

Semi-Annual Progress Report

**Capital Improvements Advisory Committee for
Transportation Impact Fees
April 2023**

**Covering the Period of
October 2022 – March 2023**



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 have incremental increases of 5% per year each June 1 beginning June 1, 2024.

Schedule 2 Collection Rates from:	Non-Residential	Residential
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
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

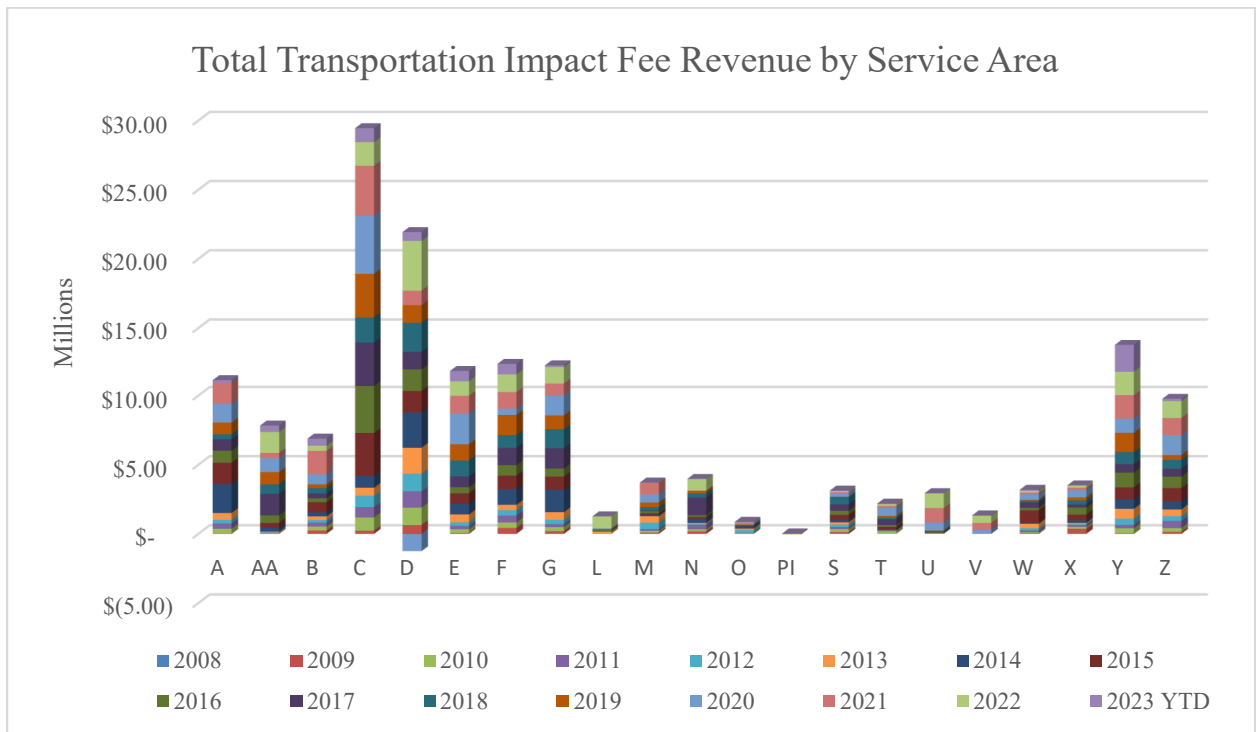
- Land use assumptions** – The current land uses were updated with the adoption of the 2022 Transportation Impact Fee Study by Council, as recommended by the CIAC. There have been four annexations approved by Council since the adoption of the Study. These annexations will be evaluated by Kimley-Horn and will be brought before the CIAC in Spring 2024 for inclusion into the adjacent service areas.

Case Number	M&C Number	Council Action	Project	CD	Future CD	SA	Land Use	Total Acreage
AX-21-016	22-0336	5/10/2022	Wiggins Tract	7	10	A	Industrial	77.92
AX-22-007	22-0889	11/8/2022	Aledo 34, incl: Old Weatherford Road	3	3	U	Single-family attached and ROW	34.54
AX-22-006	22-0887	11/8/2022	Beggs East, incl: Old Weatherford Rd. & Farmer Rd	3	3	U	Single-family, Multi-family & Commercial and ROW	261.93
AX-22-009	22-0891	11/8/2022	Gene Pike Middle School - NISD	7	10	AA	Institutional	18.51

- **Funds Utilization** – Since the previous report in November 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: [CFW Audit Reports](#)

There were three audit findings that the department have been working to address. Finding 1A and 2 have both been addressed. Audit Finding 1B remains.

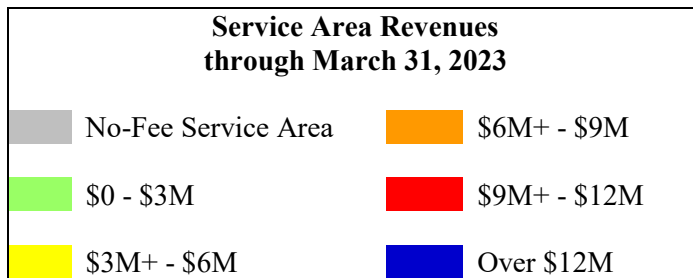
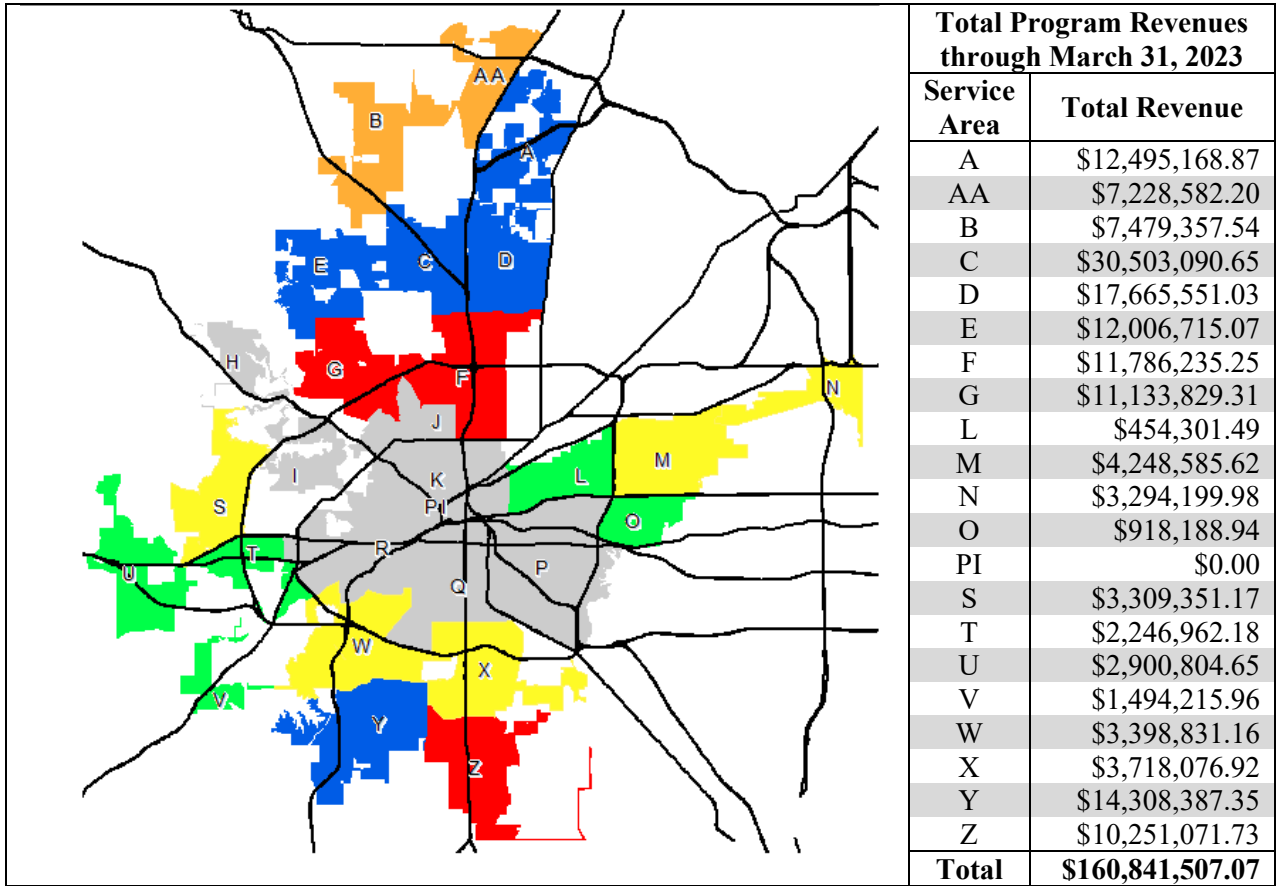
- Audit Finding 1B: The Development Services Director should require that accountability is established for past unreconciled revenue, with particular focus on where less revenue is posted in the general ledger than in Accela.
 - FY19 reconciliations and corrections have been made in Accela.
 - FY20 and FY 21 corrections are due to be completed by the end of April 2023.
 - FY19, FY20 and FY21 general ledger corrections will be made in May/ June 2023.
- **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 April 2023, staff will present a procedure for adding projects to Service Areas going forward.
- **Fee Revenues/ Expenditures**
 - **Total Transportation Impact Fee Program Revenue:** Total revenue collected for the program as of March 31, 2023 is \$160,841,507.07. The total revenue collected between Oct 2022 and March 2023 is \$6,966,163.85. Service Area C has continued to see the highest revenue with a fiscal year to date collection of \$1,011,286.71.



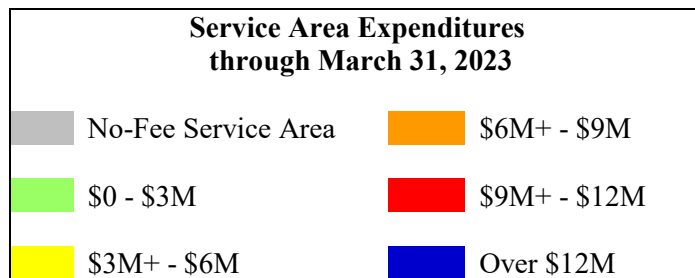
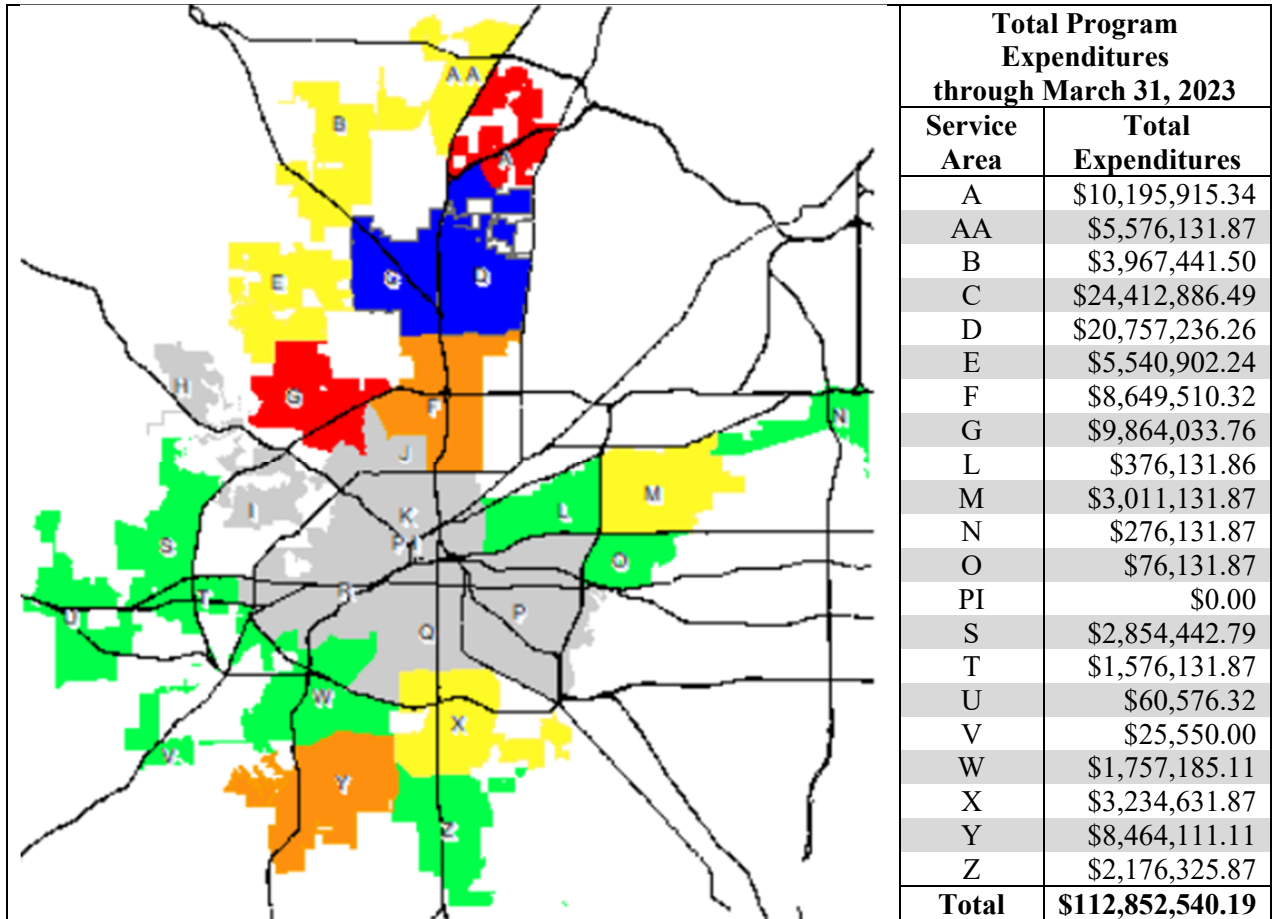
Service Area	Oct 2021 – March 2022 Revenue	Oct 2022 – March 2023 Revenue	% Change
A	\$824,977.33	\$182,056.20	-78%
AA	\$397,428.09	\$470,721.32	18%
B	\$703,671.45	\$514,079.70	-27%
C	\$1,900,356.38	\$1,011,286.71	-47%
D	\$292,266.50	\$643,279.91	120%
E	\$331,808.69	\$748,924.67	126%
F	\$482,048.44	\$754,989.33	57%
G	\$40,538.73	\$117,806.00	191%
L	\$42,208.34	\$2,306.50	-95%
M	\$188,908.15	\$20,208.89	-89%
N	\$49,504.50	\$13,556.84	-73%
O	\$28,462.50	\$46,118.00	62%
PI	\$0.00	\$0.00	n/a
S	\$73,722.00	\$32,865.66	-55%
T	\$15,593.00	\$40,091.38	157%
U	\$206,250.00	\$11,250.00	-95%
V	\$277,707.76	\$41,250.00	-85%
W	\$61,943.87	\$76,231.04	23%
X	\$360,571.68	\$3,750.00	-99%
Y	\$917,378.14	\$2,064,131.30	125%
Z	\$533,514.07	\$171,260.40	-68%
TOTAL	\$7,647,782.16	\$6,966,163.85	-9%

- **Inflation Impact:** Oct 2022 – March 2023 revenue is currently down 9% from the same period in Oct 2021 – March 2022. As we move through 2023 the focus will shift to looking at the impact of inflation on revenue collection.
- Staff will monitor the revenue over the course of the next few years to see the impact inflation is having on the program.

- The total transportation impact fee revenue collected through March 31, 2023 by service area are shown below:



- **Transportation Impact Fee Expenditures** – There have been no expenditures for the program since the previous Semi-annual Report. Council has authorized the use of 70% of all funds collected. At this time, funds collected have been spent well within the ten years of collection
- The total transportation impact fee appropriations authorized through March 31, 2023, by service area are as shown below:



Total Program Overview			
through Mar 31 2023			
Service Area	Total Revenue	Total Expenditures	Total Revenue Expended
A	\$12,495,168.87	\$10,195,915.34	82%
AA	\$7,228,582.20	\$5,576,131.87	77%
B	\$7,479,357.54	\$3,967,441.50	53%
C	\$30,503,090.65	\$24,412,886.49	80%
D	\$17,665,551.03	\$20,757,236.26	118%
E	\$12,006,715.07	\$5,540,902.24	46%
F	\$11,786,235.25	\$8,649,510.32	73%
G	\$11,133,829.31	\$9,864,033.76	89%
L	\$454,301.49	\$373,131.36	82%
M	\$4,248,585.62	\$3,011,131.87	71%
N	\$3,294,199.98	\$276,131.87	8%
O	\$918,188.94	\$76,131.87	8%
PI	\$0.00	\$0.00	n/a
S	\$3,309,351.17	\$2,854,442.79	86%
T	\$2,246,962.18	\$1,576,131.87	70%
U	\$2,900,804.65	\$60,576.32	2%
V	\$1,494,215.96	\$25,550.00	2%
W	\$3,398,831.16	\$1,757,185.11	52%
X	\$3,718,076.92	\$3,234,631.87	87%
Y	\$14,308,387.35	\$8,464,111.11	59%
Z	\$10,251,071.73	\$2,176,325.87	21%
Total	\$160,841,507.07	\$112,852,540.19	70%

Capital Improvements Advisory Committee for Transportation Impact Fees

Date: April 26, 2023

To: Mayor and Council

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

Via: City Secretary

Re: **April 2023 Transportation Impact Fee Study Amendments for Annexations**

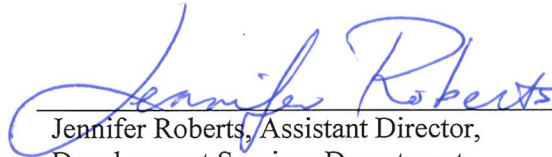
The CIAC has reviewed and hereby submits the following recommendations for consideration by the Fort Worth City Council:

- 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 these recommendations and will discuss such with the City Council at their request.



Donald Boren, Chair
Place 8



Jennifer Roberts, Assistant Director,
Development Services Department
Staff Liaison

CIAC Committee Members

Position 8 – Don Boren, Chair

Position 1 – Vicky Schoch, Vice Chair

Position 2 – Kathy Hamilton

Position 3 – Jim Tidwell

Position 4 – Matt Kotter

Position 5 – Will Dryden

Position 6 – Roderick Miles

Position 7 – Edward Deegan

Position 9 – Vacant

Alternate – Josh Lindsay

Alternate – Matthijs Melchior

Alternate – Andrew Scott

Alternate – Jarrett Wilson