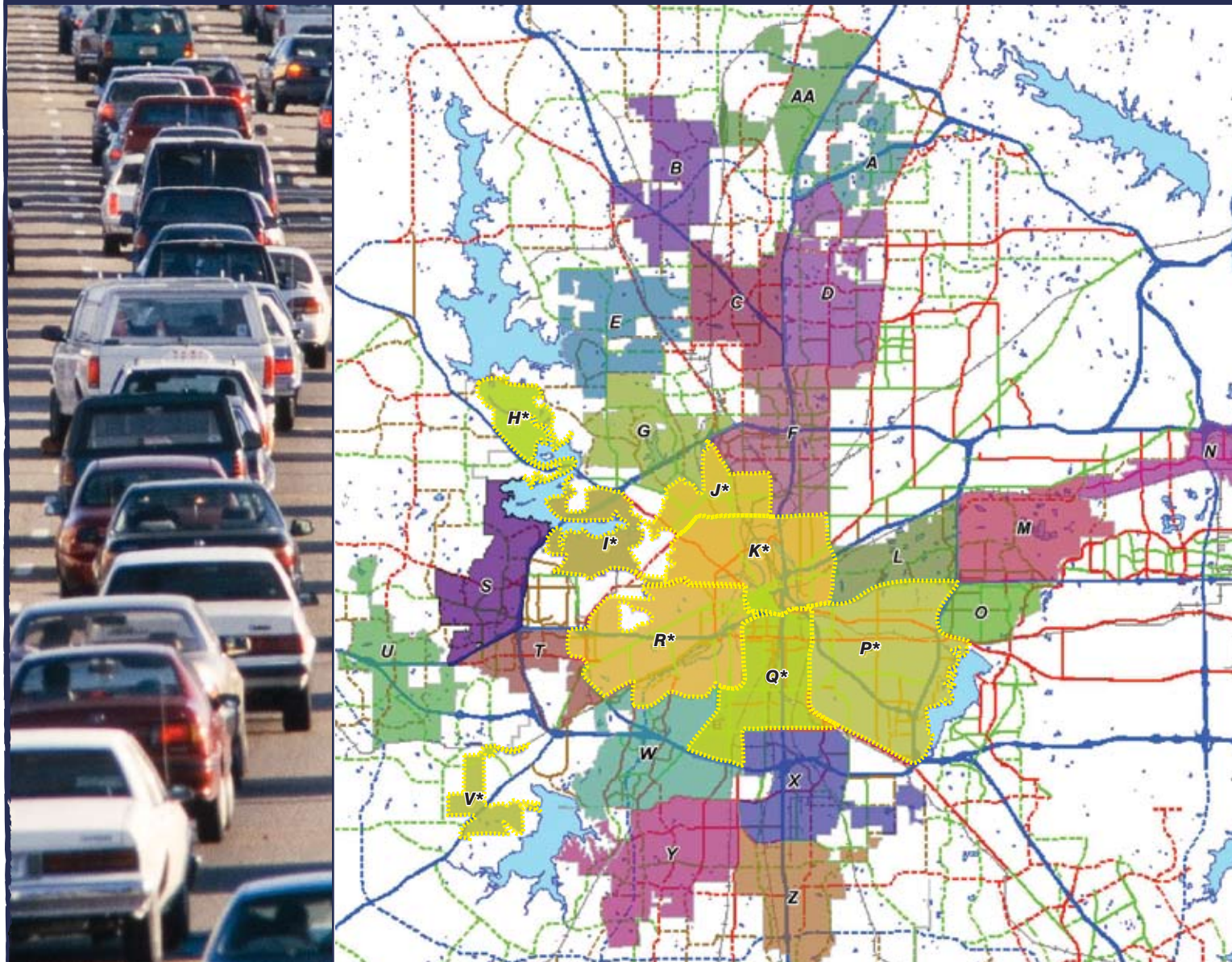


Collection Amount Schedule (Excluding credits and discounts)

Land Use Category	ITE Land Use Code	Development Unit	Schedule 2: Collection Rates per Development Unit			
			A, B, C, D, E, F, G, L, M, N, O, S, T, U, X, Y, Z	AA	W	H, I, J, K, P, Q, R, V
Industrial: General Light Industrial	110	1,000 SF GFA	\$1,215	\$309	\$594	\$0
Industrial: Industrial Park	130	1,000 SF GFA	\$1,067	\$272	\$522	\$0
Residential: Single-Family Detached Housing	210	Dwelling Unit	\$2,000	\$382	\$733	\$0
Residential: Apartment / Multi-Family	220	Dwelling Unit	\$1,228	\$243	\$450	\$0
Office: General Office Building	710	1,000 SF GFA	\$2,015	\$513	\$985	\$0
Office: Office / Business Park	750	1,000 SF GFA	\$2,027	\$516	\$991	\$0
Dining: Restaurant with Drive-Through	934	1,000 SF GFA	\$10,268	\$2,613	\$5,019	\$0
Other Retail: Free-Standing Retail Store	815	1,000 SF GFA	\$2,817	\$717	\$1,377	\$0
Other Retail: Shopping Center	820	1,000 SF GFA	\$1,973	\$502	\$964	\$0
Services: Bank (Drive In)	912	1,000 SF GFA	\$10,172	\$2,589	\$4,972	\$0

Comprehensive list of land uses and collection amounts available at www.fortworthgov.org/impactfees.

Fort Worth Transportation Impact Fee Map Snapshot



Letters represent collection rate areas, color-coded on the collection rate schedule above. Full map and rate schedule available online at: www.fortworthgov.org/impactfees

THANK YOU

Transportation Impact Fees are a way for citizens, the City, and private enterprise to continue to expand and build the most livable city in Texas. These fees help fund arterial road construction where needed to serve new residential and commercial developments.

We want to provide good roads to connect our citizens to every part of their lives: to work and home and those of their friends and families; to the retailers and services they need for daily life; and to schools and recreational centers across the city. Through the implementation of Transportation Impact Fees, we will continue to grow yet maintain our fine quality of life.



City of Fort Worth
Planning & Development Department
 1000 Throckmorton Street Fort Worth, TX 76102
 (817) 392-2222
www.fortworthgov.org/impactfees

TRANSPORTATION IMPACT FEES



Helping Connect Fort Worth
 Citizens Where They Live,
 Work, Shop, and Play



Transportation Impact Fees: Building the Roads to Our Future

When new home developments spring up across our city, are there streets to serve our new residents?

When exciting new shopping centers offer the latest and best outlets for retail options, will there be roads that make them accessible?

As our city grows and expands, how can we be sure our transportation infrastructure will support the travel and traffic that comes along with it?

Welcome to this introduction to Transportation Impact Fees in the City of Fort Worth. In May 2008, Fort Worth City Council adopted TRANSPORTATION IMPACT FEES—fees assessed by local governments on new development projects. Such fees help recover costs that the City incurs for the roadway networks needed to serve expansion and growth demands.

In this brochure, we will cover the basics and answer frequent questions about impact fees in general and transportation impact fees specifically. Thank you for reading and for supporting the thoughtful growth and prosperity of Fort Worth.

HOW TRANSPORTATION IMPACT FEES APPLY TO NEW DEVELOPMENTS

Transportation impact fees are assessed at the time of final plat approval by the City of Fort Worth. The fee is collected at the time a building permit is issued. There are two protocols (schedules) that determine the amount owed. The first, **Schedule 1** (available online at www.fortworthgov.org/impactfees) provides the assessment rates – these are the maximum rates that could be collected under state law. **Schedule 2** provides the collection rates – these are the amounts determined by City Council to be the actual fees collected. Please see page 6 for a condensed version of this protocol.

HOW TRANSPORTATION IMPACT FEES ARE DETERMINED

Here is a general overview of the elements that determine whether an impact fee is applicable and the amount of an impact fee that could be assessed and collected by the City for a new development. It also outlines the steps to follow:

1. Project Location.

First, identify the service area of the development. Please note that projects located outside of the designated service areas, within one of the Fort Worth “no fee” areas and qualified Neighborhood Empowerment Zone (NEZ) projects have NO transportation impact fee due. These areas are shown on the map on the next page and available online at www.fortworthgov.org/impactfees.

2. Date of Final Plat Approval.

Certain previously approved projects may be exempt from the collection of transportation impact fees.

- Projects with final plat approval on or before **6/30/07** have until **6/30/09** to obtain a building permit without a transportation impact fee.
- Projects with final plat approval between **7/1/07** and **6/30/08** (inclusive) have two years from the date of final plat approval to obtain a building permit without a transportation impact fee.

3. Credit Agreement.

If the development plans to construct a portion of, make contributions to, or make dedications towards the City’s Master Thoroughfare Plan, there may be a credit that can reduce or eliminate transportation impact fees that may otherwise be due. The applicant should contact the City of Fort Worth’s Transportation and Public Works department to determine the availability and amount of such a credit.

4. Transportation Impact Fee Discounts.

In addition to the steps one through three above, there are three more discounts that may be available to further reduce impact fees. More details are available in Section 1-14D of Ord. #18083-05-2008 approved in May 2008:

- **Adequate Public Facilities.**
A 15 percent discount is available for developments that connect to portions of the City’s Master Thoroughfare Plan that are constructed to the Plan’s ultimate configuration.
- **Land Use / Transportation Connection.**
A five, 10, or 15 percent discount is available for developments that reduce vehicular trips on the City’s roadway network through internal capture (mixing land uses to allow for shorter trips within a development) or by encouraging alternative modes of travel like bikes, buses, or light rail, to name just three.
- **Extraordinary Investment.**
A 15 percent to 50 percent discount is available for certain qualifying projects that incorporate both significant capital investment and create new jobs. The applicant should contact the City of Fort Worth’s Economic & Community Development department for more information on this discount.

Answers to Frequently Asked Questions

Q: What are impact fees?

A: Impact fees are assessed by local governments on new development projects. The fees are intended to recover the cost incurred by the government for the expansion of the infrastructure network necessary to serve new development.

Q: Are transportation impact fees used for all sorts of transportation infrastructure needs?

A: No. Impact fees may only be used to fund the additional roadway capacity necessitated by new development. Impact fees may not be used to remedy existing deficiencies or to fund the operation and maintenance of existing facilities.

Q: Are impact fees new?

A: Not necessarily. They are governed by Chapter 395 of the Texas Local Government Code. The City of Fort Worth has collected water and wastewater impact fees since 1989. Now, the City has implemented a transportation impact fee.

Q: When did the transportation impact fee become effective?

A: On May 13, 2008, the City of Fort Worth passed the transportation impact fee ordinance (Ord. #18083-05-2008), effective July 1, 2008.

Q: Why is Fort Worth collecting a transportation impact fee?

A: The transportation impact fee policy provides a mechanism through which “growth pays for growth.” They assist with meeting the citizens’ and City’s transportation needs resulting from brand new development. Fort Worth’s rapid growth and development has placed increased pressure on our transportation system. Transportation impact fees will help fund transportation improvements that will be needed as development continues to occur in Fort Worth. They will allow the City to identify improvement projects in advance, fairly distribute costs among users of the system, and ultimately ensure that transportation improvements keep up with new development.

Q: How were the fees calculated?

A: Fort Worth retained Kimley-Horn and Associates, Inc., a respected engineering firm, to do the calculations. First, they came up with a formula to calculate the maximum impact fees that could be assessed in accordance with Chapter 395 of the Texas Local Government Code. Then, they researched historical development and transportation infrastructure needs to finalize a thorough study; the results are available on the City’s Web page (<http://www.fortworthgov.org/impactfees/>). Finally, your City Council voted on the fees and adopted the actual fee collection amounts. They also made policy decisions related to credits, vesting, and discounts that are a part of the fee formula.

Q: What’s the difference between water/wastewater impact fees and these transportation impact fees?

A: While the City’s transportation, water, and wastewater impact fees all fall under the same legislation, the City’s Water and Wastewater impact fees are managed by the Fort Worth Water Department. If you have questions about Water and Wastewater impact fees, you can find answers from the Fort Worth Water Department. The City’s Transportation and Public Works department can help with transportation impact fee inquiries.

Q: Does this affect my taxes?

A: Not directly. With this funding source for new transportation needs, the City Council can make alternative decisions on how to allocate a portion of the City’s taxes.

Q: So, this is something paid for by commercial developers, new homebuilders, and so forth, right?

A: Yes. These fees are now a part of the process for developing new projects in Fort Worth, Texas. Many cities across Texas have similar processes in place, some for many years.