

*Semi-Annual Progress Report*

**Capital Improvements Advisory Committee for  
Transportation Impact Fees**

*Reporting Period: April 2025 – September 2025*

*Issued: February 2026*



Prepared by: City of Fort Worth  
Development Services Department

## Introduction

This report was prepared by the Fort Worth Development Services Department staff and adopted by the Capital Improvements Advisory Committee for Transportation Impact Fees (CIAC). The purpose of this report is to advise the City Council, in accordance with Chapter 395 of the Texas Local Government Code, of the status of the Transportation Impact Fee Program.

## Program Overview and Status

On May 13, 2008, Fort Worth City Council adopted the transportation impact fee ordinance (Ord. 18083-05-2008). Transportation impact fees are charges assessed by local governments on new development projects to partially fund transportation improvements that are necessitated by new development.

The status of various program elements are as follows:

**Study and Collection Rate Update** - Under state law, the transportation impact fee study must be updated at least every 5 years and is based on the City's adopted Master Thoroughfare Plan. The 2022 Transportation Impact Fee Study and Maximum Assessable Rate were unanimously approved by City Council on October 25, 2022, and went into effect November 1, 2022. On November 29, 2022, council adopted the collection rate schedule 2 as follows: Non-Residential 40% and Residential 50% effective June 1 2023. Residential rates increase by increments of 5% each June 1st beginning June 1, 2024.

<b>Schedule 2 Collection Rates from:</b>	<b>Non-Residential</b>	<b>Residential</b>
06/01/2023 to 05/31/2024	40% of Schedule 1	50% of Schedule 1
06/01/2024 to 05/31/2025	40% of Schedule 1	55% of Schedule 1
<b>06/01/2025 to 05/31/2026</b>	<b>40% of Schedule 1</b>	<b>60% of Schedule 1</b>
Beginning 06/01/2026	40% of Schedule 1	65% of Schedule 1

**Land use assumptions and annexations** – The current land uses were updated with the adoption of the 2022 Transportation Impact Fee Study by Council, as recommended by the CIAC. There have been seven (7) annexations approved by City Council between April 2025 and September 2025 for a total of twenty-eight (28) since the adoption of the study. The annexations approved by Council since the adoption of the 2022 Study will be brought before the CIAC prior to inclusion into the adjacent service areas during the 2027 Study update.

The seven (7) annexations approved by Council between April 2025 and September 2025 are as follows:

Case Number	M&C Number	Council Action	Project	CD	SA	Land Use	Total Acreage
AX-23-009	25-0315	4/22/25	Walsh Ranch PA5	3	U	Residential	238.8
AX-24-001	25-0318	4/22/25	Walsh Ranch PA6	3	U	Residential	138.8
AX-24-011	25-0316	6/24/25	Rockbrook P2	3	T	Residential	169.2
AX-24-014	25-0487	6/10/25	Whigham	10	A	Residential	35.8
AX-24-016	25-0564	6/24/25	Alliance Community	10	C	Institutional	14.9
AX-24-017	25-0320	6/24/25	Rockbrook P3	3	T	Industrial	186.1
AX-25-001	25-0398	5/13/25	Chisholm Trail Commercial Center	6	Y	Commercial	4.5
<b>TOTAL</b>							<b>788.1 AC</b>

**Internal Audit** - The 2024 program audit completed on June 13, 2025. Staff are working to address all recommendations. The target completion date for the Transportation Impact Fee audit was extended from December 31, 2025, to June 30, 2026. The extension was granted due to the hiring of a new Transportation Impact Fee Program Manager in December 2025. This extension will allow time for the newly hired program manager to learn the program and effectively support the audit. The recommendations include:

- **Recommendation 1A:** *The Transportation and Public Works Director, in cooperation with the Chief Financial Officer should determine the feasibility of using transportation impact fees to pay for allowable/eligible project costs in accordance with Texas Local Government Code (e.g., retroactive expenses and expenses going forward), and make any appropriate adjustments, as allowed.*

**Progress to date:** Transportation & Public Works, Financial Management Services, and Development Services are working together to evaluate the feasibility of using transportation impact fees to pay for incurred allowable / eligible project costs in accordance with Texas Local Government Code and making adjustments where appropriate. Financial Management Services amended the financial management policy statement that revised the order of fund expenditures to prioritize impact fees, [Capital Expenditures and Improvement Policy](#), in August 2025.

- **Recommendation 1B:** *The Development Services Director should ensure a formal process is developed and implemented to track the aging of transportation impact fees collected by the City of Fort Worth.*

**Progress to date:** Development Services is currently developing a formal SOP to implement the process to track aging transportation impact fees.

- **Recommendation 1C:** *The Development Services Director should ensure that reports provided to the Capital Improvement Advisory Committee are modified to include appropriated, encumbered, and expended/spent transportation impact fees.*

**Progress to date:** Development Services is working on updating the semi-annual report to include expended/ spent funds.

The full audit report is available on the City's Website at:

<https://www.fortworthtexas.gov/departments/internal-audit/audit-reports>

## Legislative Impacts

The 89th Texas Legislature passed two bills that that impacted the Transportation Impact Fee Program. Both went into effect on September 1, 2025.

The first was Senate Bill (SB) 1883, that impacted the program in the following ways:

- Added a financial audit prior to any fee changes
- Added 120 days to the overall public comment period
- Changed the composition of the Advisory Committee by:
  - City Plan Commission can no longer serve as the advisory committee
  - 50% of the membership must represent the real estate, development, or building industries

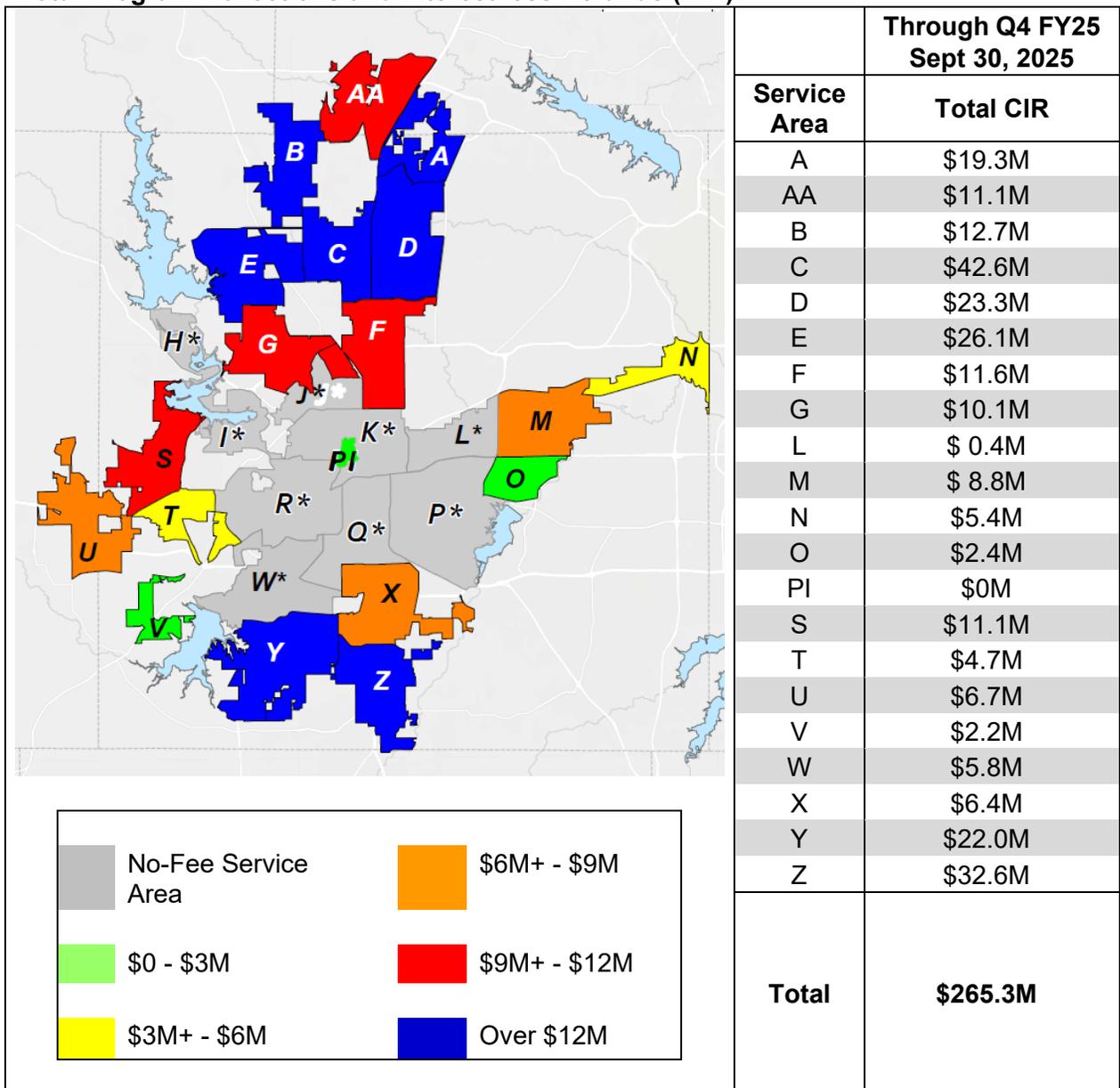
The second measure, SB 840, clarified that cities cannot impose an impact fee on property where a building has been converted to mixed-use or multifamily residential (a change of use), unless the property had previously been assessed an impact fee. This provision aligns with the City's existing program, and ordinance language was updated to reflect this alignment.

To comply with the legislative changes, City Council adopted on August 26, 2025, M&C 25-0768 that contained amendments to Chapter 30, Article VIII, "Transportation Impact Fees" of the City Code to establish new criteria for the Capital Improvements Advisory Committee and to clarify the City's compliance with SB 840; and amended Chapter 2, Article I "In General" of the City Code regarding the character and make-up of boards.

## Transportation Impact Fee Collections and Interest less Refunds (CIR) vs Fund Allocation less Reconciliations (FAR)

- **Total Transportation Impact Fee Program Collections and Interest less Refunds (CIR)** – The total CIR as of the end of Q4 Fiscal Year 2025 (i.e.; through September 30, 2025) is **\$265.3M**.
- The total transportation impact fee CIR through Q4 FY25 (September 30, 2025) by service area is shown below.

**Total Program Collections and Interest less Refunds (CIR)**



- Semi-Annual Reporting Period Program Collections and Interest less Refunds (CIR)** – The total CIR between April 1, 2025, and September 30, 2025, is **\$21,889,169**. Service Area Z has the highest CIR with a value of \$4,517,010.

Service Area	April 2025-Sept 2025 CIR*
A	\$673,672
AA	\$697,259
B	\$2,423,453
C	\$302,546
D	\$323,439
E	\$2,267,356
F	\$946,942
G	\$715,309
L	\$0
M	\$1,225,036
N	\$975,144

Service Area	April 2025-Sept 2025 CIR*
O	\$352,298
PI	\$13
S	\$3,059,863
T	\$482,561
U	\$899,955
V	\$93,590
W	\$0
X	\$598,609
Y	\$1,335,113
Z	\$4,517,010
<b>TOTAL</b>	<b>\$21,889,169</b>

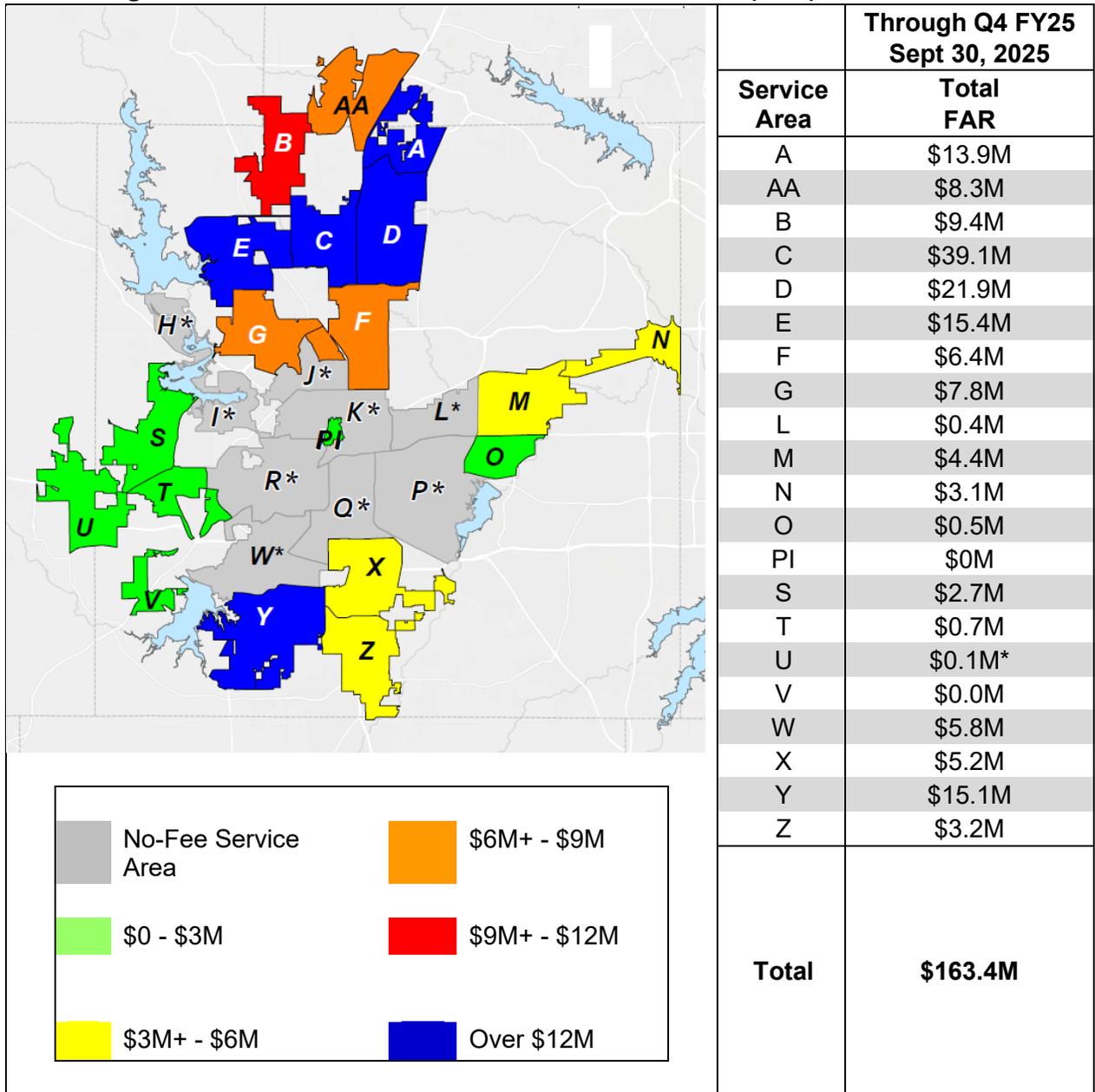
\* CIR - Collections and Interest inclusive of Refunds

- Total Transportation Impact Fee Program Fund Allocations inclusive of Reconciliations (FAR)** – Including the FAR between April 2025 and September 2025, Council has authorized the use of \$163,399,130 **or 61% of all funds**. At this time, funds collected have been allocated within the ten years of collection.
- Funds Utilization** – The Development Services and Transportation & Public Works departments’ staff continue to work together to leverage transportation impact fee funds to deliver roadway capacity improvements. Over this reporting period there have been funds allocated to six projects within the program totaling **\$6,487,200**.

SA	CD	Project Description	Amount	M&C date	City Proj #
Y	6	W Risinger Road and Summer Creek Boulevard intersection project	\$1,035,764.13	<a href="#">25-0602</a> 6/24/25	106291
N	5,6,8,10 & 11	Project funding allocation to expend legacy transportation impact fees	\$2,516,208.50 (\$636,543.49 <i>Reallocated</i> )	<a href="#">25-0612</a> 6/24/25	C01802 101314 103311
Z			\$1,700,000.00		
N	5	American Airlines Center Enhanced Community Facilities Agreement Grant Match with TxDOT	\$750,000	<a href="#">25-0930</a> 9/30/25	101314
T	ALL	Project funding allocation to expend legacy transportation impact fees	\$415,000.00	<a href="#">25-0934</a> 9/30/25	103054 103427
U			\$70,227.40		
<b>TOTAL AMOUNT</b>			<b>\$6,487,200.03</b>		

- The total transportation impact fee FAR through Q4 FY25 (September 30, 2025), by service area are as shown below:

**Total Program Fund Allocations inclusive of Reconciliations (FAR)**



\* The smallest amounts represent refunds made by the program that are typically due to the execution of credit agreements and or application of discounts

### Summary: Program Collections and Interest less Refunds (CIR) and Fund Allocations inclusive of Reconciliations (FAR) through Q4 FY25

Service Area	Total CIR	Total FAR	Balance to be Allocated	% Allocated
A	\$19.3M	\$13.9M	\$5.4M	72%
AA	\$11.1M	\$8.3M	\$2.8M	75%
B	\$ 12.7M	\$9.4M	\$3.4M	74%
C	\$42.6M	\$39.1M	\$3.7M	92%
D	\$23.3M	\$21.9M	\$1.4M	94%
E	\$26.1M	\$15.4M	\$10.7M	59%
F	\$11.6M	\$6.4M	\$5.3M	55%
G	\$10.1M	\$7.8M	\$2.3M	77%
L	\$0.4M	\$0.4M	\$0M	100%
M	\$8.8M	\$4.4M	\$4.4M	50%
N	\$5.4M	\$3.1M	\$2.4M	57%
O	\$2.4M	\$0.5M	\$1.9M	22%
PI	\$0M	\$0M	\$0M	0%
S	\$11.1M	\$2.7M	\$8.3M	25%
T	\$4.7M	\$0.7M	\$3.9M	16%
U	\$6.7M	\$0.1M*	\$6.7M	0%
V	\$2.2M	\$0.0M	\$2.2M	0%
W	\$5.8M	\$5.8M	\$0M	100%
X	\$6.4M	\$5.2M	\$1.1M	82%
Y	\$22.0M	\$15.1M	\$6.9M	69%
Z	\$32.6M	\$3.2M	\$29.4M	10%
<b>Total</b>	<b>\$265.3M</b>	<b>\$163.4M</b>	<b>\$102.2M</b>	<b>61%</b>

\* The smallest amounts represent refunds made by the program that are typically due to the execution of credit agreements and or application of discounts