Kane County Road Improvement Impact Fee Advisory Committee (IFAC)

Agenda

Friday, March 5, 2021 | 9:30AM
In-person or online options:
Kane County Government Center | Auditorium | 719 Batavia Avenue, Bldg. A | Geneva, IL 60134
Online option: Click here to connect to the Zoom meeting
Phone information: 1-312-626-6799
Meeting ID: 871 5499 1521
Passcode: 243310

1. **Call to Order** | **Drew Frasz**

2. **Roll Call | Lisa Larson**

3. **Public Comment**

4. **Approval of Minutes of December 17, 2020**

5. **Reports**

   A. Consultant Report on Impact Fee Ordinance Update
   - Online Map Comments
     - Land Use Assumptions
     - CRIP Project Suggestions
   - Approval of Recommendation for Public Hearing
   - Stakeholder Planning Session
   - Next Steps

6. **Old Business / Announcements**

7. **Next Meeting**
   - **TBD**

8. **Adjournment**

For more information regarding the 2022 Impact Fee Program Update, please contact Jackie Forbes, KDOT Chief of Planning and Programming via email at forbesjackie@co.kane.il.us or by phone at (630) 444-3142.

Kane County Road Improvement Impact Fee

Advisory Committee

Virtual Meeting Hosted by Kane County Division of Transportation

(**Zoom Link:**https://usweb.zoom.us/j/86795665301?pwd+cXUyaEVSVmViOTViRUJuaovbWJSUT09)

Meeting ID: 867 9566 5301

Passcode: 676877

Meeting Minutes – December 17, 2020, 3:00 p.m.

Members in Attendance:

Chairman Drew Frasz	Kane County Board
Court Airhart	Airhart Construction
Alex Alexandrou	City of Aurora
Jennifer Becker	Kane County Division of Transportation
Marty Dwyer	Laborers Local 582
Greg Elsbree	Teamsters Local 179
Kenneth Franzese	Lee and Associates of Illinois
John Hall Jr.	John Hall Custom Homes
Richard C. Irvin	Mayor, City of Aurora
Bill Lenert	Kane County Board
Daniel Olsem	Crown Community Development
Tom Rickert	Kane County Division of Transportation
Jeffery Schielke	Mayor, City of Batavia
Carl Schoedel	Kane County Division of Transportation
John Scholtes	Realtors Association of the Fox Valley
Steve Super	Village of South Elgin
Steve Ward	Village President, Village of South Elgin

Others Present:

Scott Buening	Community Development Director, City of Batavia
Rory Fancler	Kimley-Horn

Russ Farnum	Community Development Director, City of Algonquin
Jackie Forbes	Kane County Division of Transportation
Noah Jones	Kane County Division of Transportation
Chris Kious	Kane County Board
Lisa Larson	Kane County Division of Transportation
Tony Lucenko	Director Elgin Development Group
Tim Sjogren	Kimley-Horn
Cathleen Tymoszenko	Economic Development Director, City of Geneva
Mark Vankerkhoff	Kane County Development & Community Services Department
Peter Wajda	Kimley-Horn
Rich Young	Director of Community Development, Village of Montgomery

1. Call to Order

Chairman Drew Frasz called the Kane County Road Improvement Impact Fee Advisory Committee meeting to order at 3:10 P.M.

2. Roll Call

A quorum was established with six (6) voting members present.

3. Public Comment

There was no public comment.

4. Approval of Minutes January 31, 2017

The minutes were approved on motion by Bill Lenert, second by Jeffery D. Schielke. Upon a roll call vote, motion passed.

5. Reports

A. Consultant Report on Impact Fee Ordinance Update

Jackie Forbes explains the process of selecting a consultant. She states we use the qualifications based selection or QBS method for selection of professional services while adhering to the state and federal statutory requirements. We follow this anytime we have to select a consultant to do work. The process begins with a statement of interest. They submit a short listing of projects similar in scope and magnitude and a list of the key staff.

The list of consultants is narrowed down to three firms. These firms are interviewed by KDOT staff and the highest ranked firm is selected and negotiations on the cost of the proposed project. We did select Kimley-Horn. Rory Fancler is introduced as project manager. Followed by introducing Tom Sjogren and Peter Wajda.

B. **Program History**

Tom Rickert gave an overview of the Impact fee history. Stating Impact Fee Program was implemented in 2004 by the County and has been in place for 17 years. In 1990 there were a number of agreements with developers primarily consisting of $1500 payments. In 2000, an impact fee program was considered since the County had met the requirements of 400,000 residents which was required by law.

The program relied heavily on the previous work of DuPage County. Kane County developed a needs driven assessments of traffic impacts. The Impact fee was based on new trips generated. Originally, there were eight service areas. The County board initiated the Impact Fee Program with an across the board discount that was essentially 50% of impact.

A facilities approach and a reduction in service areas to three service areas to address the actual trip lengths as well as the travel demand.

Exemptions and Discounts were developed for building additions, affordable housing, not for profit, and smart growth development.

In 2007, the County Board adopted a revised Impact Fee Program that addressed the concerns of developers and municipalities. The county continues to address concerns with changes in industrial and manufacturing with the introduction of a new land use, flex industrial.

Tom states the highlights of the program. First, there are three service areas with a facilities driven approach. This helps to focus on the County's priority projects. It creates credit for right of way conveyance. The Program has collected approximately $43,441,559 through November 30, 2020.

Tom goes on to state several projects funded with impact fees.

C. **Update Overview & Schedule – Kimley-Horn**

Rory Fancler addresses the goals for the program. She states the overall goal is the promote orderly economic growth by assuring new development bares it's fair share of costs by meeting the demand of road improvements through the imposition of fees. Through the program, existing and future roadway conditions are evaluated in order to identify improvements to maintain traffic operations and support new development. For each eligible improvement, cost estimates are prepared based on the scope of the project. These impact fees are used to supplement other transportation funding sources. This is one of several sources the County uses to fund roadway improvements based on analysis that a fair and equitable cost share is established for new development.

Rory asks the committee "Based on your experience with the current program as a municipality, developer, or representative in the development of a community, what are some of the goals we should consider for this update? One example we've talked about with County staff has been to streamline the process for both the development communities as well as KDOT staff administering the program."

Rory asks the Committee if other things stand out as a priority for the update.

John Hall states he thinks he will have some ideas but right now he is new and as we move forward he will have input in the future.

Tom Rickert was asked by Dan Olsem if he can explain the difference between facilities driven and needs driven strategy.

Tom states the needs driven strategy was something where the focus was finding out what the needs were to occur in the ten-year horizon and trying to focus on those projects. The difficulty with that approach was that there were times where some projects were popping up that were not necessarily a priority.

So, the process of revising and updating the Impact Fee Program in 2007 was that it went to a facilities based which was focused more on what the County Board and our municipal partners decided to be the priority projects such as the widening of Randall Road and addressing the east / west roads.

Rory explains the state statute. Impact fees must be collected in connection with new development. They must be used in the connection with County highways. The State Statute defines the composition of this committee including representatives from the real estate developers, municipalities, and labor communities. . The State Statute provides explicit requirements for this update process, including public hearing notice requirements.

There are three components that we will be reviewing as we move forward with this update. Land use assumption, household population and employment projections that influence the level of traffic on County Highways. Our projects will be developed based on Chicago Metropolitan Agency for Planning (CMAP) 2050 plan and the 2050 Kane County Long Range Plan.

Ultimately a public hearing will be conducted to consider the proposed land use assumptions and to solicit public comment.

Following the public hearing this committee will review the public comment and provide a recommendation to adopt, reject in part, or modify. The recommendation will be forwarded to the County Board for consideration.

Rory reviewed next steps such as to solicit municipal input on land use assumptions January 2021.

A new online mapping tool will be introduced in January. In February we will anticipate a stake holder planning session with this group where we will present key findings from the land use assumptions.

Jeff Whitacre from Kimley-Horn will be joining the team in February. He has experience in impact fees from various parts of the country.

Rory introduces a preview of the new mapping tool that will be rolled out to the municipalities to solicit input on key land use assumptions.

Rory turns it over to Peter who previews the tool.

Tom Rickert answers a question that population data comes from CMAP.

Drew Frasz asks when the tool will become available and is it only for municipalities or can the general public use it.

Rory states it will be available in January and will be used by municipalities only.

6. Old Business / Announcements

Drew Frasz thanks all participants for being present and for being part of the process.

7. Next Meeting

TBA

Jennifer Becker reminds everyone that a comprehensive impact fee web page is available.

8. Adjournment

Jeffery D. Schielke makes a motion and Bill Lenert seconds the motion.

Jackie Forbes does a roll call. Motion passed unanimously.