



# MEMORANDUM

No: **B-2**  
 Date: **February 13, 2024**

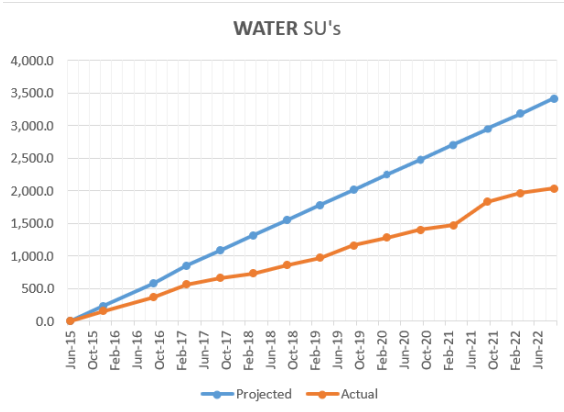
To: **Capital Improvements Advisory Committee**  
 From: **Alonzo Liñán, Director of Public Works**  
 Subject: **Biannual Impact Fee Report as of **November 17, 2022 (Part A)****

This is the final report under the 2015 Impact Fee Program. The 2021 Impact Fee Program was adopted on Oct 18, 2022 (effective Nov 18, 2022). As a result, this report is truncated to reflect the impact fees collected up to Nov 17, 2022; the last day of the 2015 Impact Fee Program.

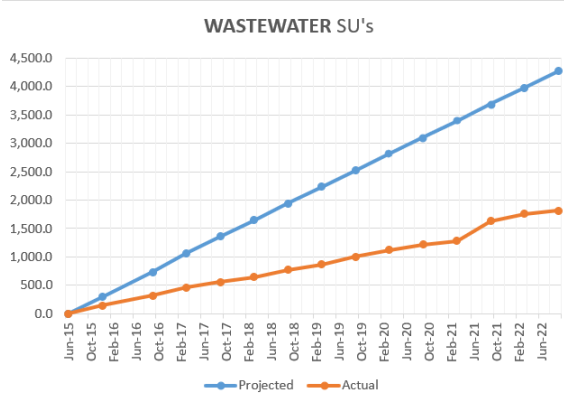
It is staff's opinion that the impact fee collections from June 2, 2015 thru **November 17, 2022 has been collected** in accordance with adopted collection rates and all fees collected have been appropriately applied to qualifying capital improvements. The impact fees collected to date is in Table 1-2.

Table 1-1 - Assessment Rate by Service Unit (S.U.s) As Adopted by Council on June 2, 2015			
Impact Fee	Maximum Assessment/SU	Actual Assessment/SU	Actual ÷ Maximum Assessment Rate
Water	\$ 2,918.00	\$ 979.10	33.6%
Wastewater	\$ 1,835.00	\$ 918.00	50.0%
		Res / Non-Res / Ret	Res / Non-Res / Ret
Roadway: North	\$ 3,082.00	\$1,052.35/626.18/263.09	34.2% / 20.3% / 8.5%
Roadway: South	\$ 1,720.00	\$860.00/626.18/263.09	50% / 36.4% / 15.3%

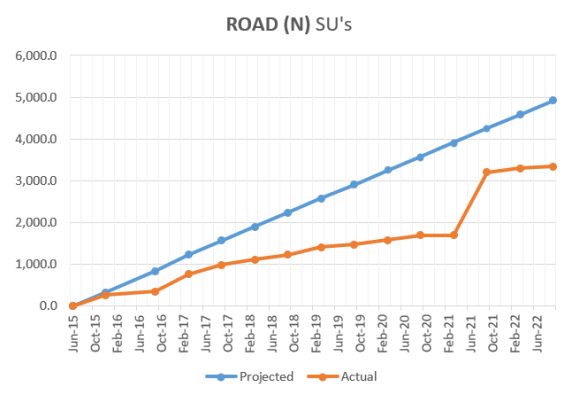
Table 1-2 - Service Units (S.U.s) Approved and Impact Fees Collected from June 2, 2015 through <b>November 17, 2022</b>				
Impact Fee	Projected SU's/ <b>90</b> months	Collected SUs	% SUs Collected	\$ Collected
Water	<b>3,492.8</b>	<b>2,105.0</b>	<b>60.3%</b>	<b>\$ 1,932,116</b>
Wastewater	<b>4,365.8</b>	<b>1,870.3</b>	<b>42.8%</b>	<b>\$ 1,720,770</b>
Roadway: North	<b>5,034.6</b>	<b>3,372.3</b>	<b>67.0%</b>	<b>\$ 2,721,347</b>
Roadway: South	<b>6,041.7</b>	<b>4,303.5</b>	<b>71.2%</b>	<b>\$ 2,441,999</b>



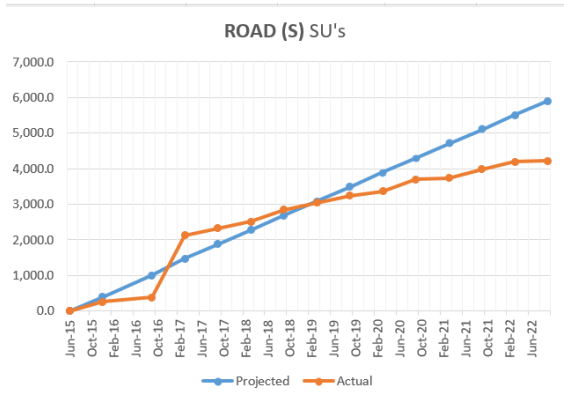
	WATER Service Units			% Projected
	Projected	Actual	Amt Paid	
6/1/2015	0.0	-	\$ -	-
12/31/2015	232.9	160.0	\$ 153,275.90	68.7%
9/30/2016	582.1	370.0	\$ 358,643.17	63.6%
3/31/2017	853.8	563.0	\$ 546,924	65.9%
9/30/2017	1,086.6	667.0	\$ 648,457	61.4%
3/31/2018	1,319.5	737.0	\$ 716,504	55.9%
9/30/2018	1,552.3	862.9	\$ 838,667	55.6%
3/31/2019	1,785.2	976.2	\$ 951,557	54.7%
9/30/2019	2,018.0	1,163.1	\$ 1,143,069	57.6%
3/31/2020	2,250.9	1,286.3	\$ 1,263,694	57.1%
9/30/2020	2,483.7	1,407.1	\$ 1,380,990	56.7%
3/31/2021	2,716.6	1,474.6	\$ 1,447,079	54.3%
9/30/2021	2,949.4	1,832.4	\$ 1,796,382	62.1%
3/31/2022	3,182.3	1,966.5	\$ 1,796,511	61.8%
9/30/2022	3,415.1	2,037.6	\$ 1,865,537	59.7%
11/17/2022	3,492.8	2,105.0	\$ 1,932,116	60.3%



	WW Service Units			% Projected
	Projected	Actual	Amt Paid	
6/1/2015	0.0	-	\$ -	-
12/31/2015	291.1	138.8	\$ 126,262.40	47.7%
9/30/2016	727.6	316.0	\$ 289,298.36	43.4%
3/31/2017	1,067.2	460.0	\$ 421,674	43.1%
9/30/2017	1,358.2	554.0	\$ 507,559	40.8%
3/31/2018	1,649.3	644.0	\$ 589,996	39.0%
9/30/2018	1,940.3	768.1	\$ 703,920	39.6%
3/31/2019	2,231.4	867.8	\$ 796,087	38.9%
9/30/2019	2,522.4	1,001.8	\$ 927,086	39.7%
3/31/2020	2,813.5	1,117.5	\$ 1,033,299	39.7%
9/30/2020	3,104.5	1,214.7	\$ 1,122,529	39.1%
3/31/2021	3,395.6	1,276.4	\$ 1,179,169	37.6%
9/30/2021	3,686.6	1,631.4	\$ 1,505,056	44.3%
3/31/2022	3,977.7	1,755.0	\$ 1,615,492	44.1%
9/30/2022	4,268.7	1,816.6	\$ 1,670,922	42.6%
11/17/2022	4,365.8	1,870.3	\$ 1,720,770	42.8%



	ROAD (N) Service Units			% Projected
	Projected	Actual	Amt Paid	
6/1/2015	0.0	-	\$ -	-
12/31/2015	335.6	268.2	\$ 220,923.58	79.9%
9/30/2016	839.1	350.2	\$ 377,787.24	41.7%
3/31/2017	1,230.7	764.9	\$ 465,303	62.2%
9/30/2017	1,566.3	984.0	\$ 598,714	62.8%
3/31/2018	1,902.0	1,111.0	\$ 706,453	58.4%
9/30/2018	2,237.6	1,235.1	\$ 800,466	55.2%
3/31/2019	2,573.2	1,413.9	\$ 950,072	54.9%
9/30/2019	2,908.9	1,479.5	\$ 1,019,053	50.9%
3/31/2020	3,244.5	1,576.4	\$ 1,121,026	48.6%
9/30/2020	3,580.2	1,695.7	\$ 1,220,067	47.4%
3/31/2021	3,915.8	1,702.7	\$ 1,241,061	43.5%
9/30/2021	4,251.4	3,207.0	\$ 2,547,394	75.4%
3/31/2022	4,587.1	3,295.3	\$ 2,640,369	71.8%
9/30/2022	4,922.7	3,340.9	\$ 2,688,356	67.9%
11/17/2022	5,034.6	3,372.3	\$ 2,721,347	67.0%



	ROAD (S) Service Units			% Projected
	Projected	Actual	Amt Paid	
6/1/2015	0.0	-	\$ -	-
12/31/2015	402.8	260.3	\$ 174,450.80	64.6%
9/30/2016	1,007.0	385.3	\$ 722,459.19	38.3%
3/31/2017	1,476.9	2,129.9	\$ 741,804	144.2%
9/30/2017	1,879.6	2,323.0	\$ 1,023,957	123.6%
3/31/2018	2,282.4	2,511.0	\$ 1,119,788	110.0%
9/30/2018	2,685.2	2,851.9	\$ 1,302,156	106.2%
3/31/2019	3,088.0	3,041.2	\$ 1,486,401	98.5%
9/30/2019	3,490.8	3,240.4	\$ 1,702,817	92.8%
3/31/2020	3,893.5	3,364.0	\$ 1,794,245	86.4%
9/30/2020	4,296.3	3,705.1	\$ 1,982,309	86.2%
3/31/2021	4,699.1	3,737.8	\$ 2,128,267	79.5%
9/30/2021	5,101.9	3,988.9	\$ 2,279,250	78.2%
3/31/2022	5,504.7	4,193.3	\$ 2,368,597	76.2%
9/30/2022	5,907.4	4,216.8	\$ 2,389,520	71.4%
11/17/2022	6,041.7	4,303.5	\$ 2,441,999	71.2%

# Water System

Eligible Capital Projects from the most current Impact Fee Study

No.	Description of Project	Percent Utilization			Costs Based on 2014 Dollars		
		2014	2024*	2014-2024	Capital Cost	Current Development	10-Year (2014-2024)
<b>EXISTING</b>							
A	3.0 MG Pearson Ground Storage Tank	15%	65%	50%	\$1,779,010	\$266,852	\$889,505
B	Pearson Pump Station Improvements	75%	90%	15%	\$1,197,400	\$898,050	\$179,610
C	Knox Elevated Storage Tank	60%	85%	25%	\$2,059,216	\$1,235,530	\$514,804
D	Keller-Smithfield Elevated Storage Tank	75%	90%	15%	\$2,074,509	\$1,555,882	\$311,176
E	16-inch Lower Pressure Plane Water Line	75%	90%	15%	\$3,084,977	\$2,313,733	\$462,747
F	12-inch Lower Pressure Plane Water Line	55%	85%	30%	\$2,757,117	\$1,516,414	\$827,135
G	12-inch Upper Pressure Plane Water Line	10%	70%	60%	\$232,000	\$23,200	\$139,200
H	12-inch Rufe Snow Water Line	50%	85%	35%	\$204,000	\$102,000	\$71,400
I	12-inch Upper Pressure Plane Water Line	25%	55%	30%	\$200,000	\$50,000	\$60,000
J	Water Impact Fee Study	0%	100%	100%	\$42,000	\$0	\$42,000
<b>Existing Project Sub-total</b>					<b>\$13,630,229</b>	<b>\$7,961,660</b>	<b>\$3,497,577</b>
<b>PROPOSED</b>							
1	12-inch Water Lines in Upper Pressure Plane	25%	60%	35%	\$320,600	\$80,150	\$112,210
2a	Alta Vista Pump Station Expansion to 18 MGD	15%	40%	25%	\$5,521,200	\$828,180	\$1,380,300
2b	Fort Worth Water Delivery Capital Cost Recovery	0%	40%	40%	\$1,216,440	\$0	\$486,576
3	30-inch Alta Vista Pump Station Water Line	0%	40%	40%	\$5,472,000	\$0	\$2,188,800
4	12-inch Water Lines in Upper Pressure Plane	0%	60%	60%	\$884,600	\$0	\$530,760
5	12-inch Johnson Road Water Line	20%	70%	50%	\$743,900	\$148,780	\$371,950
6	16-inch Mt. Gilead and Bancroft Road and 12-inch Keller-Smithfield Road Water Line	55%	95%	40%	\$1,933,200	\$1,063,260	\$773,280
7	16-inch Florence Road Water Line	10%	65%	55%	\$1,229,600	\$122,960	\$676,280
8	8-inch Lower Pressure Plane Water Line	0%	5%	5%	\$219,000	\$0	\$10,950
9	Pearson Pump Station Upper Pressure Plane Expansion	0%	20%	20%	\$905,700	\$0	\$181,140
10	12-inch Florence Road Water Line	15%	50%	35%	\$1,100,900	\$165,135	\$385,315
11	12-inch Bear Creak Parkway Water Line	10%	55%	45%	\$707,000	\$70,700	\$318,150
12	12-inch and 16-inch South Upper Pressure Plane Water Lines	45%	60%	15%	\$632,100	\$284,445	\$94,815
<b>Proposed Project Sub-total</b>					<b>\$20,886,240</b>	<b>\$2,763,610</b>	<b>\$7,510,526</b>
<b>Total Capital Improvements Cost</b>					<b>\$34,516,469</b>	<b>\$10,725,270</b>	<b>\$11,008,103</b>
* Utilization in 2014 on Proposed Projects indicates a portion of the project that will be used to address deficiencies within the existing system, and therefore are not eligible for impact fee cost recovery for future growth.							

WATER Impact Fee Collection/Expensed Summary

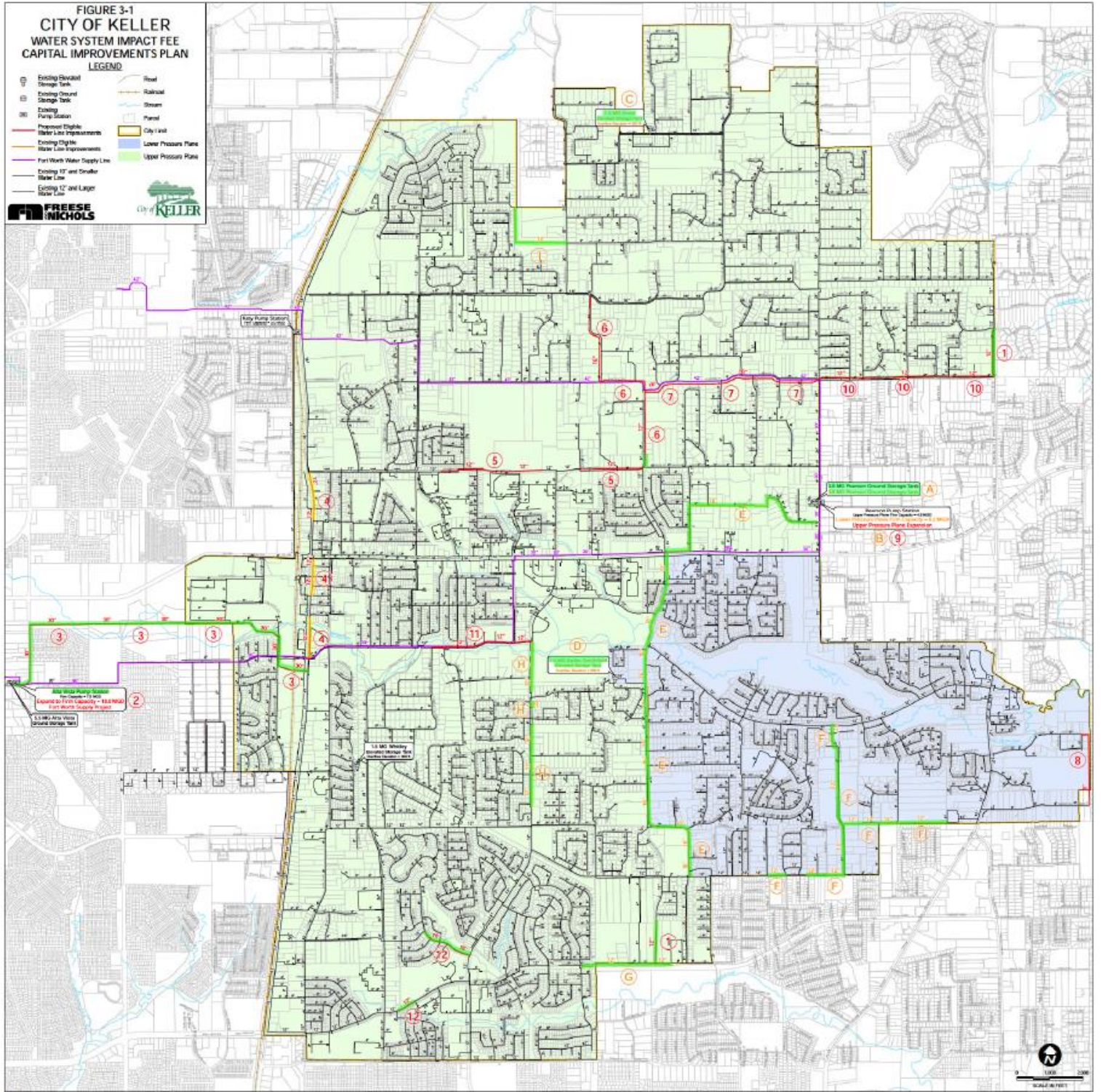
Table 2-1 - Water Impact Fees by Fiscal Year 6 Month & 12 Month Activity							
Fiscal Year	Impact Fees COLLECTED			Impact Fees EXPENDED <sup>1</sup>			Fund Balance
	Oct-Mar	Apr-Sept	Oct-Sept	Oct-Mar	Apr-Sept	Oct-Sept	
FY 2014-15	145,926	101,198	247,124	23,997	404,105	428,103	1,489,358
FY 2015-16	132,338	154,502	286,840	164,116	1,743,019	1,907,135	1,348,095
FY 2016-17	188,281	101,533	289,814	1,549,743	1,549,743	3,099,485	(269,226)
FY 2017-18	61,781	114,917	176,699	50,000	50,000	100,000	32,950
FY 2018-19	111,226	191,512	302,738	0	0	0	459,031
FY 2019-20	120,625	116,317	236,942	150,000	150,000	300,000	528,488
FY 2020-21	144,563	349,302	493,865	0	0	0	1,025,905
FY 2021-22	128,654	63,739	192,393	0	0	0	1,155,922
FY2022-23	66,579		66,579	0		0	1,439,305

WATER Projects	Impact Fees Allocated	Total Budget	% Impact Fees	Expensed thru Nov 2022	% of Budget Expensed
<b>Previous Projects</b>					
Alta Vista Pump Station (2a & 2b)	\$ 778,505	\$ 7,467,770	10.4%	\$ 7,469,449	100.0%
Alta Vista Transmission Main (3)	\$3,992,200	\$ 7,934,584	50.3%	\$ 7,934,584	100.0%
US377 12" Water Lines (4)	\$ 500,000	\$ 1,004,877	49.8%	\$ 919,547	95.1%
<b>Current Projects</b>					
12" Water Lines in Upper Plan (4)	\$ 100,000	\$ 350,000	28.6%	\$ 59,434	17.0%
<b>Total of All Projects</b>	<b>\$5,370,705</b>	<b>\$16,757,231</b>	<b>32.1%</b>	<b>\$16,758,911</b>	<b>100.0%</b>



**FIGURE 3-1  
CITY OF KELLER  
WATER SYSTEM IMPACT FEE  
CAPITAL IMPROVEMENTS PLAN  
LEGEND**

- Existing Elevated Storage Tank
- Existing Ground Storage Tank
- Existing Pump Station
- Proposed Pipeline
- Existing City-He Water Line Improvements
- Fort Worth Water Supply Line
- Existing 12" and Smaller Water Line
- Existing 12" and Larger Water Line
- Road
- Railroad
- Stream
- Canal
- City Limit
- Lower Pressure Plane
- Upper Pressure Plane



# Wastewater System

Eligible Capital Projects from the most current Impact Fee Study

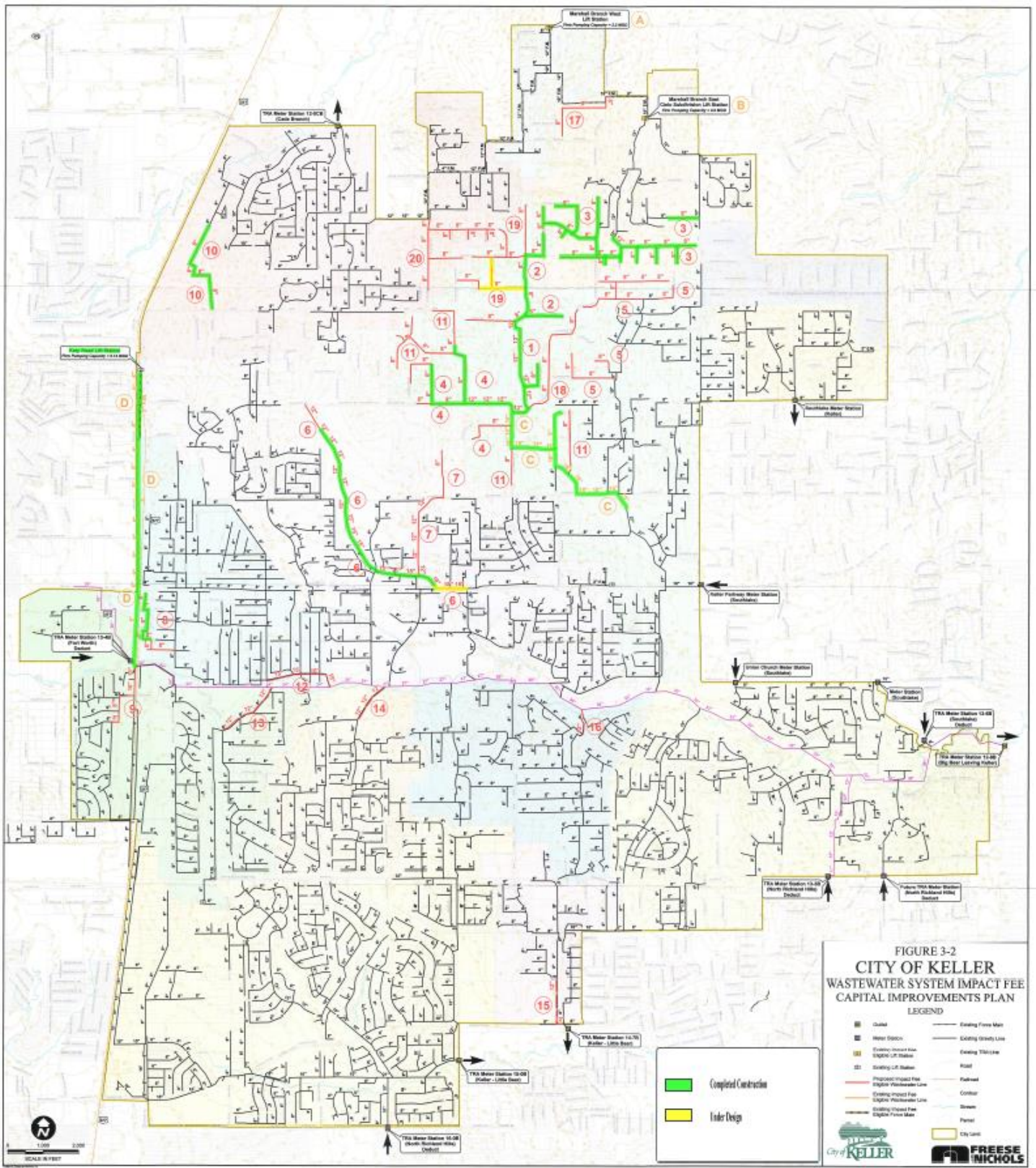
No.	Description of Project	Percent Utilization			Costs Based on 2014 Dollars		
		2014	2024*	2014-2024	Capital Cost	Current Development	10-Year (2014-2024)
<b>EXISTING</b>							
A	Marshall Branch West Lift Station and Interceptor	35%	80%	45%	\$1,855,759	\$649,516	\$835,092
B	Marshall Branch East Lift Station and Interceptor	40%	85%	45%	\$1,611,295	\$644,518	\$725,083
C	Big Bear East Branch Interceptor	5%	55%	50%	\$1,582,758	\$79,138	\$791,379
D	Katy Road Lift Station and Sanitary Sewer Improvements	30%	80%	50%	\$1,959,449	\$587,835	\$979,725
E	Wastewater Impact Fee Study	0%	100%	100%	\$42,000	\$0	\$42,000
<b>Existing Project Sub-total</b>					<b>\$7,051,261</b>	<b>\$1,961,006</b>	<b>\$3,373,278</b>
<b>PROPOSED</b>							
1	8-inch and 12-inch Big Bear East Wastewater Interceptor	0%	65%	65%	\$703,600	\$0	\$457,340
2	North Big Bear East Septic Elimination Lines	0%	30%	30%	\$636,800	\$0	\$191,040
3	Southwest Marshall Branch Septic Elimination Lines	0%	40%	40%	\$1,979,200	\$0	\$791,680
4	West Big Bear East Septic Elimination Lines	0%	30%	30%	\$1,204,000	\$0	\$361,200
5	Big Bear East Wastewater Improvements	0%	40%	40%	\$1,280,700	\$0	\$512,280
6	12-inch to 18-inch Big Bear Wastewater Interceptor	0%	50%	50%	\$1,377,300	\$0	\$688,650
7	North Branch of Big Bear Wastewater Interceptor	0%	25%	25%	\$744,800	\$0	\$186,200
8	Big Bear West Collector Replacement	30%	45%	15%	\$427,400	\$128,220	\$64,110
9	8-inch and 10-inch Wastewater Lines in Western Big Bear Southwest	30%	60%	30%	\$388,400	\$116,520	\$116,520
10	Cade Branch Interceptor	0%	55%	55%	\$288,000	\$0	\$158,400
11	Big Bear East Assorted Septic Eliminations	0%	35%	35%	\$1,506,200	\$0	\$527,170
12	Big Bear West Interceptor Replacement	85%	90%	5%	\$465,800	\$395,930	\$23,290
13	Big Bear Southwest Interceptor Replacement	85%	95%	10%	\$441,400	\$375,190	\$44,140
14	Big Bear South 1 Interceptor Replacement	85%	90%	5%	\$305,000	\$259,250	\$15,250
15	Little Bear East Interceptor Replacement	90%	95%	5%	\$360,600	\$324,540	\$18,030
16	Big Bear South 2 Interceptor Replacement	90%	100%	10%	\$233,300	\$209,970	\$23,330
17	8-inch Northern Marshall Branch East Wastewater Line	0%	20%	20%	\$385,600	\$0	\$77,120
18	Big Bear East Central Septic Elimination Lines	0%	45%	45%	\$611,200	\$0	\$275,040
19	Northern Big Bear East Septic Elimination Lines	0%	40%	40%	\$1,200,600	\$0	\$480,240
20	Melody Hills Estates Septic Elimination Lines	0%	45%	45%	\$945,900	\$0	\$425,655
<b>Proposed Project Sub-total</b>					<b>\$15,485,800</b>	<b>\$1,809,620</b>	<b>\$5,436,685</b>
<b>Total Capital Improvements Cost</b>					<b>\$22,537,061</b>	<b>\$3,770,626</b>	<b>\$8,809,963</b>
* Utilization in 2014 on Proposed Projects indicates a portion of the project that will be used to address deficiencies within the existing system, and therefore are not eligible for impact fee cost recovery for future growth.							



Impact Fee Collection/Expensed Summary

Table 2-2 - Wastewater Impact Fees by Fiscal Year 6 Month & 12 Month Activity							
Fiscal Year	Impact Fees COLLECTED			Impact Fees EXPENDED <sup>1</sup>			Fund Balance
	Oct-Mar	Apr-Sept	Oct-Sept	Oct-Mar	Apr-Sept	Oct-Sept	
FY 2014-15	143,098	91,329	234,427	84,435	(1,126,197)	(1,041,761)	3,207,975
FY 2015-16	116,556	115,484	232,040	9,200	1,717,645	1,726,845	4,481,776
FY 2016-17	129,897	85,885	215,782	337,500	1,017,565	1,355,065	2,970,713
FY 2017-18	81,519	104,652	186,171	0	0	0	3,214,589
FY 2018-19	92,167	130,999	223,166	0	0	0	3,503,237
FY 2019-20	106,213	89,230	195,442	0	0	0	3,768,234
FY 2021-22	129,294	325,887	455,181	0	98,451	0	4,145,910
FY 2021-22	110,436	50,473	160,909	1,680,900	1,684,800	3,365,700	949,959
FY2022-23	49,847		49,847	0		0	1,074,579

WASTEWATER Projects	Impact Fees Allocated	Total Budget	% Impact Fees	Expensed thru Nov 2022	% of Budget Expensed
<b>Previous Projects</b>					
-					
<b>Current Projects</b>					
Big Bear Central Interceptor (6)	\$ 649,750	\$ 899,616	72.2%	\$ 893,869	99.4%
Cade Branch WW Capacity (10)	\$ 2,415,600	\$ 2,415,600	100.0%	\$ 0	0%
Cade Branch WW 8" to 15" (10)	\$ 946,200	\$ 946,200	100.0%	\$ 0	0%
<b>On Hold Projects</b>					
Big Bear East Collector Ext (5)	\$ 75,000	\$ 75,000	100.0%	\$ 0	0%
<b>Upcoming Projects</b>					
Big Bear 6" to 8" (6)	\$ 953,450	\$ 1,906,900	50.0%	\$ 0	0%
<b>Total of All Projects</b>	<b>\$5,040,000</b>	<b>\$6,243,316</b>	<b>80.7%</b>	<b>\$ 893,869</b>	<b>14.3%</b>





# Roadway System

Eligible Capital Projects from the most current Impact Fee Study

## Keller Roadway Impact Fee Study Update Roadway Impact Fee Capital Improvements Plan

Serv Area	CIP Origin	Reference CIP No.	Roadway	From	To	Project Status	Length (mi)	No. of Lanes	Type Rdwy	Thoroughfare Plan		Pct. in Serv. Area	Project Cost*	
										Description	ROW			
A	2004	1	Johnson Road	US 377	Hallelujah	Recoup	1.58	2	UCS	C4U Undiv Coll	80	50%	\$2,029,504	
A	2004	2	Johnson Road	Hallelujah	Keller Smithfield	New	0.38	4	UC4	C4U Undiv Coll	80	100%	\$1,976,500	
A	2004	3	Mt. Gilead	US 377	Roanoke	New	1.49	4	UC4	C4U Undiv Coll	80	100%	\$9,461,944	
A	2009	4a	Bourland Road	Johnson	Mt. Gilead	New	1.01	4	UC4	C4U Undiv Coll	80	100%	\$6,142,560	
A	2009	4b	Bourland Road	Mt. Gilead	Marshall Ridge	Recoup	0.19	2	UCS	C3U Collector	70	100%	\$415,413	
A	2004	5	Keller Smithfield	Johnson	FM 1709	Recoup	0.51	4	UC4	C4U Undiv Coll	80	100%	\$268,500	
A	2004	6	Rufe Snow Drive	FM 1709	Johnson	New	0.49	4	DA	A4D Divided Art	100	50%	\$1,211,997	
A	2004	7	Pearson Lane	Florence	City Limits	New	1.78	4	UC4	C4U Undiv Coll	80	100%	\$11,363,607	
<b>Sub-total SA A</b>							<b>7.44</b>						<b>\$32,870,024</b>	
B	2004	8	Bourland Road	FM 1709	Johnson	Recoup	0.55	4	DA	A4D Divided Art	100	100%	\$1,845,210	
B	2004	9	North Tarrant Parkway	US 377	Whitley	Recoup	0.22	6	PDA	A6D Divided Art	125	100%	\$1,030,959	
B	2004	10	North Tarrant Parkway	Whitley	City Limits	Recoup	1.49	6	PDA	A6D Divided Art	125	100%	\$7,319,481	
B	2004	11	Bear Creek Parkway	Keller Smithfield	Davis	Recoup	2.14	4	DA	A6D Divided Art	125	100%	\$2,736,917	
B	2004	12	Bear Creek Parkway	Keller Smithfield	Rufe Snow	Recoup	0.62	4	DA	A6D Divided Art	125	100%	\$2,738,269	
B	2004	13	Rufe Snow Drive	FM 1709	Bear Creek	Recoup	0.21	6	PDA	A6D Divided Art	125	100%	\$449,812	
B	2004	6	Rufe Snow Drive	Johnson	FM 1709	New	0.49	4	DA	A4D Divided Art	100	50%	\$1,211,997	
B	2004	14	Rufe Snow Drive	Bear Creek	Rapp	Recoup	1.35	4	PDA	A6D Divided Art	125	100%	\$7,936,400	
B	2004	15	Keller Smithfield Road	FM 1709	Wayside	Recoup	0.12	4	DA	A4D Divided Art	100	100%	\$522,495	
B	2004	16	Keller Smithfield Road	Wayside	Bear Run	Recoup	0.44	4	DA	A4D Divided Art	100	100%	\$4,236,688	
B	2004	17	Keller Smithfield Road	Bear Run	Shady Grove	New	1.32	4	DA	A4D Divided Art	90	100%	\$8,226,070	
B	2004	18	Keller Smithfield Road	Shady Grove	North Tarrant Parkway	Recoup	0.51	2	UA	A4D Divided Art	90	100%	\$368,622	
B	2004	19	Keller Smithfield Road	Shady Grove	North Tarrant Parkway	New	0.51	2	UA	A4D Divided Art	90	100%	\$1,924,910	
B	2004	20	Rapp Road	US 377	Rufe Snow	New	1.43	4	DA	A6D Divided Art	125	100%	\$10,298,114	
B	2004	1	Johnson Road	US 377	Hallelujah	Recoup	1.58	2	UCS	C4U Undiv Coll	80	50%	\$2,029,504	
<b>Sub-total SA B</b>							<b>12.99</b>						<b>\$52,875,447</b>	
<b>Totals:</b>							<b>20.42</b>							<b>\$85,745,472</b>

Impact Fee Collection Summary

Table 2-3 - Roadway Impact Fees COLLECTED by Fiscal Year							
Fiscal Year	COLLECTED – NORTH ROADWAY			COLLECTED – SOUTH ROADWAY			Fund Balance
	Oct-Mar	Apr-Sept	Oct-Sept	Oct-Mar	Apr-Sept	Oct-Sept	
FY 2014-15	164,204	113,265	277,469	175,447	74,905	250,352	4,866,615
FY 2015-16	181,278	126,872	308,150	176,455	451,299	627,754	5,389,944
FY 2016-17	87,516	133,410	220,926	112,976	108,051	221,027	6,346,999
FY 2017-18	103,070	94,013	197,083	122,577	134,384	256,961	6,953,958
FY 2018-19	149,606	68,981	218,587	184,245	216,416	400,661	6,591,968
FY 2019-20	101,973	99,040	201,013	91,428	185,613	277,041	7,143,105
FY 2021-22	78,676	1,306,666	1,385,009	235,380	150,983	386,363	8,836,318
FY 2022-23	92,975	47,439	140,414	89,347	20,923	110,270	9,067,367
FY2023-24	32,991		32,991	52,479		52,479	9,240,871

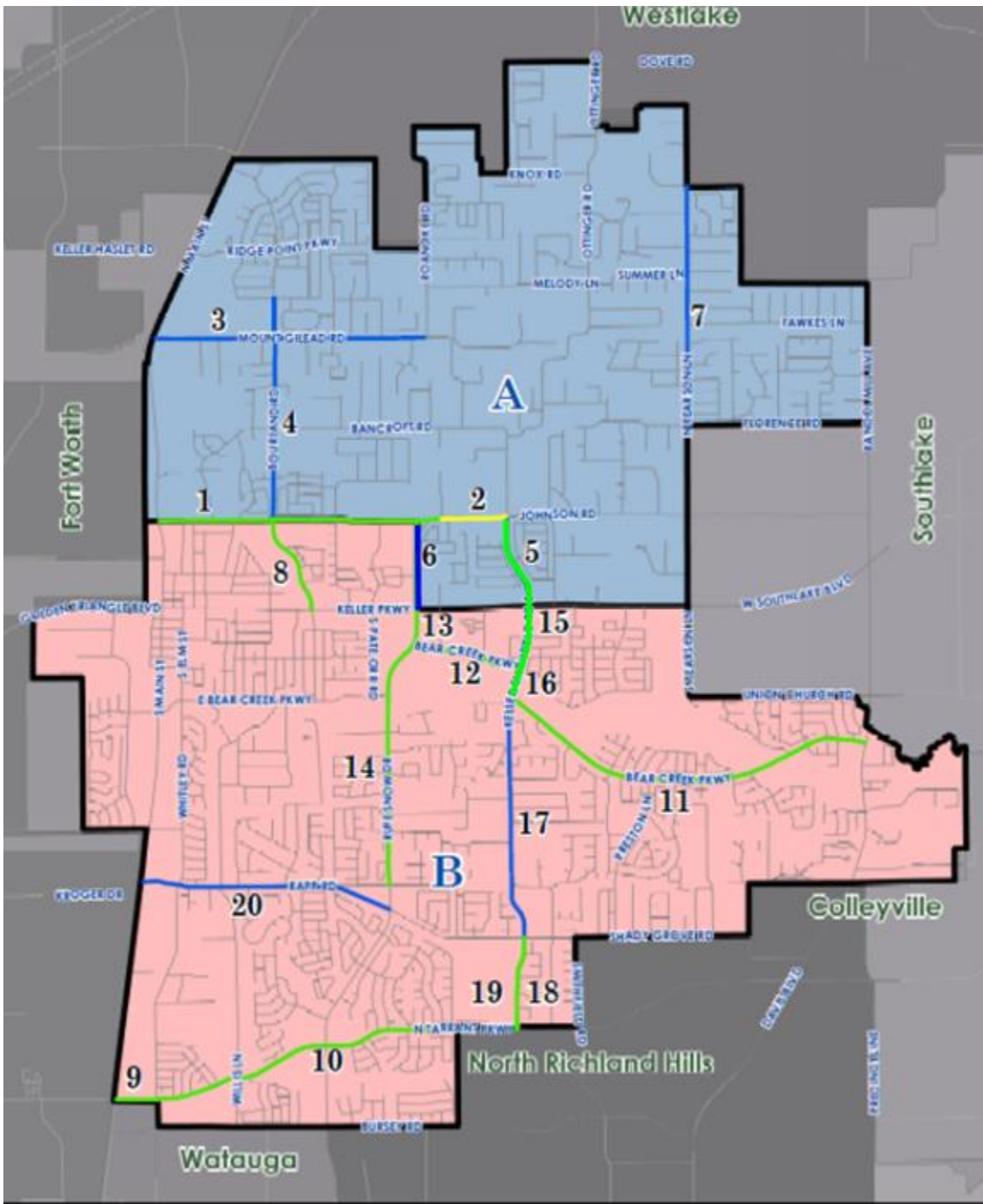
Impact Fee Expended Summary

Table 2-4 - Roadway Impact Fees EXPENDED <sup>1</sup> by Fiscal Year							
Fiscal Year	EXPENDED – NORTH ROADWAY			EXPENDED – SOUTH ROADWAY			Fund Balance
	Oct-Mar	Apr-Sept	Oct-Sept	Oct-Mar	Apr-Sept	Oct-Sept	
FY 2014-15	2,862	8,738	11,599	2,862	8,738	11,600	4,866,615
FY 2015-16	-	-	-	-	-	-	5,389,944
FY 2016-17	-	-	-	-	-	-	6,346,999
FY 2017-18	231,250	231,250	462,500	-	-	-	6,953,958
FY 2018-19	500,000	500,000	1,000,000	62,500	62,500	125,000	6,591,968
FY 2019-20	0	29,355	29,355	0	29,355	29,355	7,143,105
FY 2021-22	20,220	41,455	61,675	20,220	41,455	61,675	8,836,318
FY 2022-23	15,325	19,015	34,340	15,325	19,015	34,340	9,067,367
FY 2023-24	4,930		4,630	0		0	9,240,871

<b>NORTH ROADWAY Projects</b>	<b>Impact Fees Allocated</b>	<b>Total Budget</b>	<b>% Impact Fees</b>	<b>Expensed thru Nov 2022</b>	<b>% of Budget Expensed</b>
<b>Previous Projects</b>					
-					
<b>Current Projects</b>					
Johnson Rd/Keller-Smithfield RA (2)	\$ 462,000	\$ 925,000	50.0%	\$ 128,332	13.9%
Johnson Rd Reconstruction (2)	\$ 1,000,000	\$ 5,707,117	17.5%	\$ 684,229	12.0%
Impact Fee Study Update	\$ 130,000	\$ 130,000	100.0%	\$ 125,370	96.4%
<b>Upcoming Projects</b>					
Mt Gilead Reconstruction (3)	\$ 6,862,500	\$ 13,705,000	50.1%	\$ -	0.0%
Mt. Gilead/Roanoke Rd RA (3)	\$ 200,000	\$ 400,000	50.0%	\$ -	0.0%
<b>Total of All Projects</b>	<b>\$ 8,654,500</b>	<b>\$ 20,997,117</b>	<b>41.2%</b>	<b>\$ 937,931</b>	<b>4.5%</b>

<b>SOUTH ROADWAY Projects</b>	<b>Impact Fees Allocated</b>	<b>Total Budget</b>	<b>% Impact Fees</b>	<b>Expensed thru Nov 2022</b>	<b>% of Budget Expensed</b>
<b>Previous Projects</b>					
-					
<b>Current Projects</b>					
Impact Fee Study Update	\$ 130,000	\$ 130,000	100.0%	\$ 125,370	96.4%
<b>Upcoming Projects</b>					
-					
<b>Total of All Projects</b>	<b>\$ 130,000</b>	<b>\$ 130,000</b>	<b>100.0%</b>	<b>\$ 125,370</b>	<b>96.4%</b>





### Proposed Roadway Impact Fee Capital Improvements Plan



#### Legend

- City Limit
- Service Area A
- Service Area B
- Roadway CIP Not Under Design or Complete
- Roadway CIP Completed
- Roadway CIP Under Design

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**Footnotes**

- 1 Impact fees are transferred quarterly into capital projects. In doing so, the impact fee commitment to a project is equivalent to an approved expenditure, regardless of the year-to-date spending on the project. As it relates to capital budgets in the summary schedule of adopted project revenues and expenditures, capital projects use project life budgeting; meaning funds are available until the project is closed out. Both the transfer of impact fees and project life budgeting are based on financial policies and budget amendments adopted by Council during FY 2015-16. The financial policies were re-adopted for FY 2018-19. The fiscal years impacted by this practice are indicated with an asterisk (\*).
- 2 Highlight denotes a Roadway project that is in the South Service Area. All other Roadway projects are in the North Service Area.