



**Kane County Road Improvement Impact Fee
Advisory Committee
Meeting Minutes – October 19, 2021**

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
Dale Berman	Kane County Board
Gregg Elsbree	Teamsters Local 179
Kenneth Franzese	Lee and Associates of Illinois
John Hall Jr.	John Hall Custom Homes
Annette Kallevik	Realtor Association of the Fox Valley
Stephan Pickett	President, Sleepy Hollow
Tom Rickert	Kane County Division of Transportation
Jeff Schielke	Mayor, City of Batavia
Carl Schoedel	Kane County Division of Transportation
Steve Super	Village Administrator, Village of South Elgin

Others Present:

Rory Fandler-Splitt	Kimley-Horn
Jackie Forbes	Kane County Division of Transportation
Chris Kious	Kane County Board
Lisa Larson	Kane County Division of Transportation
Tracy Lehman	Kimley-Horn
Tim Sjogren	Kimley-Horn
Tony Lucenko	Elgin Development Group

1. Call to Order

Chairman Drew Frasz called the Kane County Road Improvement Impact Fee Advisory Committee meeting to order at 3:00 P.M.

2. Roll Call

A quorum was established with nine (9) voting members present.

3. Public Comment

Tony Lucenko made a request to the Committee to consider reducing fees and finding alternate ways to finance road improvements. He states the impact fee program discourages manufacturing companies moving to Elgin, Illinois. He asked to strike a balance between creating jobs and impact fees.

4. Approval of Minutes of August 10, 2021

The minutes were approved on motion by Jeff Schielke, second by Dale Berman.

5. Reports

Rory Fancier-Splitt from Kimley-Horn explained that the basis of this meeting is to discuss the draft Comprehensive Road Improvement Plan or CRIP. A quick overview of the process to develop the draft CRIP project list is the travel demand model for the year 2020 and 2030. The travel demand outputs are used to project CRIP eligible deficiencies which are defined as County highway segments and intersections expected to operate at service level E or F due to new development. Based on the results of the travel demand model and a review of the County highway network, in partnership with KDOT staff, improvement alternatives were reviewed and this resulted in the draft project list.

Rory goes on to state the land use assumptions were adopted by County Board in September. No changes to those assumptions were made. The land use assumptions are a key element of the travel demand model. This data set includes households, population and employment projections. The roadway network was updated based on input from KDOT staff. Modifications were made to reflect improvements completed since 2016 (the last update). The land use assumptions are a key element to develop projected traffic volumes. Deficient roadway segments were identified and the draft project list was developed for the CRIP. She explains that the project list must be impact fee eligible or partially impact fee eligible. She displays slides of the projects identified in each of the three service areas.

Rory discusses the initial municipal input by service area. The input received was reviewed and used to develop the draft project list today. It is an important part of the planning process. She explains there will be another online mapping tool to solicit additional input on the draft project list.

Rory pivots the Ordinance Update. She states we will be asking for the Committee's input to revisions of the document. Copies of the document will be provided in advance of the next meeting on November 4, 2021. The purpose of the revisions is to make the document more user friendly. The key changes will be to streamline discounts, such as mobility, employment, and infill/redevelopment. Discounts are also being explored for employment generators. This thought process contributes to how development can contribute to the County's broader goals.

Rory introduces the Individual Assessment Light. The IA Light would be an administrative review and approval process for land uses that may not fit within the fee schedule but which may be clearly defined in the latest ITE trip generation manual. This process may eliminate the full individual assessment process.

Rory goes over next steps. Kimley-Horn and KDOT staff will continue to refine the CRIP project list. The list will be distributed to stakeholders for comment via the online mapping tool. Comments will also be accepted via email. The primary focus right now will be the project cost estimates and the fee structure. At the November 4th meeting the CRIP Project list will be reviewed again to highlight any changes. The impact fee ordinance and fee structure will be discussed. A recommendation will be requested to approve materials for the CRIP Public Hearing which is scheduled for November 16, 2021. On December 7th we will reconvene to discuss comments received from the public hearing with a goal to move forward to County Board in February. By state statute this process needs to be completed by March of 2022.

6. Old Business / Announcements

None

7. Next Meeting

November 4, 2021

8. Adjournment

Dale Berman makes a motion, Jeff Schielke seconds the motion. The meeting was adjourned at 3:38 p.m.