Canyon County lying north of the Boise River, east of Interstate 84, south of Payette and Gem Counties, and west of Ada County; and also the City of Middleton Area of Impact south of the Boise River lying east of KCID Road, north of Lincoln Road, and west of Midland Boulevard.

¹ Further discussion regarding CIP requirements is available in the HD4 Capital Improvements Plan (2020).

METHODOLOGY

Land Use Assumptions

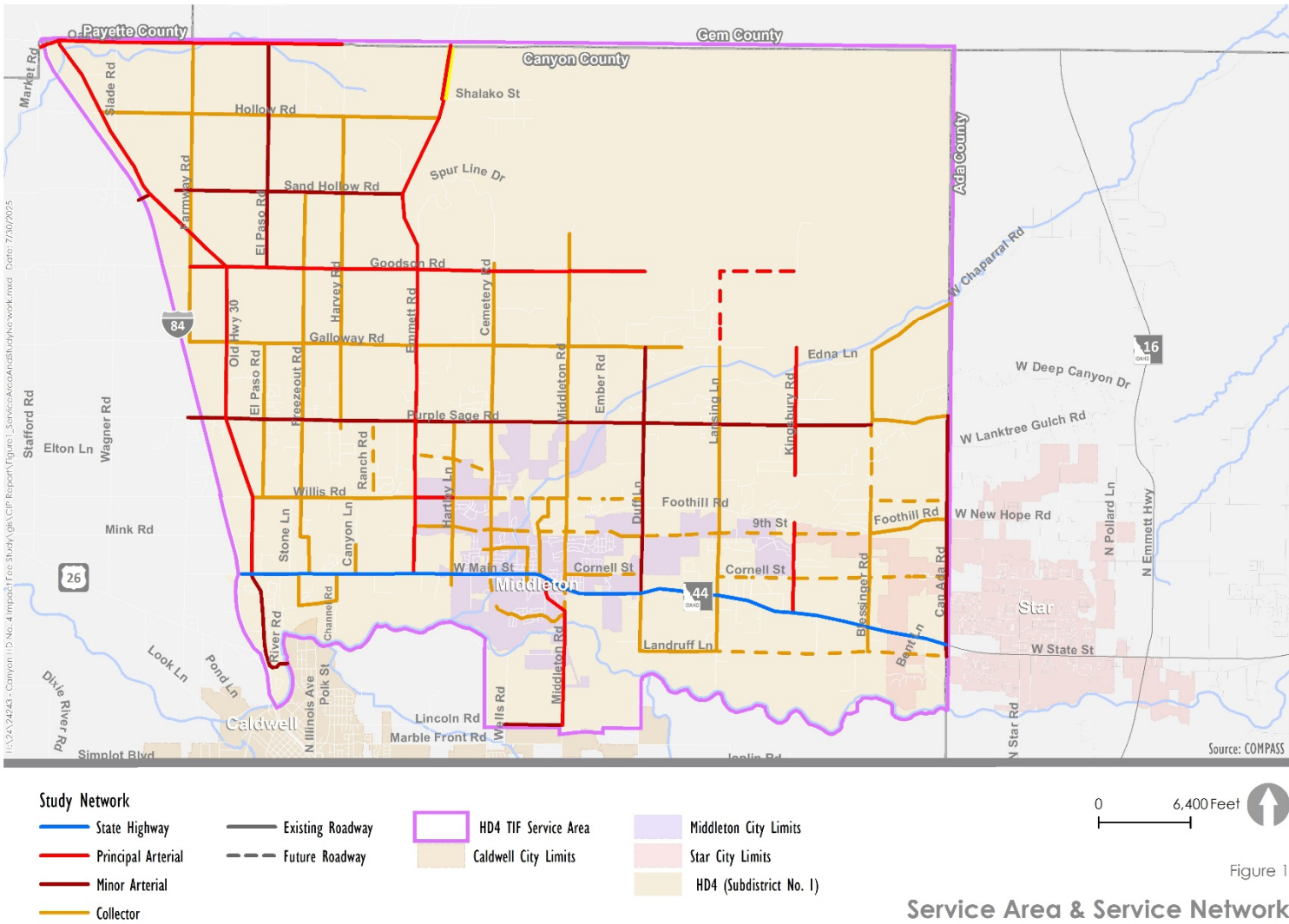
Traffic impact fee calculations are based on the cost of capital improvements projects identified in the Mid-Star Service Area CIP (Reference 1). The CIP identified existing and future roadway and intersection deficiencies using output from the COMPASS Regional Travel Demand Model.

Land use and demographic assumptions within the 2020 COMPASS model were modified to depict existing residential density using the 2019 orthophotography provided by COMPASS, and to include expected development in the service area based on current growth patterns identified in Canyon County, the City of Middleton, and the City of Star Comprehensive Plans (References 3, 4, and 5). Population and employment estimates for years 2020 and 2040 are provided in Table 1. The growth assumptions developed for the 20-year planning period are equivalent to approximately 4% annual population growth, which is conservatively below the 6% average annual traffic growth measured in the service area between 2000 and 2018.

Table 1. Year 2020 and Year 2040 Demographics in Mid-Star Service Area

Jurisdiction	Population				Employment			
	2020	2040	Change	Percent	2020	2040	Change	Percent
City of Middleton	9,710	27,342	+17,632	+182%	1,521	3,952	+2,431	+160%
City of Star (in Canyon County)	150	12,646	+12,496	+8,331%	20	361	+341	+1,705%
Unincorporated Canyon County	10,544	4,287	-6,257	-59%	801	600	-201	-25%
Total Service Area	20,414	44,315	+23,901	+117%	2,342	4,939	+2,597	+111%

Figure 1 Service Area and Service Network



Traffic Impact Fee Calculation

Traffic impact fees are calculated for different land uses (i.e., single-family residential, multi-family residential, retail, office, light industrial) based on their trip generation characteristics using an average vehicle-miles-traveled (VMT) cost.

Impact fees are calculated by multiplying a static cost-per-mile value by the total number of new miles generated from a development. The TIF calculation is shown below followed by a description of each factor included in the TIF calculation.

$$\text{Traffic Impact Fee} = \frac{\text{Total TIF-Eligible Costs}}{\text{Change in VMT from New Development}} \times \text{Peak Hour Trip Generation Rate} \times \text{New Trip Factor} \times \text{Average Trip Length} \times \text{Network Adjustment Factor}$$

Total TIF-Eligible Costs

Total TIF-eligible costs for capital improvement projects were estimated as part of the Mid-Star Service Area CIP. Each project in the Mid-Star Service Area CIP includes a total project cost, as well as the proportion of that cost that is TIF-eligible. The sum of these TIF-eligible costs represents the maximum amount that may be charged as impact fees. Impact fee eligibility is based on the requirements in Idaho Code 67-82, which states that impact fee funding should meet the following criteria:

- Address deficiencies in capacity
- Address deficiencies that are attributable to future development (not existing deficiencies)
- Are included in the CIP (requiring updating every five years)

Impact fee eligibility is further discussed in the Mid-Star Service Area CIP.

The total TIF-Eligible costs in the Mid-Star Service Area CIP is equal to \$130,656,146.

Change in VMT & VMT Cost

Vehicle-Miles-Traveled (VMT) measures the total number of miles traveled on HD4 arterials and collectors within the service area during the PM peak hour. Trips on facilities maintained by the Idaho Transportation Department, including SH-44 and I-84, are excluded from the VMT calculation.

The change in total VMT within the service area between the year 2020 and year 2040 is used to determine the relative impact of new growth and development. Dividing total TIF-eligible costs by the change in VMT results in cost per mile associated with new development (VMT cost) and acts as the basis for the TIF calculation. This VMT cost is then multiplied by various factors to determine final TIF values.

COMPASS’s travel demand model provides total VMT for the service area based on land use characteristics approved by partner agencies and the DIFAC. Table 2 shows the total system VMT for years 2020 and 2040 from the COMPASS travel demand model.

Table 2. Change in Vehicle Miles Traveled (Year 2020 to Year 2040)	
	Total Service Area VMT
Year 2020	35,583
Year 2040	72,434
Net New System VMT (Change in VMT from New Development)	36,851

The resulting VMT cost calculation is shown below. **The VMT cost is equal to \$3,546 per VMT.**

$$VMT\ Cost = \frac{Total\ TIF\ Eligible\ Costs}{Change\ in\ VMT\ from\ New\ Development} = \frac{\$130,656,146}{36,851\ VMT} = \$3,546/VMT$$

Peak Hour Trip Generation Rate & New Trip Factor

Peak hour trip generation rates are used to estimate the number of peak hour trips generated by various land uses. This program uses rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 11th Edition* (Reference 6), except where modified by local data. For each new development, the number of new peak hour trips is determined using the trip generation per unit shown in Table 3 to establish the proportionate share of growth attributable to the development. Peak hour trips are used for the PM peak hour and are divided by two to reduce to one-way trips and avoid double counting both the origin and destination.

Some new developments attract trips that are already in the system, rather than generating new trips. These are known as pass-by trips. Since impact fees are associated with new trips to the system, pass-by trips are eliminated from the calculation. A new trip factor is applied to the total peak hour trips for each land use to account for pass-by trips. New trip factors are provided for each land use type as established in Table 3.

Average Trip Length

The average trip length within the service area is multiplied by the number of generated trips to determine the total number of vehicle-miles-traveled generated by a new development. COMPASS's travel demand model provides an average trip length for all PM peak hour trips within the service area.

The average trip length used in the traffic impact fee calculation is equal to 11.2 miles.

Different land uses can result in different trip patterns and trip lengths. According to the National Household Travel Survey *Summary of Travel Trends* (Reference 7), trip lengths vary by trip purpose, and trips to shopping destinations are approximately 32% shorter than average trip lengths. Trip Length adjustment factors of 75%, 50%, and 25% are applied to the average trip length for certain commercial and industrial uses as shown in Table 3.

Network Adjustment Factor

A network adjustment factor is applied to the VMT to account for vehicle-miles-traveled on Idaho Transportation Department (ITD) roadways within the service area, since ITD facilities are not TIF-eligible. These include State Highway 44 and Interstate 84. COMPASS’s travel demand model provides a network adjustment factor for all trips within the service area, and shows that approximately 68% of all VMT within the service area is on ITD facilities.

The network adjustment factor used in the traffic impact fee calculation is equal to 0.317.

Impact Fee Application to Changing Developments

Per Idaho State Code 67-8204(18): *“In the event of an increase in the number of service units, or schedule of the development changes, the additional development fees to be imposed are limited to the amount attributable to the additional service units or change in the scope of the development.”*

The City of Middleton will charge a new impact fee when a change in use is identified as increasing the traffic demand at the time of application of the Tenant Improvement Permit. The new fee is equal to the increase in traffic demand; meaning the new fee is equal to the impact fee for the total traffic minus the impact fee for the pre-existing or previously identified traffic.

IMPACT FEE SCHEDULE

The traffic impact fee schedule for the service area is shown in Table 3. Traffic impact fees were calculated using the process described in previous sections and using the equation shown below:

$$\text{Traffic Impact Fee} = \text{VMT Cost} \times \frac{\text{Peak Hour Trip}}{\text{Generation Rate}} \times \frac{\text{New Trip}}{\text{Factor}} \times \frac{\text{Average Trip}}{\text{Length}} \times \frac{\text{Network}}{\text{Adjustment Factor}}$$

Table 3. Impact Fee Schedule

Land Use Type		ITE Land Use Code	Peak Hour Trip Gen Rate	Trip Gen Unit-Type	Network Adjustment Factor	New Trip Factor (Pass-By)	Average Trip Length (miles) (See Note 2)	VMT Cost (per mile)	Traffic Impact Fee per Unit
Residential Uses	Single Family Housing	210	0.47	per dwelling unit	0.317	1.00	11.2	\$ 3,546	\$ 5,896
	Multifamily Housing, Low-Rise	220	0.26	per dwelling unit	0.317	1.00	11.2	\$ 3,546	\$ 3,199
	Multifamily Housing, Mid-Rise	221	0.20	per dwelling unit	0.317	1.00	11.2	\$ 3,546	\$ 2,446
	Mobile Home	240	0.29	per dwelling unit	0.317	1.00	11.2	\$ 3,546	\$ 3,638
	Accessory Dwelling Unit	See Note 1	0.16	per dwelling unit	0.317	1.00	11.2	\$ 3,546	\$ 1,945
	Senior Adult Housing - Attached	252	0.13	per dwelling unit	0.317	1.00	11.2	\$ 3,546	\$ 1,568
	Senior Adult Housing - Detached	251	0.15	per dwelling unit	0.317	1.00	11.2	\$ 3,546	\$ 1,882
	Assisted Living	254	0.12	per bed	0.317	1.00	11.2	\$ 3,546	\$ 1,505
Commercial Uses	Hotel	310	0.30	per room	0.317	1.00	11.2	\$ 3,546	\$ 3,701
	Motel	320	0.18	per room	0.317	1.00	11.2	\$ 3,546	\$ 2,258
	Automobile Care Center/Repair	942	1.56	per 1000 SF	0.317	0.75	2.8	\$ 3,546	\$ 3,658
	Automobile Parts Sales	843	2.45	per 1000 SF	0.317	0.57	2.8	\$ 3,546	\$ 4,380
	Bank (No Drive-Thru)	911	6.07	per 1000 SF	0.317	0.65	2.8	\$ 3,546	\$ 12,365
	Bank (With Drive-Thru)	912	10.51	per 1000 SF	0.317	0.65	2.8	\$ 3,546	\$ 21,416
	Building Materials and Lumber	812	1.13	per 1000 SF	0.317	1.00	11.2	\$ 3,546	\$ 14,114
	Church	560	0.25	per 1000 SF	0.317	1.00	5.6	\$ 3,546	\$ 1,537
	Coffee / Donut Shop No Drive-Thru	936	16.15	per 1000 SF	0.317	0.57	2.8	\$ 3,546	\$ 28,864
	Coffee / Donut Shop with Drive-Thru	937	19.50	per 1000 SF	0.317	0.57	2.8	\$ 3,546	\$ 34,853
	Coffee Shop with Drive-Thru No Indoor Seats	938	41.67	per drive-through lane	0.317	0.11	2.8	\$ 3,546	\$ 14,375
	Convenience Market (24hrs, No Gas)	851	24.56	per 1000 SF	0.317	0.49	2.8	\$ 3,546	\$ 37,737
	Day Care	565	5.56	per 1000 SF	0.317	0.56	2.8	\$ 3,546	\$ 9,766
	Discount Club	857	2.10	per 1000 SF	0.317	0.66	8.4	\$ 3,546	\$ 13,010
	High-Cube Transload and Short-Term Storage Warehouse	154	0.05	per 1000 SF	0.317	1.00	11.2	\$ 3,546	\$ 627
	Drinking Place/Bar	925	5.68	per 1000 SF	0.317	0.57	2.8	\$ 3,546	\$ 10,155
	Free-standing Discount Store	815	2.43	per 1000 SF	0.317	0.80	8.4	\$ 3,546	\$ 18,292
	Free-standing Discount Superstore	813	2.17	per 1000 SF	0.317	0.71	8.4	\$ 3,546	\$ 14,464
	Furniture Store	890	0.26	per 1000 SF	0.317	0.47	8.4	\$ 3,546	\$ 1,150
	Hardware/Paint Store	816	1.49	per 1000 SF	0.317	0.74	8.4	\$ 3,546	\$ 10,375
	Home Improvement Superstore	862	1.15	per 1000 SF	0.317	0.58	8.4	\$ 3,546	\$ 6,249
	Hospital	610	0.43	per 1000 SF	0.317	1.00	8.4	\$ 3,546	\$ 4,046
	Light Industrial	110	0.33	per 1000 SF	0.317	1.00	11.2	\$ 3,546	\$ 4,077
	Manufacturing	140	0.37	per 1000 SF	0.317	1.00	11.2	\$ 3,546	\$ 4,642
	Mini-Warehouse (Self Storage)	See Note 1	0.05	per 1000 SF	0.317	1.00	5.6	\$ 3,546	\$ 326
	Automobile Sales, New	840	1.21	per 1000 SF	0.317	1.00	8.4	\$ 3,546	\$ 11,385
	Automobile Sales, Used	841	1.88	per 1000 SF	0.317	1.00	8.4	\$ 3,546	\$ 17,642
	Pharmacy/Drug store (No Drive-Thru)	880	4.26	per 1000 SF	0.317	0.47	2.8	\$ 3,546	\$ 6,272
	Pharmacy/Drug store (With Drive-Thru)	881	5.13	per 1000 SF	0.317	0.51	2.8	\$ 3,546	\$ 8,198
	Restaurant - Fast Food (No Drive-Thru)	933	16.61	per 1000 SF	0.317	0.57	2.8	\$ 3,546	\$ 29,686
	Restaurant - Fast Food (With Drive-Thru)	934	16.52	per 1000 SF	0.317	0.45	2.8	\$ 3,546	\$ 23,309
	Restaurant - High Turnover	932	4.53	per 1000 SF	0.317	0.57	2.8	\$ 3,546	\$ 8,090
	Shopping Center	820	1.70	per 1000 SF	0.317	0.71	5.6	\$ 3,546	\$ 7,571
	Supermarket (Free Standing)	850	4.48	per 1000 SF	0.317	0.76	2.8	\$ 3,546	\$ 10,667
	Tire Store	848	1.88	per 1000 SF	0.317	0.75	8.4	\$ 3,546	\$ 13,232
	Variety Store (Dollar Store)	814	3.35	per 1000 SF	0.317	0.66	8.4	\$ 3,546	\$ 20,804
	Warehousing	150	0.09	per 1000 SF	0.317	1.00	11.2	\$ 3,546	\$ 1,129
	Gas Station with Conv Mkt (Fueling Position)	945	9.21	per fueling position	0.317	0.44	2.8	\$ 3,546	\$ 12,710
	Gas Station (Fueling Position)	944	6.96	per fueling position	0.317	0.43	2.8	\$ 3,546	\$ 9,380
	Golf Course (Hole)	430	1.46	per hole	0.317	1.00	11.2	\$ 3,546	\$ 18,254
	Movie Theater	444	0.04	per seat	0.317	1.00	8.4	\$ 3,546	\$ 376
	Public Park	411	0.06	per acre	0.317	1.00	5.6	\$ 3,546	\$ 345
	Quick Lubrication	941	2.43	per servicing positions	0.317	0.75	2.8	\$ 3,546	\$ 5,704
	Self-Service Car Wash	947	2.77	per stall	0.317	0.75	2.8	\$ 3,546	\$ 6,516
	Sup Conv Mkt/Gas Station >3,000 sf and >10 FP	960	11.48	per fueling position	0.317	0.44	2.8	\$ 3,546	\$ 15,843
Office	Dental/Vision	See Note 1	1.32	per 1000 SF	0.317	1.00	8.4	\$ 3,546	\$ 12,373
	General Office	710	0.72	per 1000 SF	0.317	1.00	8.4	\$ 3,546	\$ 6,775
	Medical	720	1.97	per 1000 SF	0.317	1.00	8.4	\$ 3,546	\$ 18,489

¹Trip generation data based on local data. Collected by Ada County Highway District (ACHD) through individual assessment process.

²Vehicle trips generated by commercial land uses typically have lower lengths than trips generated by residential or office land-uses. The U.S. Department of Transportation's Summary of Travel Trends: 2017 National Household Travel Survey states that the average trip length of shopping trips and other family/personal errands are approximately 32% shorter than the average trip lengths for all trips. The COMPASS 2012 Regional Household Travel Survey states that Home-Based-Shop trips are approximately 59% shorter than Home-Based-Work trips. Trip reduction factors of 75% (correlates with 25% decrease), 50%, and 25% were applied to land uses that are expected to have average trip lengths lower than 11.2 miles. These reduction factors were applied based on the guidance in the travel surveys and expected development patterns in the Mid-Star service area. Commercial and office-related development is expected to be centered on the SH 44 corridor and will result in trip lengths significantly shorter than trips that require travel external to the Mid-Star service area.

REFERENCES

1. Highway District No. 4. *Draft Capital Improvements Plan*. 2025 Update.
2. Idaho Statutes. *Title 67 Chapter 82 Development Impact Fees*. Accessed 2020.
3. Canyon County. *Canyon County 2020 Comprehensive Plan*. 2020.
4. City of Middleton. *City of Middleton Comprehensive Plan*. 2016.
5. City of Star. *City of Star Comprehensive Plan*. 2019.
6. Institute of Transportation Engineers. *Trip Generation Manual, 11th Edition*. 2021.
7. National Household Travel Survey. *Summary of Travel Trends*. 2017.

APPENDIX A:

Individual Assessment Methodology

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 HD4 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.

**Traffic
Impact
Fee**

=

*Vehicle-Miles-
Traveled
(VMT) Cost
Rate*

×

*Peak Hour
Trip
Generation
Rate*

×

*New Trip
Factor*

×

*Average
Trip
Length*

×

*Network
Adjustment
Factor*

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 11th 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 3^d 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 3^d 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 11th Edition*. 2021.
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.

APPENDIX B:

2025 Traffic Impact Fee Update Details

2025 TRAFFIC IMPACT FEE UPDATES

This appendix item outlines the modifications that occurred to the Traffic Impact Fee (TIF) as part of the 2025 Minor Update. The 2025 update is classified as a “minor” update since it did not re-assess transportation system capacity improvements that would be needed to accommodate future development. A concurrent minor update to the Capital Improvement Plan occurred in 2025.

Introduction

As part of the 2025 Mid-Star TIF Minor Update the VMT factor, trip generation factors, total impact fee eligible project costs, and resulting impact fee schedule were updated.

Modifications to Traffic Impact Fee Calculations

CHANGE IN VMT FACTOR

The “Change in VMT from New Development Factor”, was updated from link-based to origin-destination-based. Both values represent the total change in Vehicle Miles Traveled (VMT) from 2020 to 2040 and are calculated via different methodologies in the COMPASS travel demand model. The origin-destination-based factor only takes into consideration trips that begin and end in the service area. The link-based factors takes into consideration all trips that travel through the service area. Use of the origin-destination-based factor was recommended by COMPASS staff and is consistent with the TIF calculation methodology used by ACHD and the City of Caldwell.

TRIP GENERATION FACTORS

PM Peak Hour Trip Generation and New Trip Factor (Pass-By values) were updated to match information in ITE's Trip Generation Manual, 11th Edition (2021 Mid-Star CIP used the 10th Edition). This only affects the resulting TIF for certain land-uses.

TOTAL IMPACT FEE ELIGIBLE COSTS

Concurrent with the update of the TIF, an update to the Mid-Star Capital Improvement Plan occurred. Those updates included the project costs, project list, and implementation timelines to reflect current conditions. Details on the CIP updates can be found in the most recent version of the CIP. The changes that occurred in that update affected the total impact fee eligible project cost that factors into the VMT cost and therefore impacted the fee schedule in the TIF.

Traffic Impact Fee Schedule Update

Updates to all variables affect the final impact fee schedule. The entire schedule was updated to reflect the changes mentioned above and resulted in a significant range of changes, from a 31% reduction to a 65% increase. The percentage change in impact fee estimates is not uniform and depends on individual land uses. For example, single family housing impact fees increased almost 17 percent from the 2021 CIP.

