



KANE COUNTY
IMPACT FEE PROGRAM

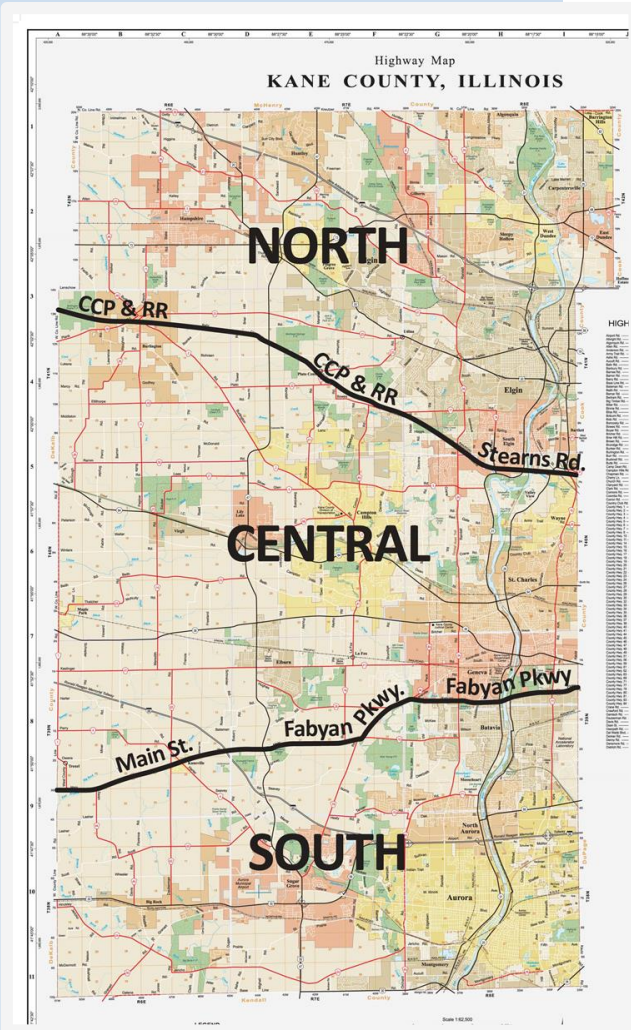
KANE COUNTY IMPACT FEE ADVISORY COMMITTEE

December 17, 2020



DISCUSSION ITEMS

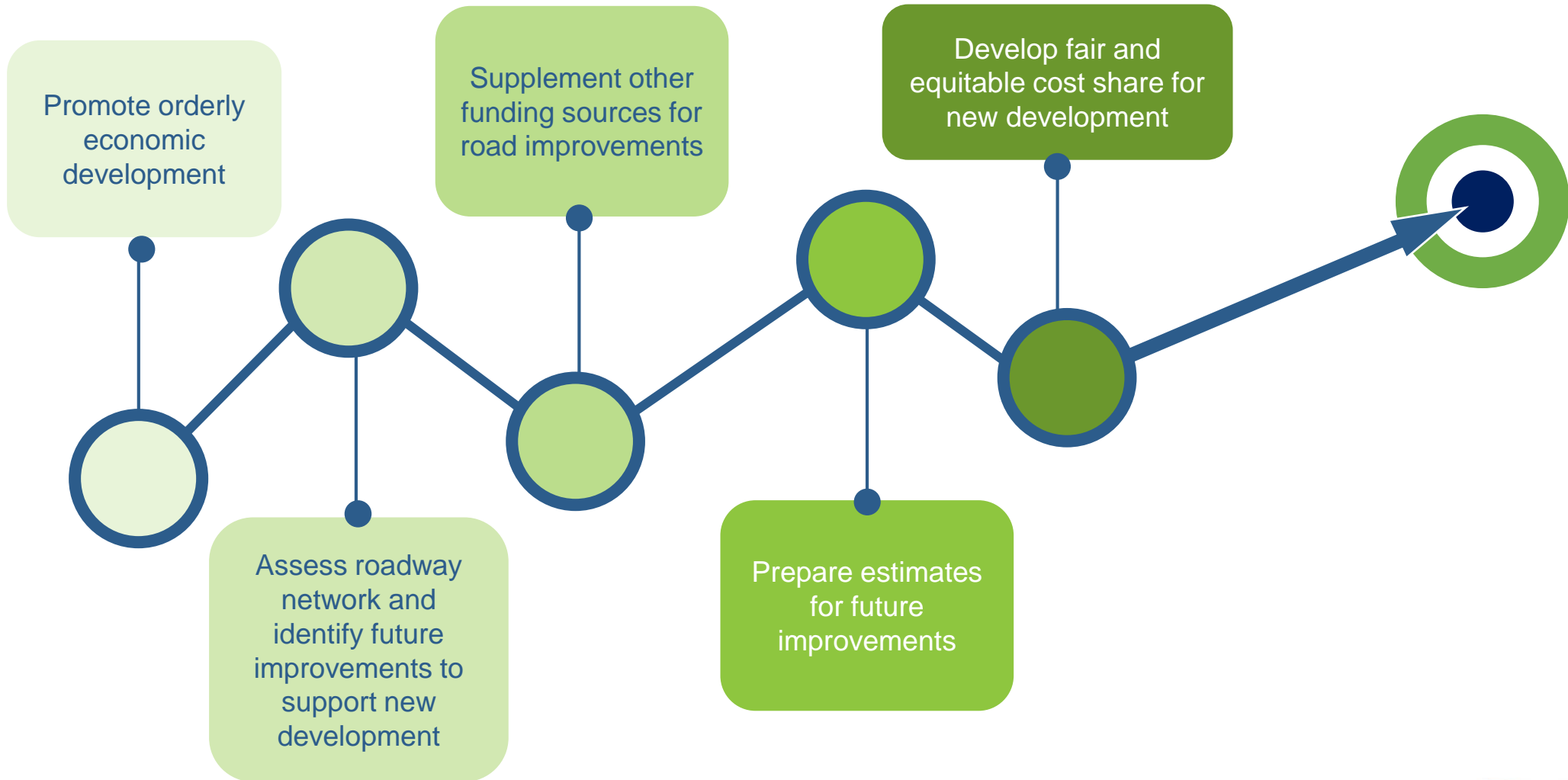
- History of Road Impact Fee Program
- Program Overview
 - Enabling State Statute
 - Update
 - Schedule
- IFAC Role & Responsibilities
- Next Steps



HISTORY OF ROAD IMPACT FEE PROGRAM

- Overview of Program Start
- Highlights of Program
 - Collected \$43,441,559.00 thru November 30, 2020
 - List of projects handout
 - Three service areas

ROAD IMPACT FEE GOALS



ENABLING STATE STATUTE

used within service area
collected and within 5
years of collection

**Fees are
to be**

used for improvement,
expansion, enlargement
or construction of county
highways and
appurtenances

collected in connection
with a new development

- IFAC membership
- Meeting and public hearing notice requirements

2022 ROAD IMPACT FEE PROGRAM UPDATE

Land Use Assumptions



CMAP ON TO 2050 Plan

<https://www.cmap.illinois.gov/2050>

Kane County 2050 Long-Range Transportation Plan *draft*

<http://kdot.countyofkane.org/Pages/Long-Range.aspx>

2022 ROAD IMPACT FEE PROGRAM UPDATE

Travel Demand Model

- Identify deficiencies in existing roadway network (Year 2020)
 - Existing deficiencies not eligible for CRIP funding
- Project future (Year 2030) deficiencies in the roadway network
 - Include future improvements to roadway network – programmed and committed
 - Identify deficiencies eligible for CRIP funding
- Deficiencies defined as intersections or roadway segments operating below LOS D

Level of Service (LOS)	Delay per Vehicle (seconds per vehicle)	Average Speed (MPH)
A	≤ 10	≥ 35
B	> 10 - 20	> 28 - 34
C	> 20 - 35	> 22 - 28
D	> 35 - 55	> 17 - 22
E	> 55 – 80	> 13 - 17
F	> 80	< 13

2022 ROAD IMPACT FEE PROGRAM UPDATE

*Comprehensive Road
Improvement Plan (CRIP)*

Revised based on travel demand model

- Define existing (Year 2020) and future (Year 2030) deficiencies
- Assess improvement alternatives

Estimate cost of improvements

- Update cost estimate to cure existing deficiencies (non-CRIP eligible)
- Cost estimate for all CRIP projects
- Identify available funding sources

Identify improvements to support future transportation needs

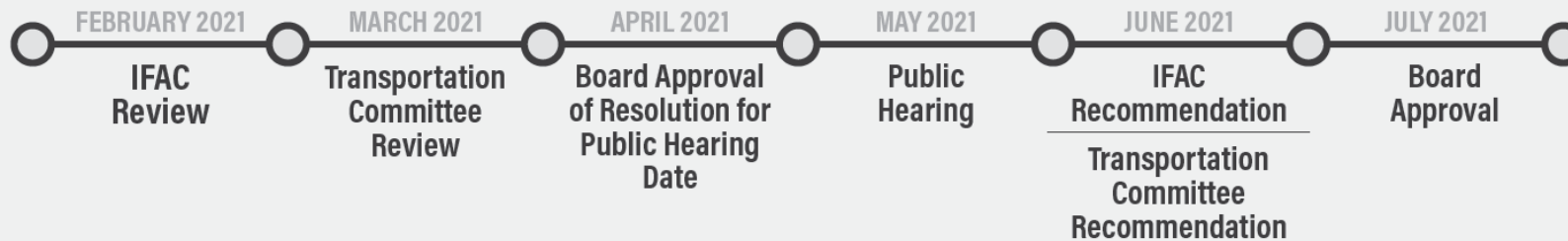
- Intersection improvements
- Road widening
- Bridge improvements
- Grade separation
- Right-of-way acquisition

UPDATE SUMMARY & TIMELINE

REVIEW / APPROVAL PROCESS

UPDATE MUST BE COMPLETED BY MARCH 2022 (STATUTORY REQUIREMENT)

LAND USE ASSUMPTIONS*



COMPREHENSIVE ROAD IMPROVEMENT PLAN (CRIP) & ORDINANCE*



**Dates are anticipated and subject to change*

IFAC ROLE & RESPONSIBILITIES

Recommend proposed CRIP
and impact fees

Annual Report



Advise, assist, and
recommend proposed
land use assumptions

Monitor and evaluate
CRIP implementation and
impact fee assessment

Advise on need to
update or revise program



NEXT STEPS

1 Solicit municipal input on land use assumptions (January 2021)

- New Online Mapping Tool

2 Schedule stakeholder planning session (February 2021)

- Present key findings from land use assumptions, travel demand model, and existing methodology
- Review best practices
- Discuss potential strategies to support County initiatives