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Dear Mayor, City Council Members, City Manager, and City Staff,

On Tuesday, August 16, 2022, the Government Affairs Committee of the Real Estate Council of Greater Fort Worth (REC of GFW) was briefed on the technical engineering study to update the City of Fort Worth Transportation Impact Fee. On September 8, 2022 the REC Board of Directors was briefed and unanimously approved the recommendations set forth below, on behalf of our commercial development membership.

As the City Council and Staff consider the mandated technical engineering study for the continued implementation of the Traffic Impact Fee program, the REC of GFW continues to endorse the Summer 2010 City of Fort Worth Mayor's Transportation Blue Ribbon Task Force's three conclusions:

- The City must substantially increase its annual investment in Transportation including the consideration of a Street User Fee.
- Investment in transportation is essential to economic development.
- A combination of funding sources is needed.

The Real Estate Council supports the following 2022 Transportation Impact policies:

- An increase in the percentage of the maximum assessable impact fee charged:
  - From 30% to 80% for residential uses.
  - From 12% to 40% for non-residential uses.
- Allow the increase to be adopted but delay collection of the increased impact fees for 6 months to allow developers to prepare for the increase.
- Explore the implementation of a small business exemption – A Fort Worth small business could be defined as an independently-owned for-profit enterprise located within the Fort Worth City Limits and established before January 1, 2021, currently having 25 or fewer full-time equivalent employees and total annual revenue of \$2,500,000 or less for the most recent 12 months. The City could require a notarized affidavit from any business purporting to be a small business, and the business could be subject to a city audit of its small business status.
- At this time, the REC believes continued smoothing is not necessary.

We recognize and support a comprehensive approach to the transportation needs of the City of Fort Worth and support innovative solutions that address the complexity of the challenges that affect the community at large.

Sincerely,

*Bowie Holland*

Bowie Holland, Chair  
 Government Relations Committee

*Joel W. Heydenburk*

Joel Heydenburk, Chair  
 The Real Estate Council

**From:** [president@northfortworthalliance.com](mailto:president@northfortworthalliance.com)  
**To:** [District9](#); [District5](#); [District3](#); [District7](#); [Flores, Carlos](#); [District8](#); [Parker, Mattie](#); [District6](#); [Blaylock, Alan J](#)  
**Cc:** [Burghdoff, Dana](#); [Harrell, D. J.](#); [Spencer, Mirian D](#); [Tony Perez](#); [Jacob Wurman](#)  
**Subject:** Support for Staff Recommendation for 2023 Transportation Impact Fees  
**Date:** Sunday, September 25, 2022 9:43:04 PM

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Honorable Mayor and Council:

The NFWA supports the City Staff recommendations on the implementation of the new study of Transportation Impact Fees("TrIF") on January 1, 2023.

This study and recommendation provide a result that better reflects the economic values for better development decisions, better collects extraordinary transportation costs from those areas that have those costs, and collects a higher percentage of funds necessary to build arterials and provide transportation mobility. The recommendation also has the potential to more rapidly collect funds that can be used to build transportation mobility without relying on the timing of City bond proposals.

Economic Signals:

Since the inception of TrIF in 2008, the fees have been applied on a "smoothed" basis at a fraction of the study indicated amounts. This has left tens of millions of dollars for road construction uncollected from growth and placed on the shoulders of all taxpayers of the City. In one development in far north Fort Worth, the City left \$10.5 million on the table. A second residential development in that same area left \$8.6 million on the table. That is \$18.5 million in just two residential developments totaling 1,500 homes that has to be made up in bond proposals. Under Staff proposal, that amount would have been reduced to \$2.9 million.

"Smoothing" has also told developers that overall costs to develop residential housing is the same no matter where they develop. Staff's studies since 2008 have consistently shown that not to be the case. One need only look at the examples in their presentations to see the vast differences in costs to accommodate development across the City.

Phase In:

Phasing-in the new rates is not necessary or in the best interest of the City of Fort Worth. It is a simple argument. Builders have known for years that the TrIF have been understated. They have known since the inception of TrIF that every five years a study is done to update the information. They should have anticipated that eventually the subsidies would be too much for the City to continue to bear.

As demonstrated above, phasing-in delays the collection of funds that are sorely needed to continue to improve mobility in Fort Worth. These rates and the percentages can be changed later if the Council finds proof that the current recommendation is negatively impacting development.

Finally, uncertain economic times seem to raise their heads whenever we review the setting of TrIF. The Council has listened to the pleading of the builders and Real Estate Council and decided to implement diminished rates so as to mitigate imagined negative economic impacts, at the cost of taxpayers. We would offer that TrIFs are

less than 3% of the cost of the homes being built in all but two service areas. These fees are not of enough significance to phase them in.

Doom and Gloom:

Developers and business alike have known for years that they were getting a great deal to develop in Fort Worth. This great deal consisted of TrIF well below the actual costs and something that we all may have overlooked – “Location, Location, Location.”

Development in Fort Worth will continue. You only have to look at the demographic reports the Northwest ISD and Saginaw ISD are using to plan for future students – and consequently their parents. You only have to look at the growth of this area through the recession of 2007 and 2009 time frame. You have only to look at the preparation and investment of industrial sites and warehouses and the expansion of the Alliance Airport facilities to know that there is a solid base that can wait out downturns in the economy.

There is continued investment in regional mobility projects like SH 170/Haslet Parkway and the completion of 35W from Alliance Airport to I 30 to the south and 183 to the east. There are expansion plans for the rail lines of the BNSF with associated benefits to the community. Plans and funding are working to improve US 287 from Avondale Haslet Road to the junction of 35W.

Conclusion:

The foregoing argues in favor of Staff’s recommendation for implementation of Transportation Impact Fees on January 1, 2023. The new rates will drive development decisions based on sound economic principles. They will improve funding of transportation mobility in the area of development. They can be reviewed and modified later if proof is found that the rates are hampering development.

For fourteen years, the Council has chosen to give into arguments of conditions that did not materialize. This is a chance to charge rates high enough to collect funds vitally necessary to funding mobility in developing areas. It is time to change and move to rates supported by economic principles and provides the City with funds to provide transportation mobility sooner.

For a better Fort Worth,

Russell (Rusty) Fuller, President

**From:** [Tammy and Travis Roberts](#)  
**To:** [Spencer, Mirian D](#); [Parker, Mattie](#); [District2](#); [District3](#); [District4](#); [District5](#); [District6](#); [District7](#); [Firestone, Leonard L](#); [District8](#); [District9](#)  
**Subject:** Traffic impact fees study - citizen response  
**Date:** Monday, September 19, 2022 4:37:54 PM

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Good Afternoon,

I live in Lago Vista at Bonds Ranch (Boat Club at Bonds Ranch Road) Section E of this study. I am strongly in support of city staff recommendation to implement OPTION 3. Now is the time to hold developers accountable for their impact on the roads, your citizens, and our city. Fort Worth has let developers get away with not paying their share long enough, and this area and it's residents are struggling because of it. Bonds Ranch Road, Bailey Boswell, and many of our area intersections are traffic nightmares where it takes an hour to go less than 10 miles and have proven to be deadly. Just to take our kids to school, I almost get rear ended daily or near misses because the roads aren't enough for the current traffic.

Please do not continue to let developers skip this important option by paying less than the minimum of their share, and ignoring the roads in our area that so desperately need to be updated to handle all the development you are approving.

Thank you in advance for making the decisions that WILL make our city/area safer for all by making the developers pay their portion for the increased traffic that will be coming! We don't want fatalities on our road and that is coming if we don't get increased infrastructure.

Keep Fort Worth Safe!

Tammy Roberts

**From:** [lauren polasek](#)  
**To:** [Lauren Polasek](#)  
**Subject:** Traffic impact Fees Study Citizen Response  
**Date:** Monday, September 19, 2022 1:38:30 PM

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Good Afternoon,

We live in Lago Vista at Bonds Ranch (Boat Club at Bonds Ranch Road) Section E of the above referenced study. I am strongly in support of city staff's recommendation to implement OPTION 3. It is time to hold developers accountable for their impact on the roads, your citizens, and our city. You have let developers get away with not paying their share long enough, and this area and its residents are struggling because of it. Bonds Ranch Road, Bailey Boswell, and many of our area intersections are traffic nightmares where it takes an hour to go less than 10 miles and have proven to be deadly. Please do not continue to let developers off the hook by paying less than the minimum of their share, and ignoring the roads in our area that so desperately need to be updated to handle all the development you are approving.

Thank you,  
Lauren & Greg Polasek  
4224 San Pedro Court  
Fort Worth 76179  
Lago Vista Bonds Ranch

**From:** [Patricia Castelain](#)  
**To:** [Spencer, Mirian D](#); [Parker, Mattie](#); [District2](#); [District3](#); [District4](#); [District5](#); [District6](#); [District7](#); [Firestone, Leonard L](#); [District8](#); [District9](#)  
**Subject:** Traffic impact Fees Study citizen response  
**Date:** Monday, September 19, 2022 2:41:32 PM

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Good Afternoon,

I live in Lago Vista at Bonds Ranch (Boat Club at Bonds Ranch Road) Section E of this study. I am strongly in support of city staff's recommendation to implement OPTION 3. It is time to hold developers accountable for their impact on the roads, your citizens, and our city. When the planned expansion is for thousands and thousands of single-family homes (doubling that number for cars on the road) and an overall 2 billion dollars of investment in this market, the developers should indeed be required to contribute a substantial cost of road improvement. The current residents are held captive to the traffic patterns currently holding us all hostage to long wait times and dangerous driving behaviours. Bonds Ranch Road, Bailey Boswell, and many of our area intersections are traffic nightmares where it takes an hour to go less than 10 miles and have proven to be deadly. Please do not continue to let developers off the hook by paying less than the minimum of their share, and ignoring the roads in our area that so desperately need to be updated to handle all the development you are approving.

Patricia Castelain

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Patricia Castelain  
Tilted P Design, Director  
Graphic Design, Branding Specialist  
703.4020206

**From:** [Shannon Kramer Ratliff](#)  
**To:** [Spencer, Mirian D](#); [Parker, Mattie](#); [District2](#); [District3](#); [District4](#); [District5](#); [District6](#); [District7](#); [Firestone, Leonard L](#); [District8](#); [District9](#)  
**Subject:** Traffic impact Fees Study citizen response  
**Date:** Sunday, September 18, 2022 5:43:36 PM  
**Attachments:** [9-7-2022 Nortwest Neighborhood Alliance Meeting\(1\).pdf](#)

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Good Afternoon,

I live in Lago Vista at Bonds Ranch (Boat Club at Bonds Ranch Road) Section E of this study. I am strongly in support of city staff recommendation to implement OPTION 3. It is time to hold developers accountable for their impact on the roads, your citizens, and our city. You have let developers get away with not paying their share long enough, and this area and it's residents are struggling because of it. Bonds Ranch Road, Bailey Boswell, and many of our area intersections are traffic nightmares where it takes an hour to go less than 10 miles and have proven to be deadly. Please do not continue to let developers off the hook by paying less than the minimum of their share, and ignoring the roads in our area that so desperately need to be updated to handle all the development you are approving.  
Shannon Ratliff

[Sent from the all new AOL app for Android](#)

**From:** [Travis Clegg](#)  
**To:** [Spencer, Mirian D](#); [Harrell, D. J.](#)  
**Cc:** [Burghdoff, Dana](#); [Don Allen](#); [cheryl@bsmartbuilders.com](mailto:cheryl@bsmartbuilders.com); [John Montgomery](#); [Bob Madeja](#) ([bobthebuilder1@att.net](mailto:bobthebuilder1@att.net)); [Benjamin M Clark](#)  
**Subject:** Transportation Impact Fees - FW Home Builders Association  
**Date:** Thursday, September 15, 2022 8:26:23 AM  
**Attachments:** [image001.png](#)  
[image003.png](#)  
[image004.png](#)

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Mirian,

Thank you again for your updated presentation to the Fort Worth Home Builders Association regarding the Transportation Impact Fees. As always, you have a clear understanding of the program and were very generous in spending time with us (and sorry for the technical difficulties).

After you left, our Government Affairs Committee voted on the rate increases and would like to update you on that vote for inclusion in future presentations...as you did with the REC and hopefully DAC after today.

I plan on getting an official letter sent to you from our President, but it may take me a few days...but here are the specific details on the vote:

- Proposed Rate increase to 40% starting in 2023 (matching what the REC pushed for on Commercial/Industrial/Retail) – also meeting the Water/Sewer Impact Fee rates
- Increase 5% per year, for 2 years to a maximum of 50% (45% in 2024, 50% in 2025 and hold at 50% going forward) – similar to how the Water/Sewer Impact Fees are being phased in
- Hold the rate increase until June, 2023 to allow for projects that have already been purchased, financed and are underway to work through the system and get their final plats under the older rates
- Remove the “smoothing” from our service areas

In our letter, we’ll specify the reasoning behind the vote....but I wanted to get you this information moving forward.

If you have any questions on our decision, please don’t hesitate to ask.

Thank you again!

 **PELTON**  
LAND SOLUTIONS  
**FORT WORTH OFFICE**  
9800 Hillwood Parkway, Suite 250,  
Fort Worth, Texas 76177

**Travis D. Clegg, PE**  
Principal/Vice President

[e] [travis.clegg@pelotonland.com](mailto:travis.clegg@pelotonland.com)  
[o] 817.562.3350  
[c] 817.229.0043



**From:** [Maribel Gallardo](#)  
**To:** [Spencer, Mirian D](#); [Harrell, D. J.](#)  
**Cc:** [Robert Gleason](#)  
**Subject:** Transportation Impact Fees  
**Date:** Friday, October 14, 2022 10:41:36 AM  
**Attachments:** [image001.png](#)

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Good morning -

I would like to update both of you, the GFWAR recommendation is to have the Transportation Impact Fee Residential and Non-Residential Collection Rate Percentage at 40% and to keep the geographic smoothing in place.

Please let me know if you have any questions.

Kindly,  
Maribel

**Maribel Gallardo**

Director of Advocacy & Community Affairs  
Greater Fort Worth Association of REALTORS®

**Office:** (817) 336 – 5165 Extension: 111

**Address:** 2650 Parkview Drive, Fort Worth, TX 76102

