

Semi-Annual Progress Report

**Capital Improvements Advisory Committee for
Transportation Impact Fees
November 2022**



Prepared by the Fort Worth Development Services Department

CIAC Semi-Annual Report November 2022

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 Update** - Under state law, the 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. The collection rate (Schedule 2) is proposed to go to City Council on November 29, 2022.

Study Component	City Council Date
Collection Rate (Schedule 2) and Small Business Discount	Public Hearing: 11-29-2022

- Land use assumptions** – 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 three annexations approved by Council since the adoption of the Study. The three annexations are being evaluated by Kimley-Horn and will be brought before the CIAC at a later date for inclusion into the adjacent service areas.

Case Number	Project Name	Service Area	Land Use	Acreage
AX-22-006	Beggs East	U	Single-family, Multi-family & Commercial	249.981
AX-22-007	Aledo 34	U	Single-family attached	34.54
AX-22-009	Gene Pike NISD	AA	Public School	18.51

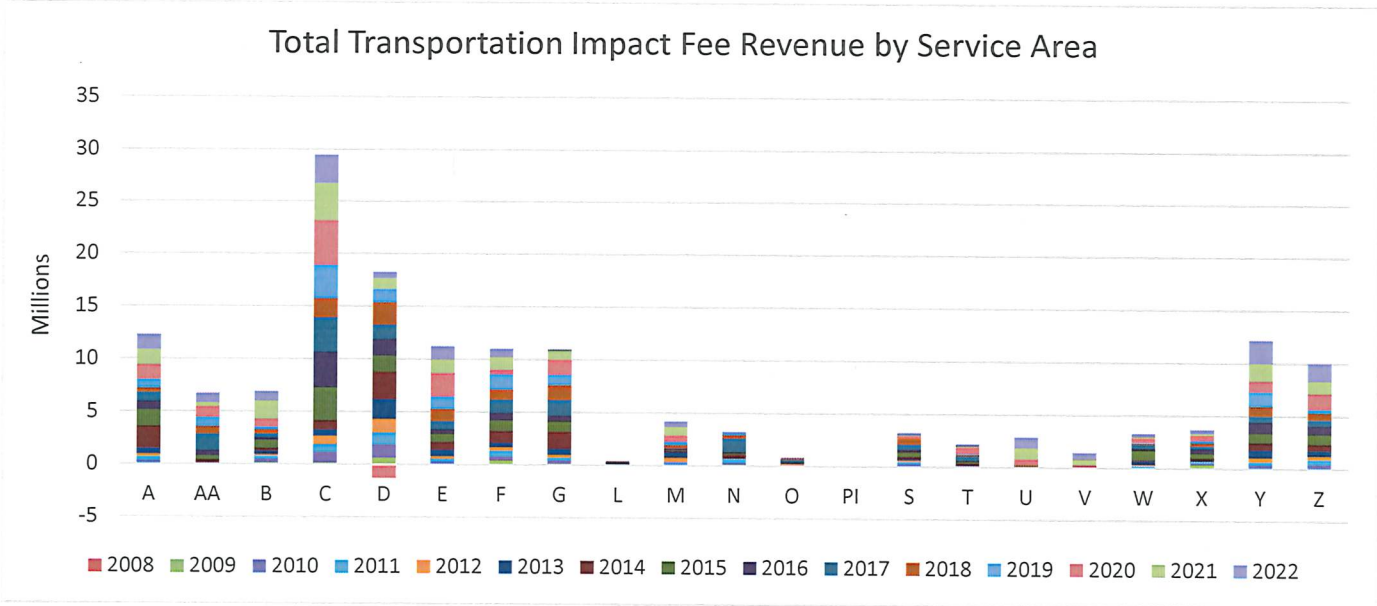
- Funds Utilization** – Since the previous report in April, there have been no expenditures from the program. There are a few public-private partnerships being worked out with private developers at this time.
- Internal Audit** – The Transportation Impact Fee program was audited by the City of Fort Worth Internal Auditors. The full audit report is available on the City’s Website at: [Audit Reports – Welcome to the City of Fort Worth \(fortworthtexas.gov\)](https://www.fortworthtexas.gov/audit-reports)
 There were three audit findings that the department have been working to cure:
 - Audit Finding 1A: The Development Services Director should require that Accela financial transactions and accounts be routinely reconciled to the general ledger.
 - Response Status: These have been completed.

- Audit Finding 1B: The Development Services Director should require that accountability is established for past unreconciled revenue, with particular focus on where less revenue is posted in the general ledger than in Accela.
 - This has been completed as of July 5, 2022.

- Audit Finding 2: In one instance, transportation impact fees were not billed as required by City Ordinance.
 - Response Status: This has been completed as of December 28, 2021.

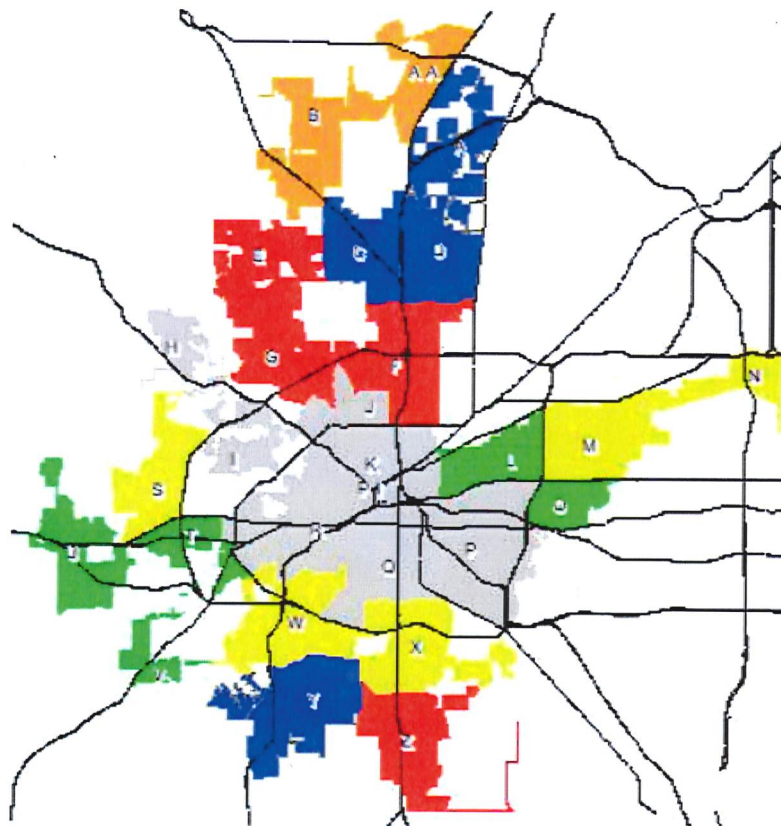
- **Process Improvements** – The Transportation Impact Fee program will include recent annexations in the Semi-Annual report as a first step towards the incorporation of newly annexed properties into Service Areas. In January, staff will present a procedure for adding projects to Service Areas going forward.

- **Fee Revenues:**
 - **Total Program Revenue:** The Total program revenue through September 30, 2022 is \$153,875,343.22. Service Area C has seen the highest revenue of all the service areas with a total collection of \$29,491,803.94. Service Area D is the second highest in revenue collection at \$17,022,271.12, followed by Service Area A with \$12,313,112.67.



- **Covid-19 Revenue Impact:** The initial view of Covid-19 on Transportation Impact Fee Collection saw high increases in revenues when comparing FY 2019 to FY 2020. There was an increase of \$3,181,313.41 when comparing year to year, showing a 25% increase in collection. However, the increase from FY 2021 to FY 2020 was only \$1,449,906.09 for a nine percent increase. FY 2022 continued the trend of higher than average collection, but fell 6% below FY 2021 revenues at \$16,332,655.11, making it the second highest revenue year for the program.
- Staff will monitor the revenue over the course of the next few years to see the impact the current inflation is having on the program.

Service Area	FY 2019 Revenue	FY 2020 Revenue	FY 2021 Revenue	FY 2022 Revenue	% Change
A	\$844,422.54	\$1,366,003.69	\$1,514,121.36	\$1,383,426.37	-9%
AA	\$882,652.48	\$1,004,500.16	\$372,633.41	\$909,395.44	144%
B	\$264,555.88	\$723,148.95	\$1,704,336.01	\$958,733.28	-44%
C	\$3,154,767.95	\$4,215,970.92	\$3,595,659.93	\$2,761,505.75	-23%
D	\$1,278,668.33	\$-1,238,451.94	\$1,042,719.63	\$561,621.34	-46%
E	\$1,171,094.18	\$2,214,780.07	\$1,290,375.86	\$1,272,931.20	-1%
F	\$1,453,285.30	\$451,205.69	\$1,197,839.99	\$784,851.33	-34%
G	\$993,381.23	\$1,448,777.02	\$857,405.66	\$146,100.61	-83%
L	\$43,740.59	\$47,567.23	\$8,890.60	\$42,208.34	375%
M	\$325,197.94	\$583,395.67	\$829,924.50	\$544,775.65	-34%
N	\$184,662.67	\$5,488.24	\$16,392.19	\$146,970.26	797%
O	\$44,627.50	\$101,475.00	\$23,425.75	\$59,552.72	154%
PI	\$-14,031.89	\$0	\$0	\$0	N/A
S	\$11,119.86	\$239,581.94	\$85,788.75	\$265,292.67	209%
T	\$122,783.40	\$589,339.00	\$132,620.01	\$187,780.18	42%
U	\$31,000.00	\$567,656.00	\$1,061,507.49	\$1,015,130.00	-4%
V	\$0	\$289,500.00	\$506,250.00	\$657,215.96	30%
W	\$68,804.16	\$391,733.14	\$127,802.03	\$335,195.13	162%
X	\$222,914.87	\$518,686.36	\$169,654.77	\$379,777.08	124%
Y	\$1,389,274.63	\$1,022,785.06	\$1,694,497.22	\$2,219,236.35	31%
Z	\$346,065.10	\$1,457,157.93	\$1,218,361.06	\$1,700,955.45	40%
TOTAL	\$12,818,986.72	\$16,000,300.13	\$17,450,206.22	\$16,332,655.11	-6%



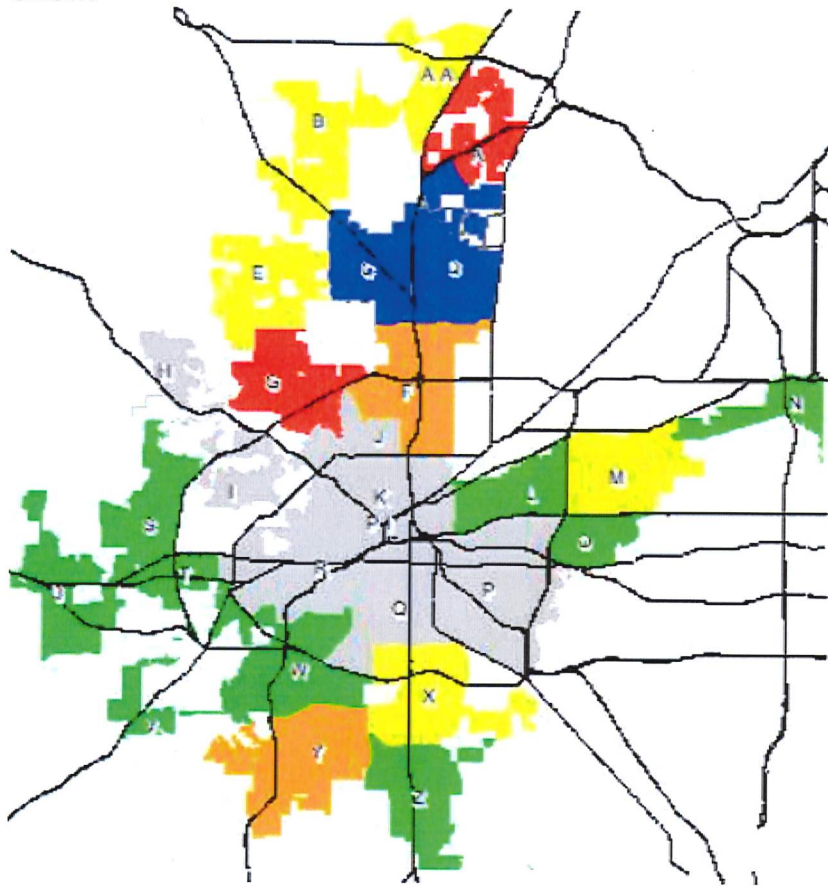
Total Program Revenues through September 30, 2022	
Service Area	Total Revenue
A	\$12,313,112.67
AA	\$6,757,860.88
B	\$6,965,277.84
C	\$29,491,803.94
D	\$17,022,271.12
E	\$11,257,790.40
F	\$11,031,245.92
G	\$11,016,023.31
L	\$451,994.99
M	\$4,228,376.73
N	\$3,280,643.14
O	\$872,070.94
PI	\$0
S	\$3,276,485.51
T	\$2,206,870.80
U	\$2,889,554.65
V	\$1,452,965.96
W	\$3,322,600.12
X	\$3,714,326.92
Y	\$12,244,256.05
Z	\$10,079,811.33
Total	\$153,875,343.22

Service Area Revenues through September 30, 2022

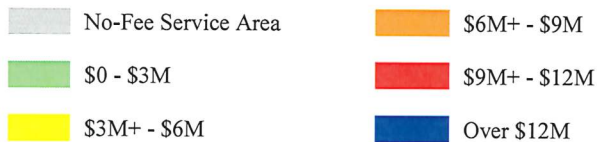


- **Impact Fee Expenditures** – There have been no expenditures for the program since the previous Semi-Annual Report. Council has authorized the use of 73% of all funds collected. At this time, funds collected have been spent well within the ten years of collection.

The total impact fee appropriations authorized through September 30, 2022 by service area are as shown below:



Service Area Expenditures through September 30, 2022



Total Program Expenditures through September 30, 2022	
Service Area	Total Expenditures
A	\$10,195,915.34
AA	\$5,576,131.87
B	\$3,967,441.50
C	\$24,412,886.49
D	\$20,757,236.26
E	\$5,540,902.24
F	\$8,649,510.32
G	\$9,864,033.76
L	\$376,131.86
M	\$3,011,131.87
N	\$276,131.87
O	\$76,131.87
PI	\$0.00
S	\$2,854,442.79
T	\$1,576,131.87
U	\$60,576.32
V	\$25,550.00
W	\$1,757,185.11
X	\$3,234,631.87
Y	\$8,464,111.11
Z	\$2,176,325.87
Total	\$112,852,540.19

Total Program Overview			
through September 30, 2022			
Service Area	Total Revenue	Total Expenditures	Total Revenue Expended
A	\$12,313,112.67	\$10,195,915.34	83%
AA	\$6,757,860.88	\$5,576,131.87	83%
B	\$6,965,277.84	\$3,967,441.50	57%
C	\$29,491,803.94	\$24,412,886.49	83%
D	\$17,022,271.12	\$20,757,236.26	122%
E	\$11,257,790.40	\$5,540,902.24	49%
F	\$11,031,245.92	\$8,649,510.32	78%
G	\$11,016,023.31	\$9,864,033.76	90%
L	\$451,994.99	\$373,131.36	83%
M	\$4,228,376.73	\$3,011,131.87	72%
N	\$3,280,643.14	\$276,131.87	8%
O	\$872,070.94	\$76,131.87	9%
PI	\$0	\$0.00	N/A
S	\$3,276,485.51	\$2,854,442.79	87%
T	\$2,206,870.80	\$1,576,131.87	71%
U	\$2,889,554.65	\$60,576.32	21%
V	\$1,452,965.96	\$25,550.00	2%
W	\$3,322,600.12	\$1,757,185.11	53%
X	\$3,714,326.92	\$3,234,631.87	87%
Y	\$12,244,256.05	\$8,464,111.11	69%
Z	\$10,079,811.33	\$2,176,325.87	22%
Total	\$153,875,343.22	\$112,852,540.19	73%

Recommendation

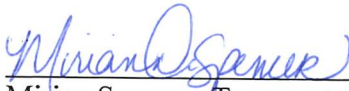
The CIAC submits the following recommendations for consideration by the Fort Worth City Council:

- The transportation impact fee is being collected and maintained in accordance with state law and City code.
- The transportation impact fee revenues are being expended in accordance with state law and City code.

The committee endorses this report and its recommendations and will discuss such with the City Council at their request.



Donald Boren, Chair
Place 8



Mirian Spencer, Transportation Impact Fee Coordinator
Staff Liaison

Vicky Schoch	Place 1
Kathy Hamilton	Place 2
Jim Tidwell	Place 3
Matt Kotter	Place 4
Will Dryden	Place 5
Vacant	Place 6
Edward Deegan	Place 7
Vacant	Place 9
Josh Lindsay	Alternate
Matthijs Melchior	Alternate
Andrew Scott	Alternate
Jarrett Wilson	Alternate