



Capital Improvements Advisory Committee

*Semiannual Report
March 2022 – September 2022*

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SECTION I. Committee Members and City Personnel.

1.1 City of Odessa Capital Improvements Advisory Committee

John Landgraf, Chair
Mike Withrow, Vice-Chair
Filiberto Gonzales, Secretary
Joe Hurt
Dr. James B. Goates
Lance Marker
Dustin Fawcett

1.2 City of Odessa Staff Facilitators

Thomas G. Kerr, P.E., Director of Public Works and Utilities
Vanessa Ramirez, Deputy Director of Public Works and Utilities
Yervand Hmayakyan, P.E., CFM, City Engineer
Joe Tucker, P.E., CFM, Assistant City Engineer
Hal Feldman, P.E., Traffic Engineer
Fara Hernandez, CIP Coordinator

SECTION II. Executive Summary.

Chapter 395 of the Texas Local Government Code requires the Capital Improvements Advisory Committee (CIAC) to file semiannual reports with the political subdivision. The purpose of the semiannual report is to document the progress of the Capital Improvements Plan (CIP) and any perceived inequalities in implementing the CIP or imposing the impact fee.

On August 10, 2021, the City of Odessa City Council adopted Ordinance 2021-27 implementing roadway, water and wastewater impact fees in the City of Odessa effective September 9, 2021. Also as required by Chapter 395 of the Texas Local Government Code, the ordinance provided for a one year grace period for any development which received final plat before the effective date of impact fees and was issued a building permit within that one year time frame.

The CIAC held a meeting on September 26, 2022 to review the implementation of the Impact Fee program. This semiannual report includes:

- A summary of the total roadway, water and wastewater impact fees collected and available for capital improvements projects to date;
- Any potential projects identified on the CIP which are currently scheduled to be funded by impact fee revenues; and
- Draft minutes from the September 26, 2022 CIAC meeting.

This report covers the period from March 2022 through September 2022 and fulfills the CIAC's legislative obligations.

SECTION III. Roadway Impact Fees.

3.1 Service Areas

The City is divided into three Service Areas for purposes of roadway impact fees. The roadway service areas cover the entire corporate boundary of the City of Odessa. Chapter 395 of the Texas Local Government Codes specifies that “the service area is limited to an area within the corporate boundaries of the political subdivision and shall not exceed six (6) miles.” *Figure 1* shows the boundaries for each service area.

Roadway Impact Fee Service Areas

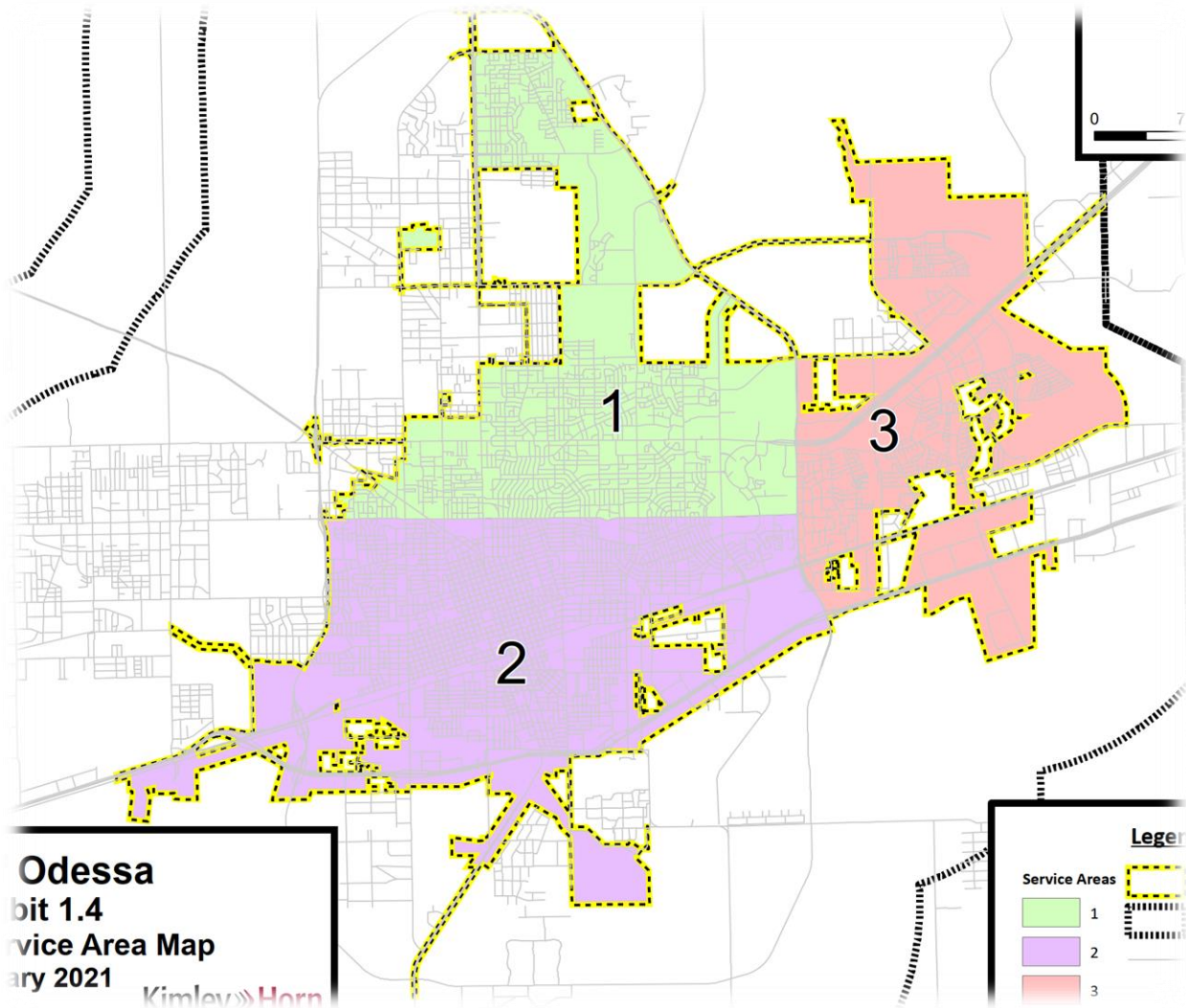


Figure 1

3.2 Capital Improvements Plan

Each service area within the City has associated projects identified in the CIP. Impact fees collected within each service area can only be used to fund projects within the respective service

area and identified on the CIP. The CIP includes arterial and collector class roadway facilities, as well as intersection improvements and other transportation related facilities. All the facilities are part of the currently adopted Transportation Master Plan. *Figures 2-4* show the projects identified in the CIP for service areas 1-3.

Roadway Service Area 1 CIP

| | |
|---------------------------------------|--|
| <u>New Projects</u> | |
| 1-A | 61ST ST (ECTOR AVE TO N GRANDVIEW AVE) |
| 1-B | DAWN AVE (E YUKON RD TO WRIGLEY DR) |
| <u>Widening Projects</u> | |
| 1-C | DAWN AVE (E 87TH ST TO E YUKON RD) |
| 1-D | E YUKON RD (ANDREWS HWY TO ECTOR AVE) |
| 1-E | E YUKON RD (ECTOR AVE TO DAWN AVE) |
| 1-F | E YUKON RD (DAWN AVE TO N GRANDVIEW AVE) |
| 1-G | E YUKON RD (N GRANDVIEW AVE TO LOOP 338) |
| 1-H | N GRANDVIEW AVE (CITY LIMITS TO CHARLES WALKER RD) |
| 1-I | N GRANDVIEW AVE (CHARLES WALKER RD TO SHEA LN) |
| <u>Corridor Study Projects</u> | |
| CS-1 | N JOHN BEN SHEPPERD PKWY BLVD (NE LOOP 338 TO UNIVERSITY BLVD) |
| <u>Intersection Projects</u> | |
| #1 | LOOP 338 & N JOHN BEN SHEPPERD HWY |
| #2 | 42ND ST & N GRANDVIEW AVE |
| #3 | 42ND ST & TANGLEWOOD LN |
| #4 | 42ND ST & N JOHN BEN SHEPPERD HWY |
| #5 | E YUKON RD & N GRANDVIEW AVE |
| #6 | LOOP 338 & FM 554 |

Figure 2

Roadway Service Area 2 CIP

| | |
|---------------------------------------|---|
| <u>New Projects</u> | |
| 2-A | S DIXIE BLVD (S DIXIE BLVD STUB TO W McCORMICK ST) |
| <u>Widening Projects</u> | |
| 2-B | S DIXIE BLVD (E POOL RD TO CITY LIMITS) |
| 2-C | S JOHN BEN SHEPPERD PKWY BLVD (IH-20 FRONTAGE ROADS TO CITY LIMITS) |
| 2-D | W MURPHY ST (SW LOOP 338 TO S CRANE AVE) |
| <u>Corridor Study Projects</u> | |
| CS-2 | N JOHN BEN SHEPPERD PKWY BLVD (UNIVERSITY BLVD TO E HWY 80) |
| <u>Intersection Projects</u> | |
| #1 | E 10TH ST & N DIXIE BLVD |
| #2 | E 7TH ST & N GRANT AVE |
| #3 | E 8TH ST & MAPLE AVE |
| #4 | E 8TH ST & N DIXIE BLVD |
| #5 | E 8TH ST & E 2ND ST |
| #6 | N GRANT AVE & KERMIT HWY/ANDREWS HWY |
| #7 | S CRANE AVE & W CLEMENTS ST |

Figure 3

Roadway Service Area 3 CIP

| | |
|-------------------------------------|---|
| <u>New Projects</u> | |
| 3-A | CR 1300 (CITY LIMITS TO 1500' S OF CITY LIMITS) |
| 3-B | CR 1300 (1500' S OF CITY LIMITS TO CR 122) |
| 3-C | DORADO DR (DEVON CT TO CITY LIMITS) |
| 3-D | E YUKON RD (KATE REED DR TO W HWY 191) |
| 3-E | E YUKON RD (CITY LIMITS TO CR 1300) |
| 3-F | N FAUDREE RD (NORTH CITY LIMITS TO PARKS BELL BLVD) |
| 3-G | N FAUDREE RD (PARKS BELL BLVD TO E YUKON RD) |
| 3-H | PARKS BELL BLVD (N FAUDREE RD TO E YUKON RD) |
| <u>Widening Projects</u> | |
| 3-I | E 56TH ST (LOOP 338 TO N FAUDREE RD) |
| 3-J | E 56TH ST (N FAUDREE RD TO E YUKON RD) |
| 3-K | E YUKON RD (LOOP 338 TO N FAUDREE RD) |
| 3-L | N FAUDREE RD (E YUKON RD TO E HWY 191) |
| <u>Intersection Projects</u> | |
| #1 | COUNTRY CLUB RD & W HWY 80 |

Figure 4

3.3 Revenue

The City has collected a total of **\$1,252,265.26** in roadway impact fees. *Table 1* illustrates the total roadway impact fee collections over the period covered in this report, \$696,324.78, broken down by service area, residential and non-residential land use types.

| Service Area | Residential | Non-Residential |
|--------------------|---------------------|-----------------|
| 1 | \$0 | \$121,664.21 |
| 2 | \$0 | \$106,798.13 |
| 3 | \$208,257.66 | \$259,604.78 |
| Subtotal | \$208,257.66 | \$488,067.12 |
| | | |
| Grand Total | \$696,324.78 | |

Table 1

The total roadway impact fees collected thus far average approx. \$104,400¹ per month, while collections over the period covered in this report average approx. \$116,000² per month. Therefore we can assume that if roadway impact fee collections continue at this rate, the next reporting period will yield anywhere from \$626,400 to \$696,000 in additional revenue. This would provide the City with total anticipated roadway impact fee revenues totaling \$1,878,665 to \$1,368,265 during the first year and a half of implementation. The projected cost to complete all the projects identified in the CIP for all three service areas totals **\$215,552,499**.

SECTION IV. Water Impact Fees

4.1 Service Area

The City's geographic boundary of the water impact fee service area includes the area in the boundaries created in the 2019 Water Master Plan. This boundary extends beyond the corporate boundary of the City of Odessa.³ *Figure 5* shows the City's water impact fee service area.

4.2 Capital Improvements Plan

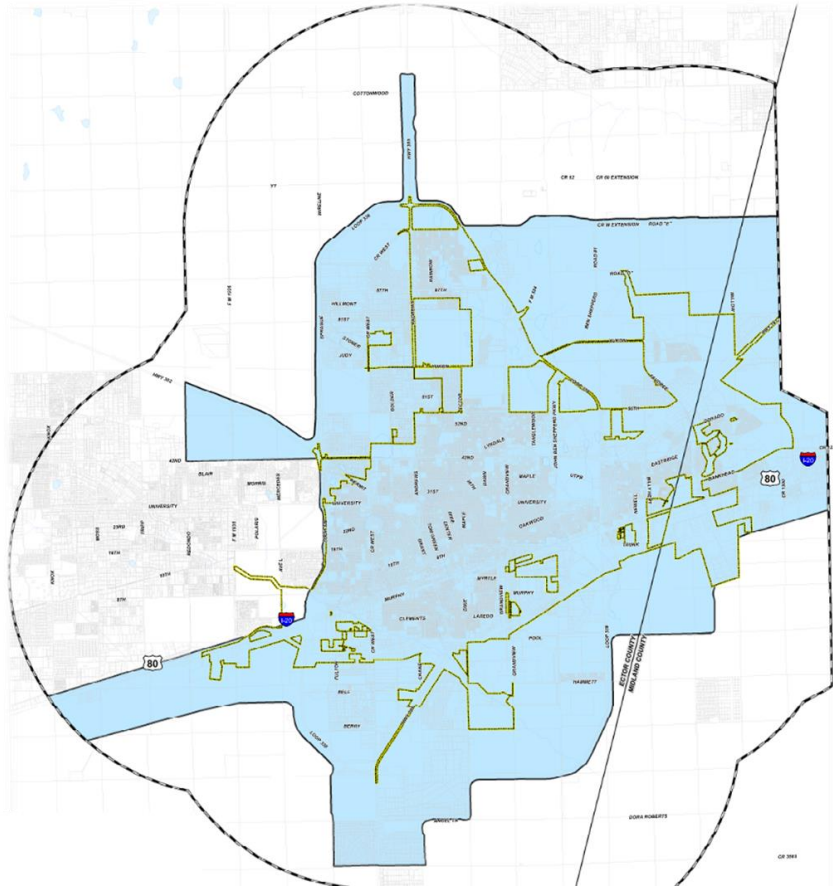
The CIP for the water service area represents those projects that will be needed to accommodate the growth identified in the Land Use Assumptions adopted by the City. *Figure 6* shows the respective projects identified in the CIP for the water service area.

¹ Rounded to the nearest 100.

² Rounded to the nearest 100.

³ Ch. 395 of the Tex. Loc. Gov't Code allows the service area for water to extend into the extraterritorial jurisdiction.

Water Impact Fee Service Area



Water Impact Fee CIP

| Project Number | Description |
|----------------|--|
| 1 | NW LOOP 338 24-INCH WATER LINE PHASE 1 |
| 2 | NW LOOP 338 24-INCH WATER LINE PHASE 2 |
| 3 | SOUTHWEST PUMP STATION & 16-INCH WATER LINE |
| 4 | SOUTHWEST PRESSURE PLANE 16-INCH WATER LINE |
| 5 | EVANS BOULEVARD / E 87TH STREET 16-INCH WATER LINE |
| 6 | 56TH STREET 18-INCH WATER LINE |
| 7 | N FAUDREE ROAD UPPER 24-INCH WATER LINE |
| 8 | YUKON PUMP STATION IMPROVEMENTS PHASE 1 |
| 9 | E 100TH STREET 24-INCH WATER LINE |
| 10 | NORTHEAST 2.0 MG ELEVATED STORAGE TANK |
| 11 | HIGHWAY 191 12-INCH WATER LINE PHASE 1 |
| 12 | W COUNTY ROAD 122 12-INCH WATER LINE |
| 13 | DORADO DRIVE 12-INCH WATER LINE |
| 14 | SOUTHWEST PRESSURE PLANE 12-INCH WATER LINE |
| 15 | INTERSTATE 20 12-INCH WATER LINE |
| 16 | N JOHN BEN SHEPPERD 24-INCH WATER LINE |
| 17 | E 87TH 16-INCH WATER LINE |
| 18 | FM 554 TO WILLOW LANE 12-INCH WATER LINE |
| 19 | E YUKON ROAD 18-INCH WATER LINE |
| 20 | N WILLOW LANE 12-INCH WATER LINE |
| 21 | COUNTY ROAD WEST EXTENSION 12-INCH WATER LINE |
| 22 | PROJECT #41 12-INCH WATER LINE |
| 23 | S COUNTY ROAD 1302 12-INCH WATER LINE |
| 24 | COUNTY ROAD 1300 12-INCH WATER LINE |
| 25 | 2020 WATER IMPACT FEE REPORT |

Figure 6

4.3 Revenue

The City has collected a total of **\$103,799.77** in water impact fees. *Table 2* illustrates the total water impact fee collections over the period covered in this report, \$63,408.15, broken down by residential and non-residential land use types.

Water Impact Fees Collected

| | Residential | Non-Residential |
|--------------------|--------------------|-----------------|
| | \$45,773.51 | \$17,634.64 |
| | | |
| Grand Total | \$63,408.15 | |

Table 2

The total water impact fees collected thus far average approx. \$8,600⁴ per month, while collections over the period covered in this report average approx. \$10,600⁵ per month. Therefore we can assume that if water impact fee collections continue at this rate, the next reporting period will yield anywhere from \$51,600 to \$63,600 in additional revenue. This would provide the City with total anticipated water impact fee revenues totaling \$155,400 to \$173,400 during the first year and a half of implementation. The projected cost to complete all the projects identified in the CIP in the water service area totals **\$55,432,000**.

SECTION V. Wastewater Impact Fees

5.1 Service Area

The City’s geographic boundary of the wastewater impact fee service area includes the area in the boundaries created in the 2019 Wastewater Master Plan. This boundary extends beyond the corporate boundary of the City of Odessa.⁶ *Figure 7* shows the City’s wastewater impact fee service area.

5.2 Capital Improvements Plan

The CIP for the wastewater service area represents those projects that will be needed to accommodate the growth identified in the Land Use Assumptions adopted by the City. *Figure 8* shows the respective projects identified in the CIP for the wastewater service area.

⁴ Rounded to the nearest 100

⁵ Rounded to the nearest 100.

⁶ Ch. 395 of the Tex. Loc. Gov’t Code allows the service area for water to extend into the extraterritorial jurisdiction.

Wastewater Service Area

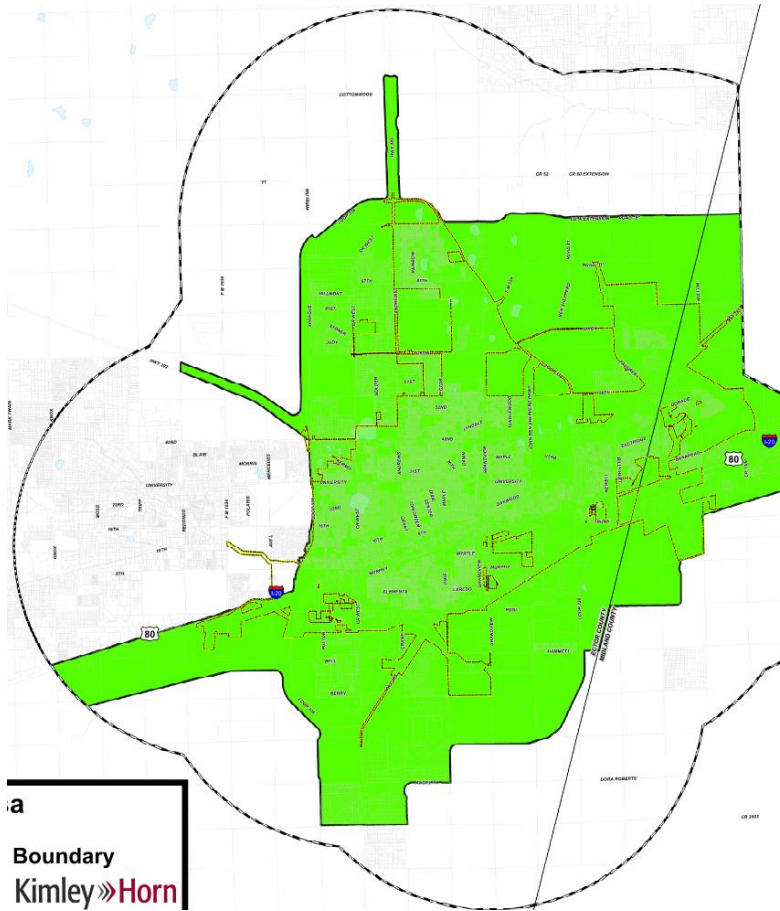


Figure 7

Wastewater Impact Fee CIP

| Project Number | Description |
|----------------|--|
| 1 | LINE P INTERCEPTOR SEGMENT I |
| 2 | LINE Q INTERCEPTOR SEGMENT I |
| 3 | LINE Q INTERCEPTOR SEGMENT II |
| 4 | FAUDREE RD 18-INCH TRUNK MAIN |
| 5 | FAUDREE RD 15-INCH TRUNK MAIN |
| 6 | LINE H INTERCEPTOR SEGMENT I |
| 7 | WEST I-20 30-INCH TRUNK MAIN |
| 8 | LINE P BASIN SOUTHEAST LIFT STATION, FORCE MAIN, AND RELIEF TRUNK MAIN |
| 9 | FAUDREE RD 15-INCH NORTH TRUNK MAIN EXTENSION |
| 10 | RATLIFF RANCH NORTHEAST 12-INCH TRUNK MAIN |
| 11 | RATLIFF RANCH NORTH 12-INCH TRUNK MAIN |
| 12 | FM 554 NORTHEAST 12-INCH TRUNK MAIN |
| 13 | FM 554 NORTH 15, 12-INCH TRUNK MAIN |
| 14 | DORADO DR LINE P BASIN 12-INCH MAIN |
| 15 | LINE P BASIN NORTHEAST 12, 8-INCH TRUNK MAIN |
| 16 | SMITH PARK 12-INCH MAIN |
| 17 | PARKS BILL RANCH NORTH 12-INCH TRUNK MAIN |
| 18 | SOUTHWEST 12-INCH TRUNK MAIN B |
| 19 | SOUTHWEST 12-INCH TRUNK MAIN D |
| 20 | 2020 WASTEWATER IMPACT FEE |

Figure 8

5.3 Revenue

The City has collected a total of **\$201,103.60** in wastewater impact fees. *Table 3* illustrates the total wastewater impact fee collections over the period covered in this report, \$125,482.13, broken down by residential and non-residential land use types.

Wastewater Impact Fees Collected

| | Residential | Non-Residential |
|--------------------|---------------------|-----------------|
| | \$97,782.18 | \$27,699.95 |
| Grand Total | \$125,482.13 | |

Table 3

The total wastewater impact fees collected thus far average approx. \$16,800⁷ per month, while collections over the period covered in this report average approx. \$20,900⁸ per month. Therefore we can assume that if wastewater impact fee collections continues at this rate, the next reporting period will yield anywhere from \$100,800 to \$125,400 in additional revenue. This would provide the City with total anticipated wastewater impact fee revenues totaling \$301,904 to \$326,504 during the first year and a half of implementation. The projected cost to complete all the projects identified in the CIP in the wastewater service area totals **\$89,050,000**.

SECTION VI. Land Use Assumptions

The land use assumptions adopted by the City per the Impact Fee Study include a description of the service areas and projections of changes in land uses, densities, intensities, and population in the service areas over a 10 year period. A summary of the land use assumptions, including both residential and employment growth estimates, over the 10 year period (2020-2030) can be found on *Table 4* below.

Land Use Assumptions

| Residential Growth Projection | Employment Growth Projection |
|--------------------------------------|-------------------------------------|
| 5,964 Dwelling Units | 4,209,000 ft. ² |

Table 4

⁷ Rounded to the nearest 100

⁸ Rounded to the nearest 100.

SECTION VII. Current and Potential CIP Funded Projects

Since the implementation of impact fees is still fairly new to the City, the only project identified from the CIP that has been funded from impact fee revenues is the City's Faudree Road Expansion project. This project was approved by Council on August 9, 2022 and funding included \$728,487 of Service Area 3 roadway impact fee revenues.

SECTION VIII. Impact Fee Offset Agreements

At this time there have been no impact fee offsets submitted for final review and approval.

SECTION IX. CIAC Meeting Minutes

Please see Attachment "A" for a draft of the meeting minutes from the September 26, 2022 CIAC meeting in which this report was reviewed by the CIAC and approved for filing with the political subdivision.

SECTION X. Findings

At this time the CIAC files the following findings with the political subdivision:

- The land use assumptions describing the impact fee service areas and projected changes in land use, densities and population in the impact fee service areas for the next 10 years have not changed since adoption and continue to be appropriate and consistent;
- The roadway, water and wastewater CIP adopted in the Impact Fee Study per Ordinance 2021-27 continue to be an appropriate representation of the upgrades and expansions needed to the City's system facilities in order to accommodate predicted future growth and address existing system deficiencies;
- The roadway, water and wastewater impact fees are being assessed and collected in accordance with applicable state law; and
- There are no perceived inequalities in the City of Odessa's impact fee program.