



Meeting Agenda

Kane County Comprehensive Road Improvement Plan (CRIP)

2027 Impact Fee Program Update

Impact Fee Advisory Committee (IFAC) – Meeting #2

Date and Time: 9:00 a.m., August 28, 2025

Location: Auditorium, Building A, Geneva Government Center

719 S. Batavia Avenue

Geneva, IL 60134

AGENDA

- 1) Call to Order**
- 2) Roll Call**
- 3) Public Comment**
- 4) Approval of Minutes of July 31, 2025**
- 5) Reports**
 - a) Discussion of Kane County Division of Transportation funding
 - b) Consultant Report on Land Use Assumptions for the Public Hearing
 - c) Approval of Recommendation for Public Hearing
- 6) Old Business/Announcements**
- 7) Next Meeting – Thursday, December 4, 2025**
- 8) Adjournment**

For more information regarding the 2027 Impact Fee Program Update, please contact Heidi Files, KDOT Chief of Planning and Programming via email at filesheidi@KaneCountyIL.gov or by phone at (630) 444-3142.

***Kane County Road Improvement Impact Fee
Advisory Committee***

Meeting Minutes – July 31, 2025, 9:00 a.m.

Members in Attendance

Chairman, Verne Tepe	Kane County Board
Michael Zakosek (Alternate)	Kane County Board
Kurt Nika (Alternate)	Kane County DOT
Tom Rickert (Alternate)	Kane County DOT
Clint Hull (Alternate)	Mayor of St. Charles
Jay Hedges (Alternate)	Village Manager, Hampshire
Chris Studebaker	Realtor Association of Fox Valley
Ken Franzese	Lee & Associates Commercial Real Estate Services
Tony Lucenko (Alternate)	Elgin Development Group
Court Airhart	Airhart Construction
John Hall Jr. (Alternate)	John Hall Custom Homes
Albert Alfaro	Laborers Local 582
Brian W. Dahl (Alternate)	Fox Valley Building & Construction Trades Council

Others Present:

Heidi Files	Kane County DOT
Lisa Larson	Kane County DOT
Heidi Lichtenberger	Kane County DOT
Jeff Frantz	Parametrix
Jill Kramer	Parametrix
Brian Manning	Parametrix

1. Call to Order

Vern Tepe, the chair of the Transportation Committee, welcomed the participants and explained the importance of the Kane County Impact Fee Advisory Committee in maintaining a fair and transparent approach to funding transportation improvements related to new development. He also mentioned the need to update the program every five years as required by the Illinois Road Improvement Impact Fee Law.

Vern Tepe outlined the role of the advisory committee, which includes reviewing technical methodology, land use assumptions, and recommendations that shape the Comprehensive Road Improvement Plan and proposed fee schedule. The committee will provide a formal recommendation to the County Board at the end of the process.

2. Roll Call

A quorum was established with ten (10) voting members present.

3. Public Comment

There was no public comment.

4. Approval of Minutes from December 7, 2021

The committee approved the minutes from the December 7th, 2021, meeting through a motion and a voice vote.

5. 2027 Impact Fee Program Update

Jeff Frantz from Parametrix provided an update on the 2027 Impact Fee program. He introduced his colleagues Jill Kramer and Brian Manning, who will be leading outreach activities and technical data analysis, respectively. Jeff discussed the history of the program, its goals, and the roles and responsibilities of the advisory committee, as noted below. Members of KDOT staff joined Jeff in answering questions from members of the advisory committee.

Land Use Assessment and Travel Demand Model: Jeff explained the steps involved in the program update, including land use assessment, travel demand modeling, developing a Comprehensive Road Improvement Plan, and updating the fee structures and ordinance. He emphasized the importance of data-driven processes and the use of CMAP data for modeling.

Program Update Schedule: The goal for completing the program update is the fourth quarter of 2026. Jeff detailed the steps involved, including land use updates, public hearings, and board approvals. He identified the points in the schedule that require input and action by the advisory committee.

Impact Fee Allocation and Usage: Impact fees are collected by service area, of which there are three: North, Central, and South. Jeff and Lisa Larson discussed the allocation and usage of impact fees, emphasizing that fees must be used within the service area where they are collected and within five years of collection. Lisa Larson assisted Jeff in answering a question about the mechanics of fee collection and the types of projects eligible for impact fee funding.

Socioeconomic Data and Population Projections: Jeff explained the sources and accuracy of socioeconomic data and population projections used in the program update. Heidi Files and Tom Rickert addressed concerns about the accuracy of census data and the involvement of municipalities in providing feedback.

Impact Fee Credits and Eligible Projects: Tom Rickert clarified the criteria for impact fee credits and the types of projects eligible for funding. He explained that impact fees can

be used for capacity-related improvements, such as additional lanes and turn lanes, but not for maintenance or development-driven access point improvements.

Discussion on Impact Fees and Development: Participants, including Tony Lucenko and others, discussed the impact of development on tax revenue and the importance of balancing impact fees with the benefits of increased tax income from new developments. They also addressed the challenges of funding infrastructure improvements and the need for fair and reasonable fee structures.

6. Old Business / Announcements

None

7. Next Meeting

Vern Tepe announced that the next meeting would be held on August 28th.

8. Adjournment

Vern Tepe called for a motion to adjourn the meeting. The motion was approved, and the meeting was adjourned.

Kane County Road Impact Fee Program Update


Impact Fee Advisory Committee (IFAC)
Meeting 2

August 28th, 2025



Items to be Discussed

- Recap of Last Presentation
- Land Use Assumptions
- Next Steps



The screenshot shows the website for the Kane County Impact Fee Program. At the top, there is a green header with a "Select Language" dropdown. Below this is the KDOT logo (Kane County Division of Transportation) and the name of the County Engineer, Mike Zakosek, P.E. A navigation bar contains links for "What We're Doing", "Doing Business", "Resources/Info", "Getting Around", and "How Do I...". The main content area features the Kane County Impact Fee Program logo, which includes a bar chart with an upward arrow. To the right of the logo is contact information for Lisa Larson, Impact Fee Coordinator, including her phone number and a list of links: "Application", "Fee Schedule", "Discount App", "Impact Fee Estimator", and "FAQ". Below the logo and links is the heading "Impact Fee Program" followed by a paragraph explaining that the program operates in accordance with the Road Improvement Impact Fee Law of the State of Illinois (605ILCS 5/5-901 to et. seq.) and that the County's Comprehensive Road Improvement Plan (CRIP) document includes an assessment of the roadway network, quantifies anticipated new development, identifies funding sources, and estimates costs.

Recap of the Last Presentation

- Program Description & History
- IFAC Role & Responsibilities
- Program Schedule



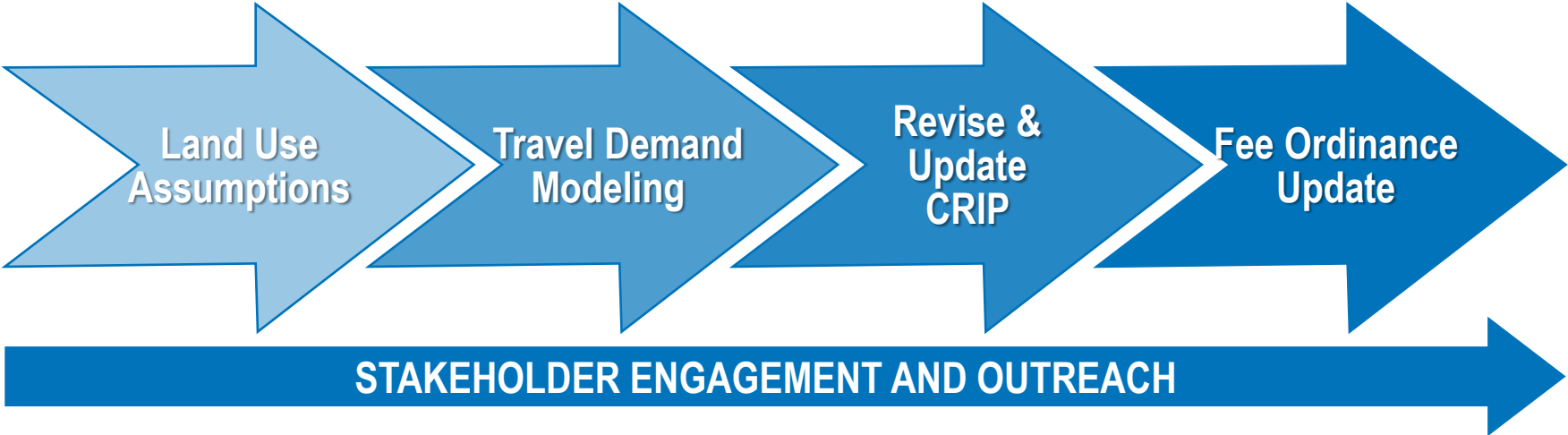
**Kane County
Road Impact Fee Program Update**

**Impact Fee Advisory Committee (IFAC)
Meeting 1**
July 31, 2025



KDOT
KANE COUNTY DIVISION OF TRANSPORTATION

Impact Fee Program Update Process

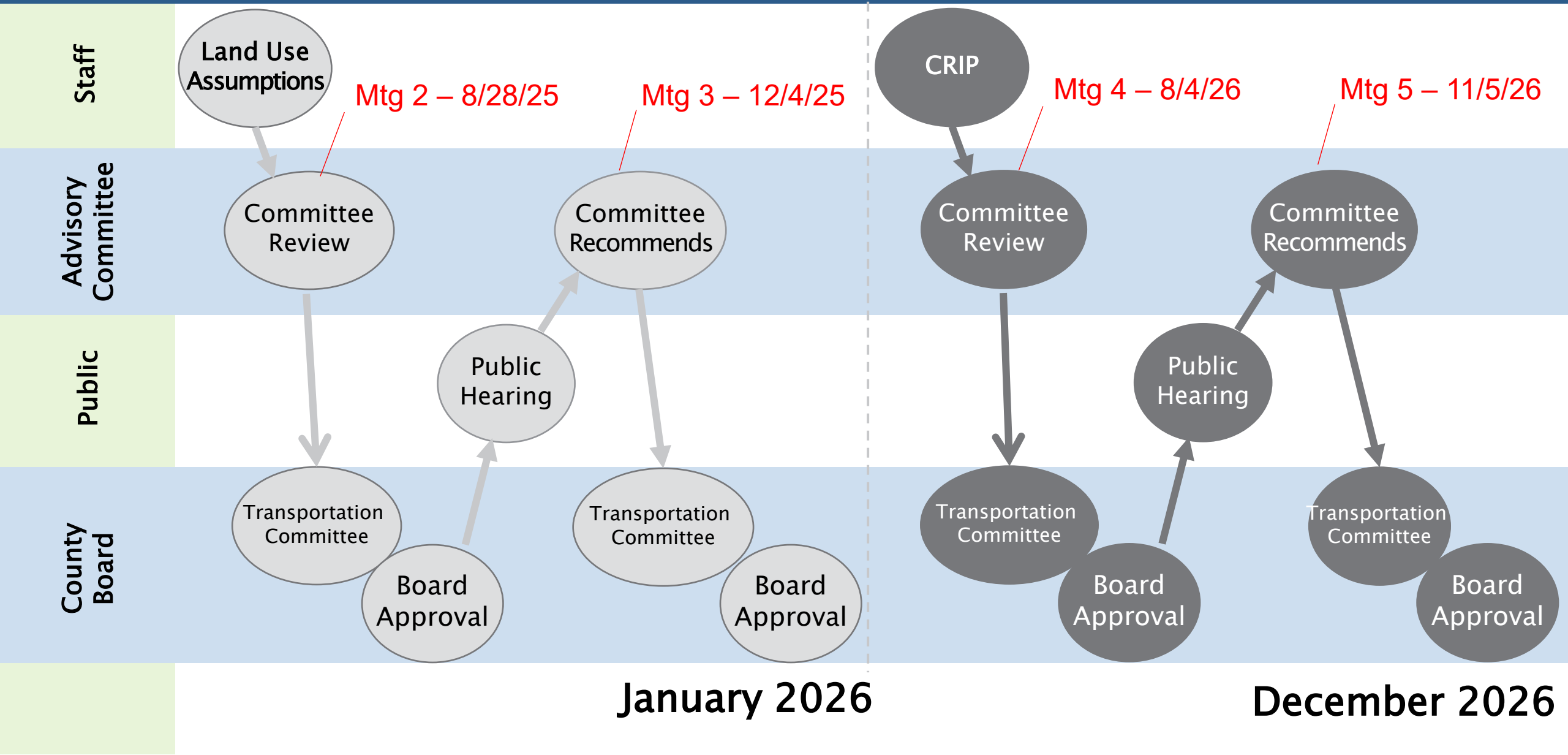


IFAC Role & Responsibilities

- Advise, assist & recommend:
 - Land use assumptions
 - Comprehensive Road Improvement Plan (CRIP)
 - Impact fee schedule
 - Ordinance updates
- Monitor & evaluate CRIP implementation and fee assessments
- Review annual report
- Advise on need to update or revise program



Impact Fee Schedule – Stakeholder Engagement



Land Use Assumptions

“[A] description of the service area or areas and the roads, streets or highways incorporated therein, including projections relating to changes in land uses, densities and population growth rates which affect the level of traffic within the service area or areas over a 20-year period of time.”

- 605 ILCS 5/5 Div. 9



Land Use Assumptions – Use of CMAP Forecasts



- Land use informs socioeconomic data that correlates to how many trips are made on a highway network
- Kane County uses socioeconomic forecasts from the Chicago Metropolitan Agency for Planning (CMAP), the federally designated Metropolitan Planning Organization (MPO) for northeastern Illinois
- Forecasts cover households, population & employment
- Regionally adopted and vetted through CMAP's public process
- Ensures consistency with regional planning efforts

Land Use Assumptions – Limits & Influences

- Birth & death rate shifts
- Economic conditions
- Housing trends
- Policy initiatives and changes
- Census reliability
- External shocks (e.g., pandemic)
- Multiple perspectives exist



Land Use Assumptions – Use of CMAP Forecasts

- 2018 Series – adopted regional forecast
- Recommended, directed by CMAP to use 2018 information
- Flexibility for additional local adjustments during the County’s public process.



Socioeconomic Forecast Data 2018 Series



Chicago Metropolitan Agency for Planning
Chicago Metropolitan Agency for Planning

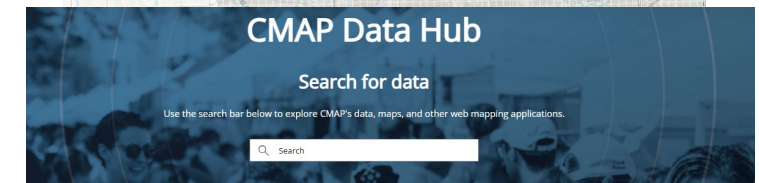
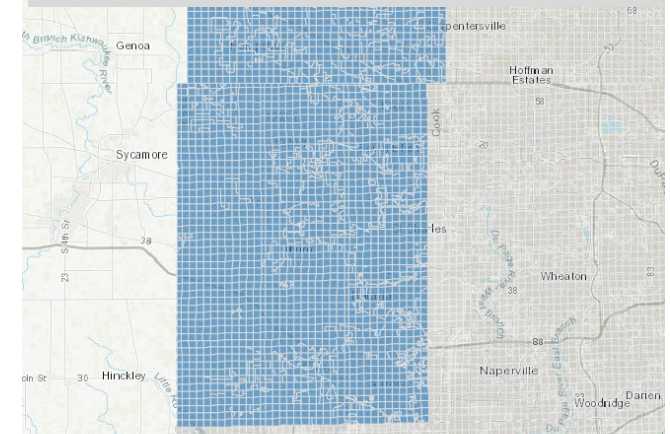


Socioeconomic Forecast Data 2022 and 2018 Series



Chicago Metropolitan Agency for Planning
Chicago Metropolitan Agency for Planning

<https://datahub.cmap.illinois.gov/>



Browse data by type



Boundaries



Demographics



Economy



Environment



Infrastructure



Land Use



Transit



Water

Proposed Land Use Assumptions for Public Hearing & Public Review / Comment Period



- **Baseline: Start with 2022 Impact Fee Program Update land use assumptions**
 - Started with CMAP's 2050 adopted forecasts (2018-series)
 - 2020 & 2030 forecasts adjusted through County's public process
 - Adopted by the County Board in 2021
- **For public hearing presentation:**
 - Start with CMAP's 2050 adopted forecasts (2018-series, updated in 2023)
 - Apply same adjustment factor from previous Impact Fee update to 2025 & 2035
 - Maintain CMAP's 2045 values for the 20-year horizon

Proposed Land Use Assumptions for Public Hearing

Est. Households by Township			
Township	Households (2025)	Households (2035)	Households (2045)
Aurora	52,900	59,682	66,163
Batavia	14,909	16,755	17,787
Big Rock	1,327	2,191	3,259
Blackberry	5,888	7,123	9,054
Burlington	1,431	2,496	4,303
Campton	6,830	8,174	9,489
Dundee	24,937	29,585	31,460
Elgin	39,403	45,065	48,181
Geneva	11,624	13,618	14,782
Hampshire	4,790	6,733	8,231
Kaneville	604	744	973
Plato	4,370	5,262	6,510
Rutland	12,008	15,092	16,425
St. Charles	21,577	23,578	24,911
Sugar Grove	8,506	9,161	12,862
Virgil	1,128	1,603	2,427
Totals	212,232	246,862	276,817

Proposed Land Use Assumptions for Public Hearing

Est. Population by Township			
Township	Population (2025)	Population (2035)	Population (2045)
Aurora	158,813	175,119	191,918
Batavia	39,678	43,626	45,676
Big Rock	3,094	4,561	6,591
Blackberry	17,448	20,299	24,971
Burlington	3,433	5,297	8,805
Campton	19,818	22,828	25,880
Dundee	73,651	85,455	89,671
Elgin	111,291	124,384	131,652
Geneva	29,519	33,092	35,609
Hampshire	11,125	14,519	17,316
Kaneville	1,505	1,768	2,267
Plato	11,436	13,217	16,026
Rutland	28,065	34,792	35,594
St. Charles	55,602	59,537	62,282
Sugar Grove	23,113	23,932	32,666
Virgil	2,770	3,656	5,355
Totals	590,361	666,082	732,279

Proposed Land Use Assumptions for Public Hearing

Est. Employment by Township			
Township	Employment (2025)	Employment (2035)	Employment (2045)
Aurora	54,406	59,145	66,081
Batavia	14,774	15,724	17,365
Big Rock	3,861	4,345	5,019
Blackberry	3,446	4,139	5,340
Burlington	739	1,216	2,250
Campton	2,667	3,231	4,102
Dundee	37,124	40,701	43,544
Elgin	41,795	45,532	50,915
Geneva	24,576	26,110	27,284
Hampshire	2,956	3,620	4,934
Kaneville	508	658	852
Plato	1,115	1,533	2,290
Rutland	5,097	7,492	7,610
St. Charles	29,174	30,764	32,016
Sugar Grove	5,922	6,383	8,736
Virgil	444	714	1,197
Totals	228,604	251,307	279,535

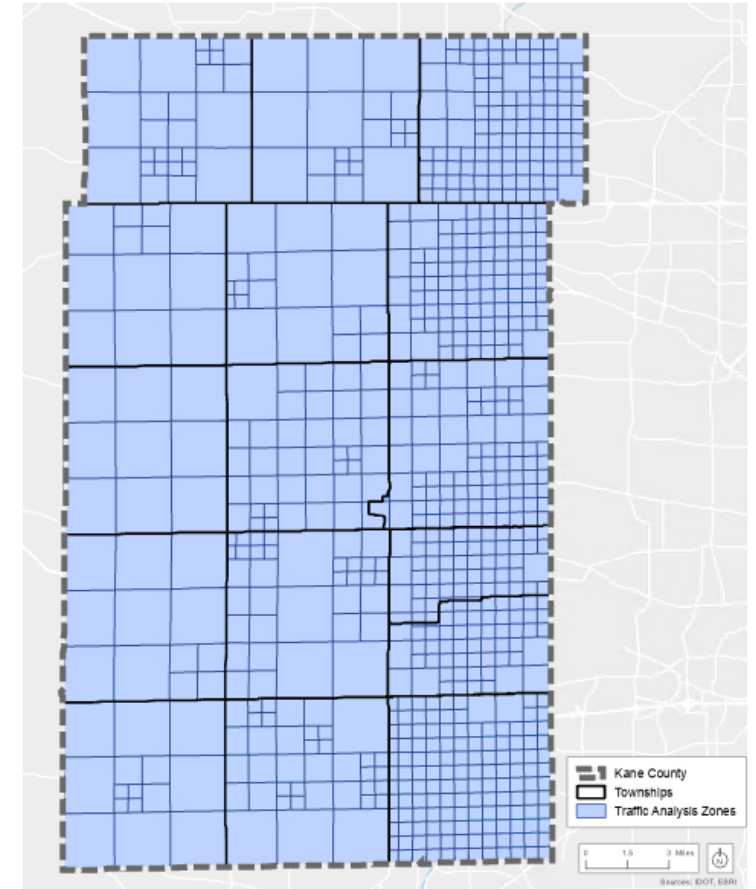
Travel Demand Model Inputs – From Land Use to Trips

- **Forecast Inputs:** Household, population & employment data (from CMAP, adjusted locally)
- **Assignment to TAZs:** Adopted township data distributed to Kane County model's Traffic Analysis Zones (TAZs)
- **Trip Generation:** Land use assumptions drive the number of trips to/from each TAZ in travel demand model



Traffic Analysis Zones (TAZs)

- TAZ is a spatial unit for assigning traffic in a travel demand model
 - Not equivalent to municipal, or political boundaries
- 780 total TAZs in Kane County travel demand model
 - Smaller TAZs in denser areas to better represent highway network interactions
- Socioeconomic data entered in travel demand model at TAZ level
 - Data used to forecast how many trips start and end in each TAZ



Kane County Traffic Analysis Zones

Parametrix

Model Outputs – From Trips to Deficiencies

- **Trip Distribution:** Model shows where trips travel across the network
- **Network Capacity:** Identifies roadway segments with deficiencies in future forecast years
- **Outcome:** Provides defensible basis for linking growth → trips → infrastructure needs → fees



Public Hearing

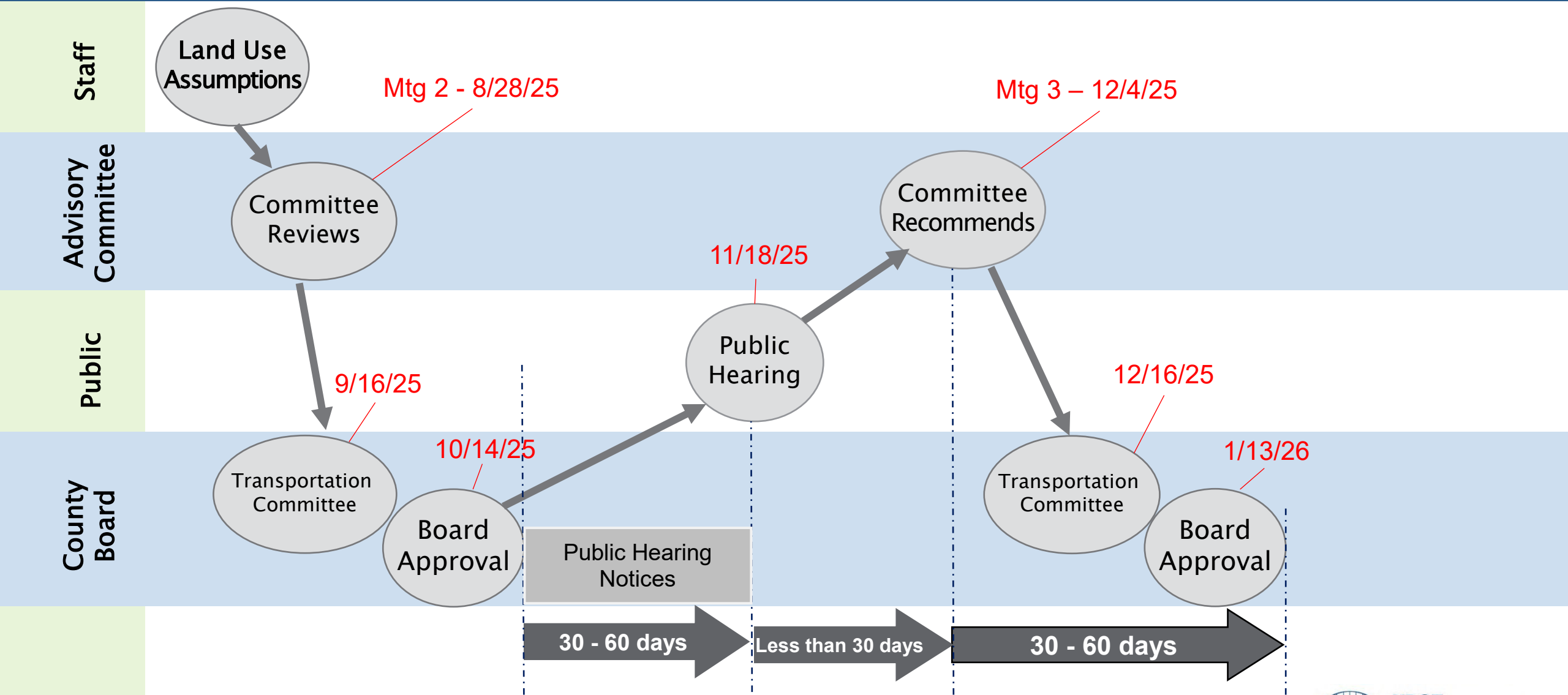
- Required by statute for land use and CRIP
- Recommended date November 18, 2025
- Material to be presented include:
 - Boards explaining the update process
 - Tables showing population, employment, and households by township
 - Maps showing density by TAZ
 - Schedule and next steps



Next Steps

- IFAC
 - Reviews and recommends public hearing to Transportation Committee
- Transportation Committee
 - Recommendation to County Board to hold a public hearing on land use assumptions
- County Board Resolution
 - To hold public hearing
- Public Hearing
 - Advertise and hold public hearing
 - Address public hearing comments and adjust land use assumptions, if appropriate
- Advisory Committee Meeting #3 – 12/4/2025
 - Review final land use assumptions; IFAC to adopt, reject in whole or in part, or modify for County Board approval

Land Use Adoption Schedule



Thank you!