

*Semi-Annual Progress Report*

**Capital Improvements Advisory Committee for  
Transportation Impact Fees  
November 2021**



Prepared by the Fort Worth Development Services Department

# CIAC Semi-Annual Report

## November 2021

### 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.

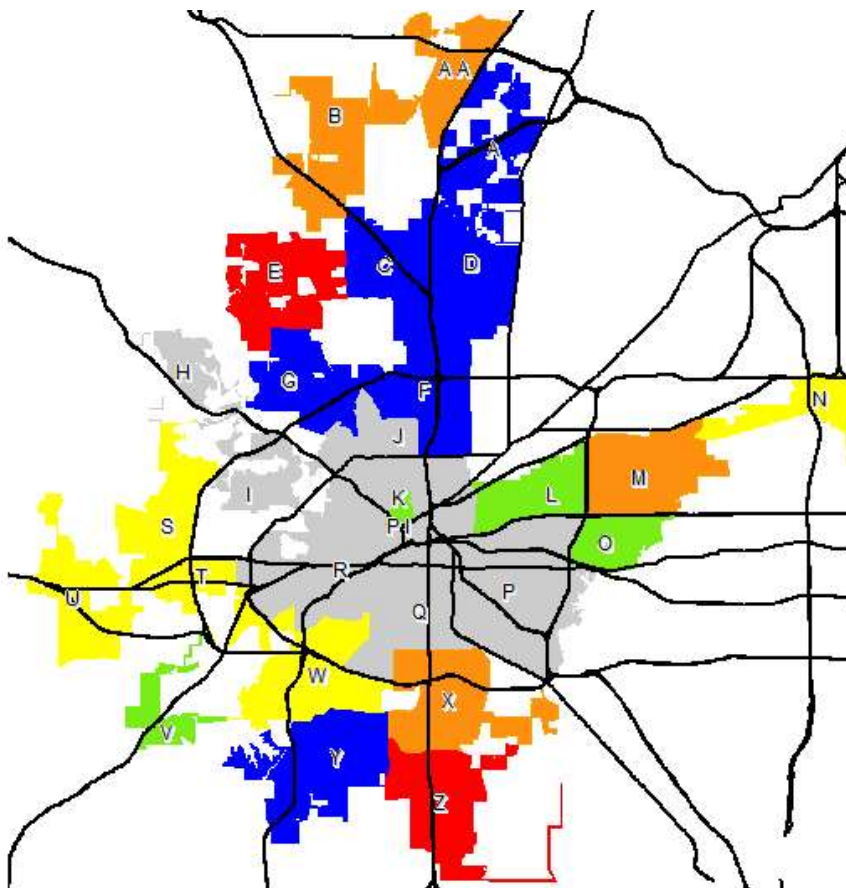
### Program Overview and Status

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. We have begun the process of working on the 2022 Study Update:
  - Kimley-Horn was awarded the contract to be our consultant.
  - The contract was authorized by City Council on September 21, 2021 and executed October 8, 2021.
  - Kimley-Horn has requested GIS data from the city and staff is currently working with various departments to gather the data requested. The data will formulate the land use assumptions for the study, which will be presented to the CIAC in early 2022.
  - The updated study must be adopted by January 23, 2023.
- **Land use assumptions** – The current land uses were updated with the adoption of the 2017 Transportation Impact Fee Study by Council on January 23, 2018, as recommended by the CIAC. We have no modifications to the land use assumptions at this time. Beginning in 2023, we will provide land use updates to include annexations that occurred after the land use analysis for the study update on an annual basis to incorporate these areas into Service Areas.
- **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. The program expenditures began primarily as supplements to developer projects (Public-Private Partnerships), and as the program continued, there were funds available to supplant capital projects. As a part of the 2022 Study, we would like to explore parameters for prioritization of funding requests. The following is an update on the previously identified projects for these service areas:

- **Fee Revenues** – Since the last semiannual report, an additional \$7.55M in revenue has been collected across all service areas. The Total fee revenues through September 30, 2021 by service area are as follows:



Service Area Revenues through September 30, 2021



| <b>Total Program Revenues through September 30, 2021</b> |                         |
|--|-------------------------|
| <b>Service Area</b>                                      | <b>Total Revenue</b>    |
| A  | \$10,476,892.09         |
| AA   | 6,136,006.25            |
| B  | \$6,276,651.79          |
| C  | \$26,366,324.82         |
| D  | \$20,575,920.59         |
| E  | \$9,987,071.61          |
| F  | \$10,340,560.21         |
| G  | \$10,814,202.32         |
| L  | \$410,792.10            |
| M  | \$3,690,300.45          |
| N  | \$3,096,574.80          |
| O  | \$818,392.61            |
| PI   | \$0                     |
| S  | \$3,306,489.45          |
| T  | \$1,963,341.88          |
| U  | \$1,977,382.96          |
| V  | \$891,011.16            |
| W  | \$2,999,706.08          |
| X  | \$4,865,658.63          |
| Y  | \$10,346,312.50         |
| Z  | \$8,594,123.72          |
| <b>Total</b>   | <b>\$143,933,716.02</b> |

With the pandemic, there was a decrease in commercial building activity; but residential permits remained relatively steady. There was a 13% decrease in revenue in 2021 compared to 2020. Fiscal year 2021 revenues were ahead of the 2019 revenue collection, but below the 2020 revenues. The report shows the revenue collection totals from 2019, 2020 and 2021 to show the impact of the pandemic on the revenue collection.

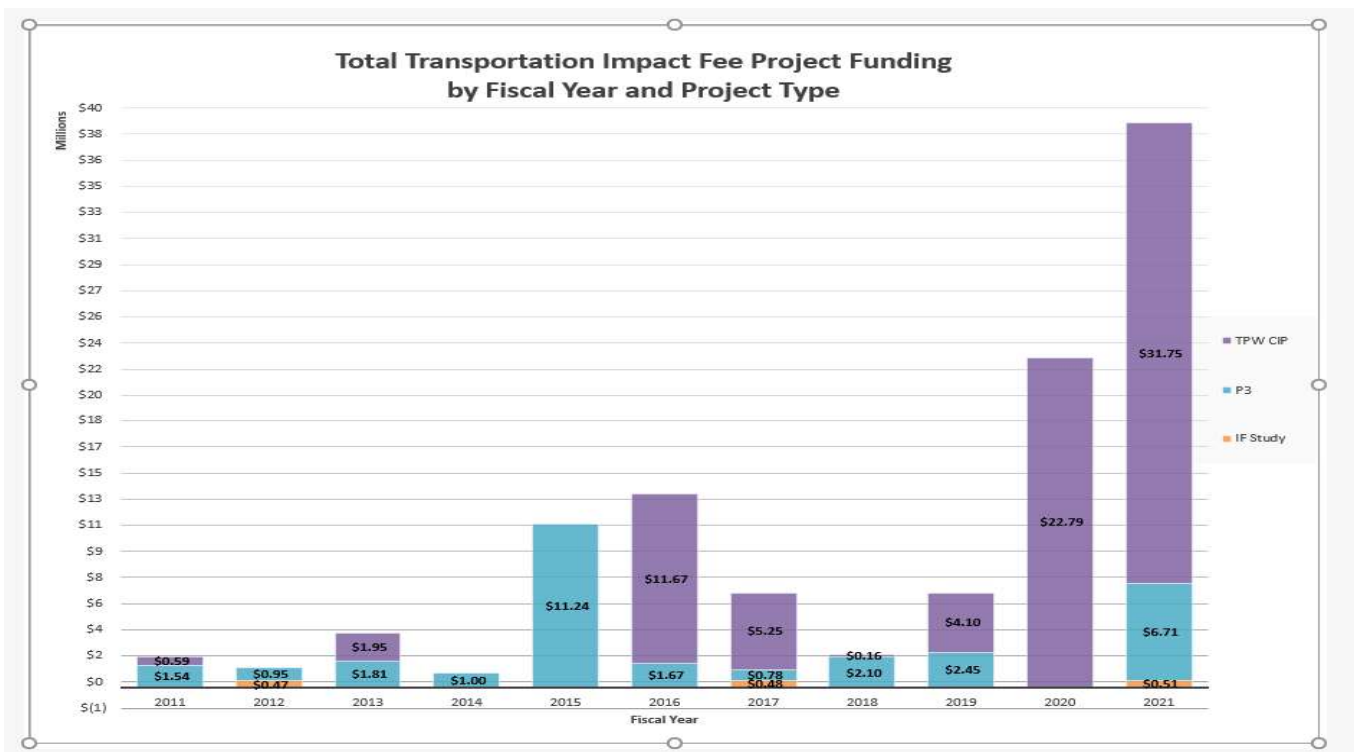
| <b>Covid-19 Revenue Impact (2019 to 2021 Revenue collection)</b> |                        |                        |                 |                        |
|--|------------------------|------------------------|-----------------|------------------------|
| <b>Service Area</b>  | <b>FY 2019 Revenue</b> | <b>FY 2020 Revenue</b> | <b>% Change</b> | <b>FY 2021 Revenue</b> |
| A  | \$844,422.54           | \$1,366,473.97         | -39%            | \$828,905.84           |
| AA   | \$887,076.48           | \$1,004,500.16         | -63%            | \$372,633.41           |
| B  | \$508,240.17           | \$745,564.23           | 129%            | \$1,704,336.01         |
| C  | \$3,238,767.95         | \$4,221,023.61         | -17%            | \$3,505,659.93         |
| D  | \$1,290,652.33         | \$1,768,283.06         | -41%            | \$1,042,719.63         |
| E  | \$1,218,211.36         | \$2,222,280.07         | -42%            | \$1,290,375.86         |
| F  | \$1,453,285.30         | \$451,205.69           | 165%            | \$1,197,839.99         |
| G  | \$1,050,381.23         | \$1,463,777.02         | -41%            | \$857,405.66           |
| L  | \$43,740.59            | \$47,567.23            | -81%            | \$8,890.60             |
| M  | \$329,157.94           | \$587,280.67           | 41%             | \$829,924.50           |
| N  | \$184,662.67           | \$5,488.24             | 199%            | \$16,392.19            |
| O  | \$46,607.50            | \$101,475.00           | -77%            | \$23,425.75            |
| PI   | 0                      | \$0                    | NA              | \$0                    |
| S  | \$110,119.86           | \$239,581.94           | -64%            | \$85,788.75            |
| T  | \$122,783.40           | \$589,339.00           | -77%            | \$132,620.01           |
| U  | \$31,000.00            | \$582,656.00           | 82%             | \$1,061,507.49         |
| V  | \$227,250.00           | \$289,500.00           | 75%             | \$506,250.00           |
| W  | \$80,804.16            | \$395,450.54           | -68%            | \$127,802.03           |
| X  | \$224,414.87           | \$518,686.36           | -67%            | \$169,654.77           |
| Y  | \$1,867,984.63         | \$1,022,785.06         | 66%             | \$1,694,497.22         |
| Z  | \$352,065.10           | \$1,457,157.93         | -16%            | \$1,218,361.06         |
| <b>TOTAL</b>   | <b>\$14,097,596.19</b> | <b>\$19,080,075.78</b> | <b>-13%</b>     | <b>\$16,674,990.70</b> |

- **Credit Agreements** – Credit is required by state law in return for contributions toward eligible improvements. Credits are used in lieu of payment of impact fees within the related development. Since the last report, seven new credit agreements or pools have been submitted for review. Of these, three agreements have been executed with a value of \$1.4M; bringing the total number of credit agreements or pools to 133. Three additional agreements are in the process of being executed with a value of \$3.4M. There were three amendments to existing agreements due to additional arterial construction with a value of \$8.6M.

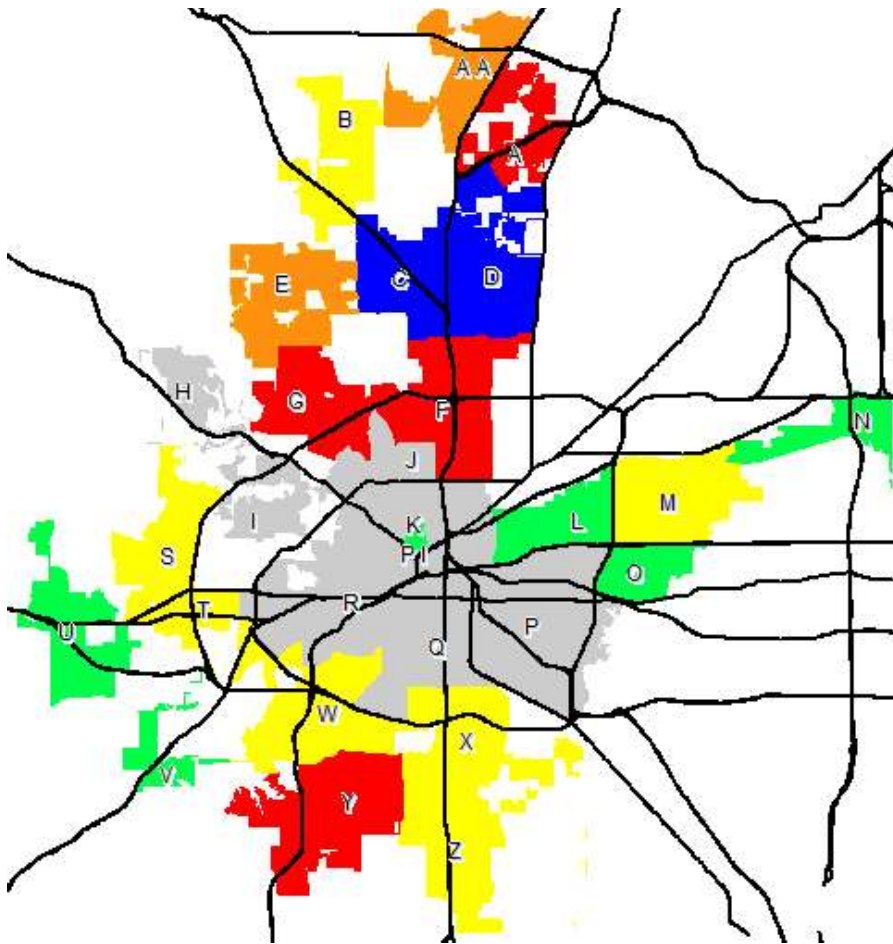
The cumulative value of all credit agreements is \$107.8M. Of that total, \$54.7M in credits have been used, leaving a balance of \$53.1M. As a component of the impact fee study update, staff will review the amount of credit received compared to the amount of construction completed as a part of subdivisions to show how far arterial construction goes on a dollar for dollar basis compared to the transportation impact fee collection rates.

- Impact Fee Expenditures** – Since the previous report, \$23.5M has been appropriated from the revenue accounts to projects. In anticipation of the Tarrant County Bond Program, \$12.8M in impact fee funds were requested to serve as a component of the City’s matching contribution for projects. In addition, \$19M of impact fee revenues have been appropriated for capital projects being considered for the 2022 City of Fort Worth Bond Program. An additional \$7.38M was utilized for three public-private partnerships with private developers. The projects were all included in the 2017 Transportation Improvements Plan. Council has authorized the use of 76% of all funds collected. For FY2021, the total funding expenditures of \$38.9M exceeded the revenues received for FY 2021 by \$22.2M.

| Impact Fee Funded Projects March 31, 2021 to September 30, 2021 |  |              |                        |
|---|--|--------------|------------------------|
| Service Area  | Project  | Project Type | Funding                |
| S   | Chapel Creek Phase 5 Off-site Arterials                    | PPP          | \$492,083.00           |
| C   | Bailey Boswell – Harmon Rd. to Horseman Rd.                | PPP          | \$4,000,000.00         |
| ALL   | 2022 Transportation Impact Fee Study Update                | Study        | \$511,000.00           |
| AA  | Intermodal Parkway   | TC Bond      | \$5,500,000.00         |
| X/Z   | Everman Pkwy – Rosedale Springs Rd. to Cameron Hill        | TC Bond      | \$800,000.00           |
| C   | Bonds Ranch – Wagley Robertson to US287                    | TC Bond      | \$2,500,000.00         |
| E/G   | W J Boaz Rd. – Boat Club Rd. to Elkins School Rd.          | TC Bond      | \$4,000,000.00         |
| M   | Trinity Blvd. – Salado Trail to Thames                     | 2022 Bond    | \$1,300,000.00         |
| A   | Park Vista Rd. – Keller Haslet to Timberland Rd.           | 2022 Bond    | \$1,200,000.00         |
| D   | Ray White Rd. – Mirage to Wall Price Keller Rd.            | 2022 Bond    | \$500,000.00           |
| D   | Keller Hicks Rd. – Lauren Way to Park Vista Rd.            | 2022 Bond    | \$500,000.00           |
| F   | Meacham Rd. – FM 156 to IH-35W                             | 2022 Bond    | \$1,200,000.00         |
| E   | Heritage Trace Pkwy – Wagley Robertson Rd. to Saginaw Blvd | 2022 Bond    | \$1,000,000.00         |
| <b>TOTAL Project Funding</b>                                    |  |              | <b>\$23,503,083.00</b> |

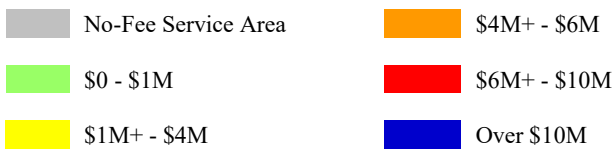


The total impact fee appropriations authorized through September 30, 2021 by service area are as shown below:



| Total Program Expenditures through September 30, 2021 |                         |
|---|-------------------------|
| Service Area  | Total Expenditures      |
| A   | \$8,750,640.34          |
| AA  | \$5,576,131.87          |
| B   | \$3,967,441.50          |
| C   | \$24,412,886.49         |
| D   | \$19,311,961.26         |
| 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          |
| <b>Total</b>  | <b>\$109,961,990.19</b> |

Service Area Expenditures through September 30, 2021



| <b>Total Program Overview</b>     |                         |                           |                               |
|-----------------------------------|-------------------------|---------------------------|-------------------------------|
| <b>through September 30, 2021</b> |                         |                           |                               |
| <b>Service Area</b>               | <b>Total Revenue</b>    | <b>Total Expenditures</b> | <b>Total Revenue Expended</b> |
| A                                 | \$10,476,892.09         | \$8,750,640.34            | 84%                           |
| AA                                | 6,136,006.25            | \$5,576,131.87            | 91%                           |
| B                                 | \$6,276,651.79          | \$3,967,441.50            | 63%                           |
| C                                 | \$26,366,324.82         | \$24,412,886.49           | 93%                           |
| D                                 | \$20,575,920.59         | \$19,311,961.26           | 94%                           |
| E                                 | \$9,987,071.61          | \$5,540,902.24            | 55%                           |
| F                                 | \$10,340,560.21         | \$8,649,510.32            | 84%                           |
| G                                 | \$10,814,202.32         | \$9,864,033.76            | 91%                           |
| L                                 | \$410,792.10            | \$376,131.86              | 92%                           |
| M                                 | \$3,690,300.45          | \$3,011,131.87            | 82%                           |
| N                                 | \$3,096,574.80          | \$276,131.87              | 9%                            |
| O                                 | \$818,392.61            | \$76,131.87               | 9%                            |
| PI                                | \$0                     | \$0.00                    | 0%                            |
| S                                 | \$3,306,489.45          | \$2,854,442.79            | 86%                           |
| T                                 | \$1,963,341.88          | \$1,576,131.87            | 80%                           |
| U                                 | \$1,977,382.96          | \$60,576.32               | 3%                            |
| V                                 | \$891,011.16            | \$25,550.00               | 3%                            |
| W                                 | \$2,999,706.08          | \$1,757,185.11            | 59%                           |
| X                                 | \$4,865,658.63          | \$3,234,631.87            | 66%                           |
| Y                                 | \$10,346,312.50         | \$8,464,111.11            | 82%                           |
| Z                                 | \$8,594,123.72          | \$2,176,325.87            | 25%                           |
| <b>Total</b>                      | <b>\$143,933,716.02</b> | <b>\$109,961,990.19</b>   | <b>76%</b>                    |

# 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.



Wanda Conlin (Nov 22, 2021 14:29 CST)

Donald Boren, Chair  
Place 8



LEONARD MANTEY (Nov 22, 2021 13:27 CST)

Leonard Mantey, Planning Manager  
Staff Liaison

|                    |           |
|--------------------|-----------|
| Vicky Schoch       | Place 1   |
| Vacant             | Place 2   |
| Jim Tidwell        | Place 3   |
| Matt Kotter        | Place 4   |
| Will Dryden        | Place 5   |
| Armard Anderson    | Place 6   |
| Edward Deegan      | Place 7   |
| Mariana Fletcher   | Place 9   |
| Josh Lindsay       | Alternate |
| Matthijs Melchiors | Alternate |
| Stephanie Spann    | Alternate |
| Jarrett Wilson     | Alternate |