

*Semi-Annual Progress Report*

**Capital Improvements Advisory Committee for  
Transportation Impact Fees  
September 2024**

**Covering the Period of  
October 2023 – March 2024**



Prepared by the 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 in order 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 will increase in increments of 5% per year each June 1 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
<b>06/01/2024 to 05/31/2025</b>	<b>40% of Schedule 1</b>	<b>55% of Schedule 1</b>
06/01/2025 to 05/31/2026	40% of Schedule 1	60% of Schedule 1
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 six (6) annexations approved by City Council between October 2023 and March 2024 for a total of ten (10) 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.

The six (6) annexations approved by Council between October 2023 and March 2024 are as follows:

<b>Case Number</b>	<b>M&amp;C Number</b>	<b>Council Action</b>	<b>Project</b>	<b>CD</b>	<b>SA</b>	<b>Land Use</b>	<b>Total Acreage</b>
AX-22-008	23-0909	11/14/23	The Phoenix Annexation	8	Z	Single Family & Low Density Residential; Neighborhood Commercial, Agricultural	134.12
AX-23-003	23-1031	01/29/24	Terra Vella-GRBK	10	B	Single Family Residential (506 AC) and Industrial (68 AC)	573.88

Case Number	M&C Number	Council Action	Project	CD	SA	Land Use	Total Acreage
AX-23-004	23-1032	12/12/23	Willow Springs Road	10	E/B	ROW	4.825
AX-23-005	23-1033	12/12/23	Wagley Robertson Road	7	B/C	ROW	2.595
AX-23-006	23-1034	12/12/23	West Cleburne Road	6	Y	ROW	0.395
BAX-23-905	n/a*	12/12/23	McPherson Blvd & North Crowley Rd	6	Y/Z	Boundary Adjustment – Crowley & Fort Worth	0.301
<b>TOTAL</b>							<b>716.12</b>

\* The boundary adjustment was authorized by City Council via Resolution & Ordinance 26649-12-2023

- Internal Audit** – The Transportation Impact Fee program completed addressing the findings of the 2021 collections audit in January 2024. The full audit report is available on the City’s Website at: <https://www.fortworthtexas.gov/files/assets/public/v/2/internal-audit/documents/fy2022/2021-12-30-transportation-impact-fee-audit.pdf>

The program is currently being audited by the City of Fort Worth Internal Auditor for expenditures. Staff is in full cooperation. The audit is due to be completed by end of 2024. Staff will report on and comply with all audit findings. Upon completion, the full audit report will be available on the City’s Website at: [CFW Audit Reports](#)

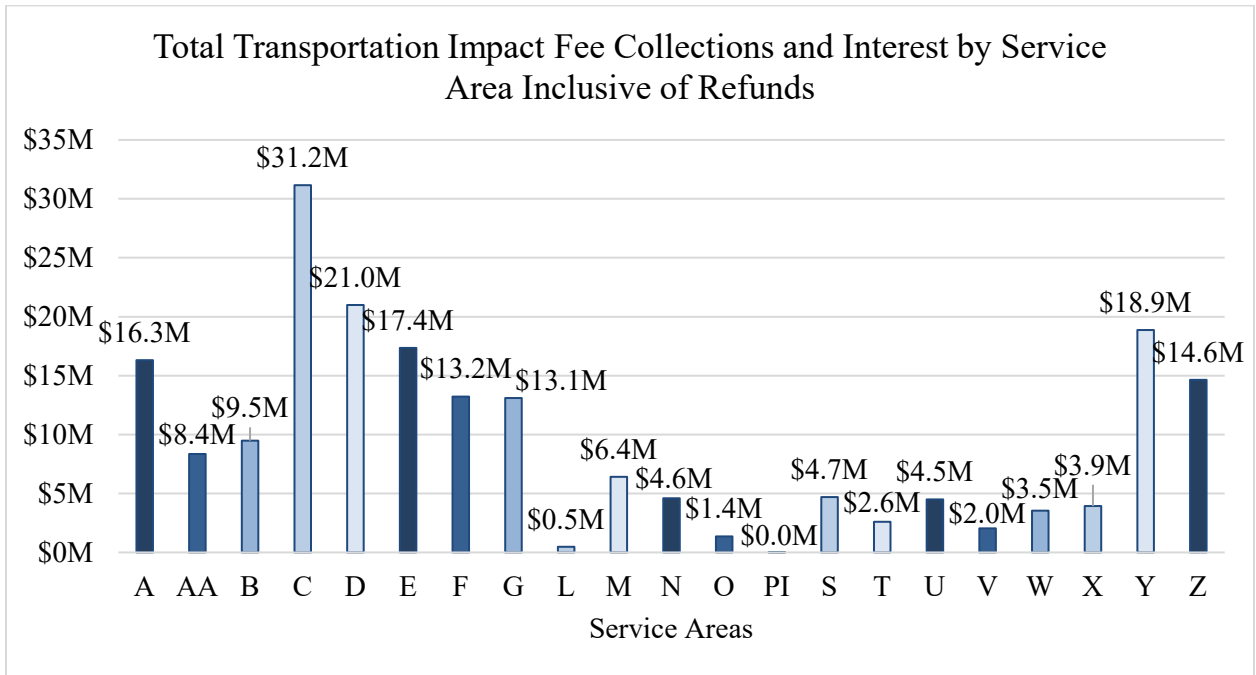
- Process Improvements** – Updates to the [Transportation Impact Fee \(TrIF\) Ordinance](#) (Ordinance No. [26659-01-2024](#)) were adopted by City Council on January 23, 2024. The two changes were:
  - allowing the issuance of TrIF credit for 75% of the transportation impact fee eligible roadway construction costs when a Communities Facilities Agreement (CFA) is executed and it is financially guaranteed by a development bond, letter of credit, cash escrow, or escrow agreement ensuring that the developer constructs the roadway and pays all construction and materials costs, and
  - specifies that an appeal for the amount of TrIF due must include specific grounds for the appeal.

The first change allows TrIF credit to be created for roads being built by CFA at an earlier stage in the development process. The second change reduces confusion in the appeals process by adding detail about what can be appealed and how to structure an appeal. This process improvement allows staff to execute Credit Agreements and issue credits before the applicant applies for building permits minimizing the need to issue refunds. The change to the appeals process will help appellants and staff streamline the nature of appeals regarding the calculation of the transportation impact fees.

## Transportation Impact Fee Collections, Interest, and Fund Utilization

- Total Transportation Impact Fee Program Collections and Interest** – Total fee collected and interest for the program accounting for refunds as of the end of mid-Fiscal Year 2024 (i.e.; through March 31, 2024) is \$198,173,175.

The schedule 2 collection rate will increase every June 1 through 2026. Staff will continue to monitor collections over the next few fiscal years to see the impact the new collection rates will have on the program.



- Semi-Annual Reporting Period Program Collections and Interest inclusive of Refunds (CIR)** – The total CIR between October 1, 2023 and March 31, 2024, is **\$11,857,403**. Service Area Z has the highest CIR with a value of \$3,120,218. Service Area U had the greatest percentage increase at 8,024%. Service Area C saw the largest decrease due to a large refund being processed during this period.

Service Area	Oct 2022- Mar 2023 CIR*	Oct 2023- Mar 2024 CIR	% Change
A	\$182,056	\$55,234	-70%
AA	\$470,721	\$330,316	-30%
B	\$514,080	\$993,290.91	93%
C	<b>\$1,011,287</b>	<b>-\$1,697,343</b>	<b>-268%</b>
D	\$643,280	\$1,087,695	69%
E	\$748,925	\$1,166,103	56%
F	\$754,989	\$540,410	-28%
G	\$117,806	\$481,684	309%
L	\$2,307	\$1,009	-56%
M	\$20,209	\$1,332,723	6,495%
N	\$13,557	\$80,301	492%

Service Area	Oct 2022- Mar 2023 CIR	Oct 2023- Mar 2024 CIR	% Change
O	\$46,118	\$24,643	-47%
PI	\$0	\$0	0%
S	\$32,866	\$143,500	337%
T	\$40,091	\$84,156	110%
U	<b>\$11,250</b>	<b>\$913,993</b>	<b>8,024%</b>
V	\$41,250	\$109,030	164%
W	\$76,231	\$43,206	-43%
X	\$3,750	\$12,549	235%
Y	\$2,064,131	\$3,034,684	47%
Z	<b>\$171,260</b>	<b>\$3,120,218</b>	<b>1,722%</b>
<b>TOTAL</b>	<b>\$6,966,164</b>	<b>\$11,857,404</b>	<b>70%</b>

\* CIR - Collections and Interest inclusive of Refunds

- Rate Increase Impact** – Effective June 1, 2023 the first collection fee increase based on the 2022 Impact fee study was realized. The schedule 2 collection rate was set at the following rates between October 2023 and March 2024: Non-Residential 40% and Residential 50% of the maximum assessment rate. The

CIR increased for 13 service areas over this period. Service Area E’s had the highest CIR in the amount of \$3,906,692.

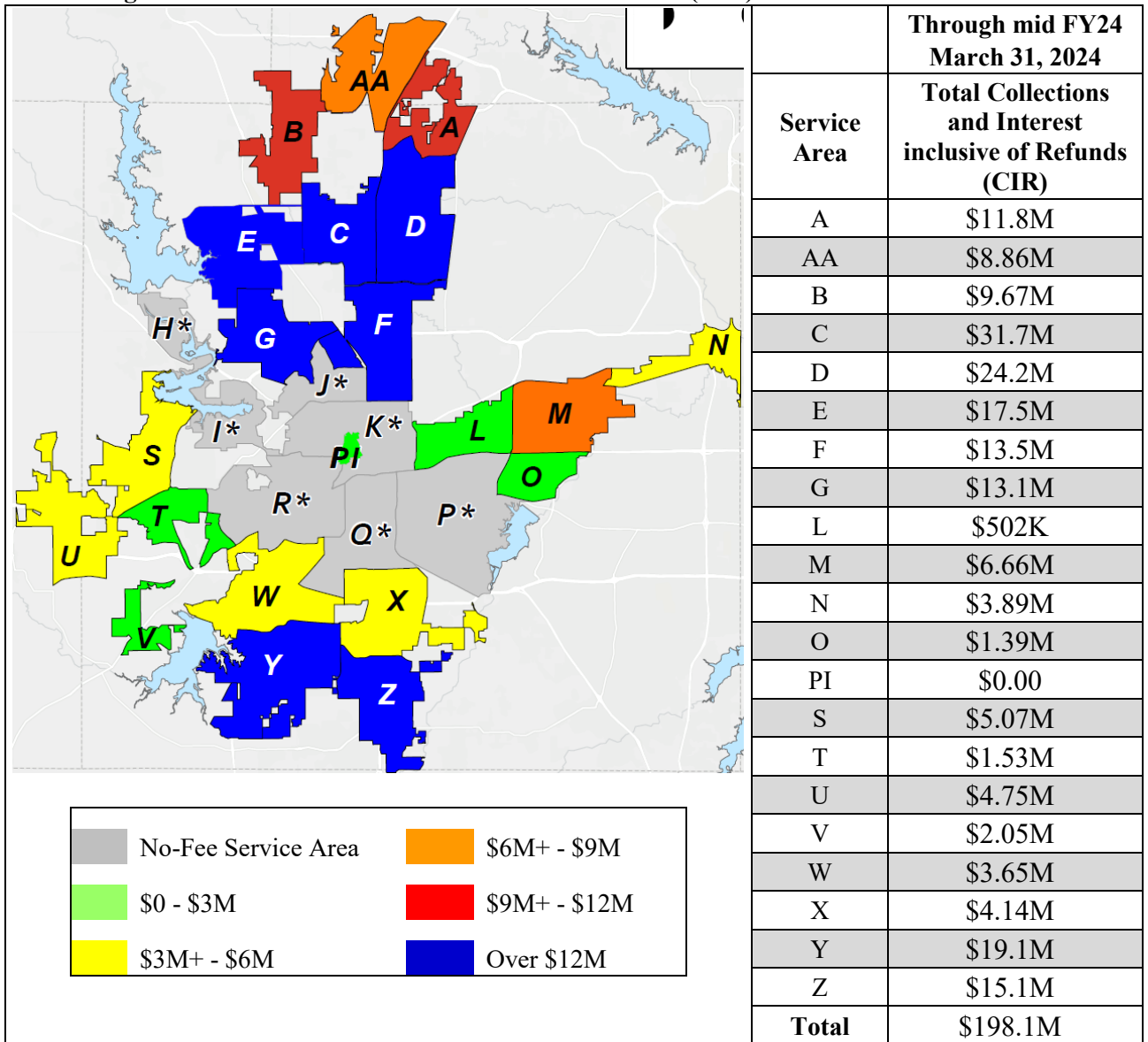
Service Area	Jun 2022– Mar 2023 CIR*	Jun 2023 – Mar 2024 CIR	% Change
A	\$373,600	\$411,767	10%
AA	\$770,375	\$588,184	-24%
B	\$566,301	\$1,622,329	186%
C	\$1,881,097	-\$292,396	-116%
D	\$917,546	\$1,716,890	87%
<b>E</b>	<b>\$1,554,028</b>	<b>\$3,906,692</b>	<b>151%</b>
F	\$864,555	\$842,925	-3%
G	\$294,229	\$685,426	133%
L	\$3,426	\$3,417	0%
M	\$275,124	\$1,933,754	603%
N	\$108,036	\$330,477	206%

Service Area	Jun 2022– Mar 2023 CIR	Jun 2023 – Mar 2024 CIR	% Change
O	\$73,693	\$402,179	446%
PI	\$3	\$6	0%
S	\$185,481	\$1,318,116	611%
T	\$107,187	\$211,737	98%
U	\$93,468	\$1,270,455	1,259%
V	\$266,168	\$226,729	-15%
W	\$203,336	\$78,639	-61%
X	\$79,644	\$74,300	-7%
Y	\$2,978,758	\$3,766,646	26%
Z	\$697,034	\$3,788,019	443%
<b>TOTAL</b>	<b>\$12,293,089</b>	<b>\$22,886,292</b>	<b>86%</b>

\* CIR - Collections and Interest inclusive of Refunds

- The total transportation impact fee CIR through mid-FY24 (March 31, 2024) by service area is shown below.

**Total Program Collections and Interest inclusive of Refunds (CIR)**

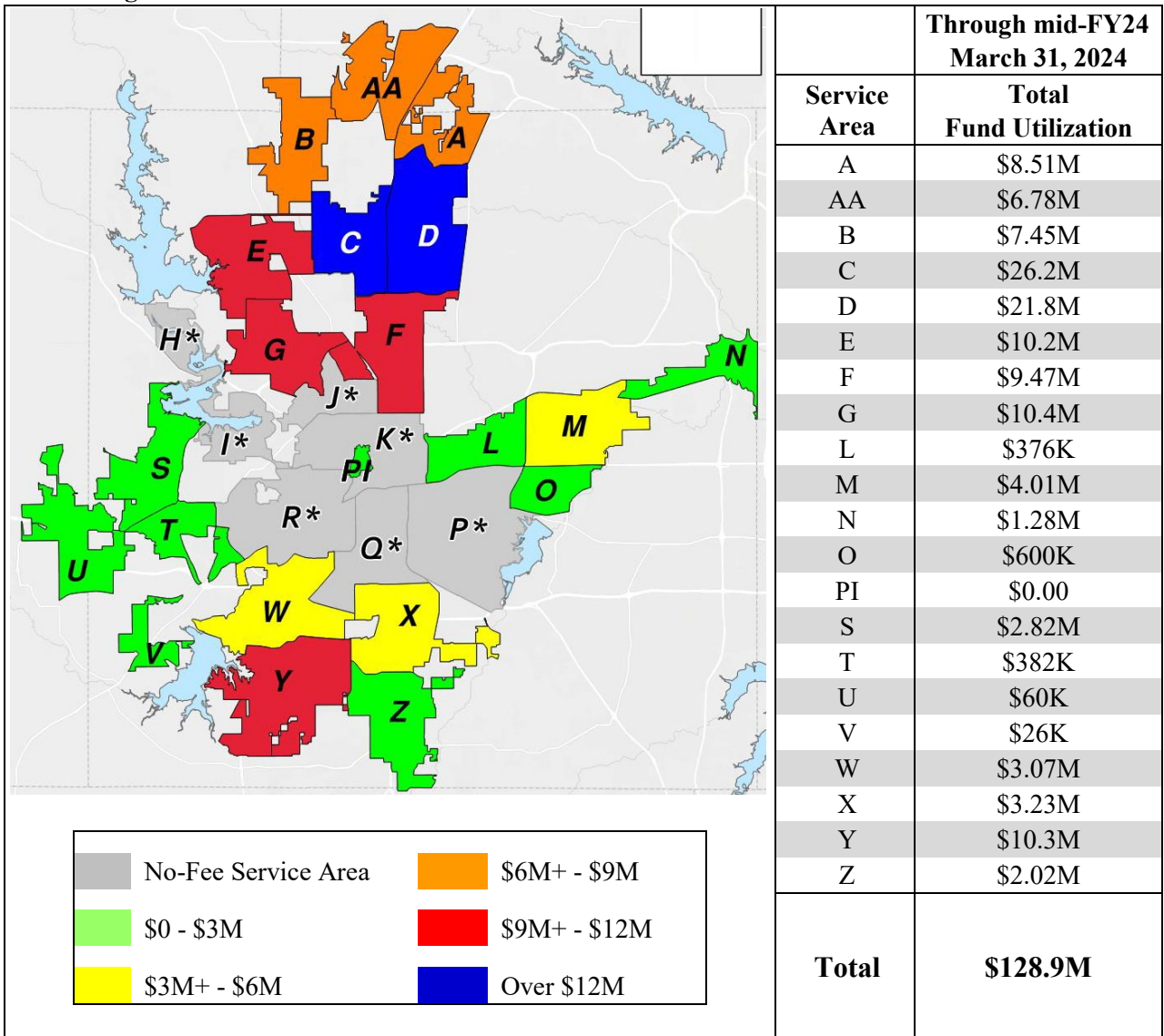


- **Total Transportation Impact Fee Program Funds Utilization** – Including the funds allocated between October 2023 and March 2024, Council has authorized the use of \$128,929,319 or 65% of all funds. At this time, funds collected have been allocated within the ten years of collection.
- **Funds Utilization** – The Development Services and Transportation & Public Works departments’ staff continue to work together to leverage transportation impact fee funds to deliver arterial street projects. At the time of the previous report there were no approved projects. Over this reporting period there have been 15 projects (16 allocations due to one project being in two service areas) from the program totaling \$17,814,000.

SA	CD	Project Description	Amount	M&C	City Project Number
A	10	Park Vista	\$450,000	23-0944	103281
B	10	Avondale Haslet	\$3,500,000	23-0944	101014
C	7 & 10	Wagley Robertson (Service Areas C & E)	\$2,000,000	24-0118	104154
D	4	Ray White Road	\$500,000	23-0944	103270
D	10	Keller Hicks	\$650,000	23-0944	103276
E	7	Bailey Boswell (Boat Club to Wind River)	\$1,200,000	23-0944	104153
E	7	WJ Boaz - Split 50% with SA G	\$550,000	23-0944	103299
E	7	Heritage Trace Pkwy 1	\$1,000,000	23-0944	103300
E	7 & 10	Wagley Robertson (Service Areas C & E)	\$2,000,000	24-0118	104154
F	2	Cantrell Sansom (Old Denton to IH35)	\$600,000	23-0944	102217
G	7	WJ Boaz - Split 50% with SA E	\$550,000	23-0944	103299
M	5	Trinity Blvd Ph 2	\$500,000	23-0944	103280
N	5	Trinity - Eules Main (Signal)	\$1,000,000	23-0944	103311
W	6	Hulen & Oakmont (Intersection)	\$600,000	23-0944	104039
W	3 & 6	Bryant Irvin & Oakmont (Intersection)	\$714,000	23-0944	103307
Y	6	Hulen St and Risinger Rd	\$2,000,000	23-0944	103312
<b>TOTAL</b>			<b>\$17,814,000</b>		

- The total transportation impact fee appropriations authorized through mid-FY24 (March 31, 2024), by service area are as shown below:

**Total Program Fund Utilization**





**Summary: Program Collections and Interest inclusive of Refunds (CIR) and Fund Utilization (FA)**

<b>Through mid-FY24 (March 31, 2024)</b>				
<b>Service Area</b>	<b>Total CIR</b>	<b>Total FA</b>	<b>Balance Remaining</b>	<b>% Expended</b>
A	\$11.8M	\$8.51M	\$3.25M	72%
AA	\$8.86M	\$6.78M	\$2.08M	76%
B	\$9.67M	\$7.45M	\$2.22M	77%
C	\$31.7M	\$26.2M	\$5.57M	82%
D	\$24.2M	\$21.8M	\$2.44M	90%
E	\$17.5M	\$10.2M	\$7.35M	58%
F	\$13.5M	\$9.47M	\$4.04M	70%
G	\$13.1M	\$10.4M	\$2.67M	80%
L	\$502K	\$376K	\$126K	75%
M	\$6.66M	\$4.01M	\$2.65M	60%
N	\$3.89M	\$1.28M	\$2.61M	33%
O	\$1.39M	\$600K	\$789K	43%
PI	\$0.00	\$0.00	\$378.90	0%
S	\$5.07M	\$2.82M	\$2.24M	56%
T	\$1.53M	\$382K	\$1.15M	25%
U	\$4.75M	\$60K	\$4.69M	1%
V	\$2.05M	\$26K	\$2.02M	1%
W	\$3.65M	\$3.07M	\$579K	84%
X	\$4.14M	\$3.23M	\$906K	78%
Y	\$19.1M	\$10.3M	\$8.8M	54%
Z	\$15.1M	\$2.02M	\$13.1M	13%
<b>Total</b>	<b>\$198.1M</b>	<b>\$128.9M</b>	<b>\$69.2M</b>	<b>65%</b>



**CAPITAL IMPROVEMENTS ADVISORY COMMITTEE FOR  
TRANSPORTATION IMPACT FEES**

**Date:** September 11, 2024

**To:** Mayor and Council

**From:** Capital Improvements Advisory Committee (CIAC) for Transportation Impact Fees

**Via:** City Secretary

**Re:** **Transportation Impact Fee Semi-Annual Report through March 31, 2024**

The CIAC has reviewed and hereby submits the Transportation Impact Fee Semi-Annual Report through March 31, 2024. There are no perceived inequities in implementing the capital improvements plan or imposing the transportation impact fee.

The committee will discuss same with the City Council at their request.

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Donald Boren, Chair  
Position 8

**CIAC Committee Members**

Don Boren, Chair, Position 8  
Caroline Cranz, Position 1  
Kathy Hamilton, Position 2  
Jim Tidwell, Position 3  
Vacant, Position 4  
Torchy White, Position 5

Roderick Miles, Position 6  
Lee Henderson, Position 7  
Matthew Graham, Position 9  
Jeff Davis, Position 10  
Efrin Carrion, Position 11

Matthijs Melchiors, Alternate  
Josh Lindsay, Alternate  
Andrew Scott, Alternate