



Meeting Agenda

Kane County Comprehensive Road Improvement Plan (CRIP)

2027 Impact Fee Program Update

Impact Fee Advisory Committee (IFAC) – Meeting #3

Date and Time: 9:00 a.m., January 21, 2026

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 August 28, 2025**
- 5) Reports**
 - a) Consultant Report on Public Hearings for Land Use Assumptions and Development of the Comprehensive Road Improvement Plan
 - b) Recommendation for Adoption of Land Use Assumptions by County Board
- 6) Old Business/Announcements**
- 7) Next Meeting – Thursday, August 4, 2026**
- 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 – August 28, 2025, 9:00 a.m.

Members in Attendance

Chairman, Verne Tepe	Kane County Board
Michael Zakosek (Alternate)	Kane County Board
Rick Williams	Kane County Board
Kurt Nika (Alternate)	Kane County DOT
Tom Rickert (Alternate)	Kane County DOT
Jeffrey Schielke	Mayor of Batavia
Michael Reid	Village President, Hampshire
Chris Studebaker	Realtor Association of Fox Valley
Jacob Branscom (Alternate)	Realtor Association of Fox Valley
Ken Franzese	Lee & Associates Commercial Real Estate Services
Tony Lucenko (Alternate)	Elgin Development Group
Court Airhart	Airhart Construction

Others Present:

Heidi Files	Kane County DOT
Lisa Larson	Kane County DOT
Heidi Lichtenberger	Kane County DOT
Jeff Frantz	Parametrix
Jill Kramer	Parametrix
Athreya Sreenivasan	Parametrix

1. Call to Order

Vern Tepe called the meeting to order.

2. Roll Call

A roll call was taken and a quorum was present.

3. Public Comment

There was no public comment.

4. Approval of Minutes from July 31, 2025

The committee approved the minutes from July 31, 2025, meeting through a motion and a voice vote.

5. 2027 Impact Fee Program Update

a. Discussion of Kane County Division of Transportation Funding

Tom Rickert presented on the funding aspects of the Kane County Division of Transportation (KDOT), discussing the budget proposal made to the county board and the impact of impact fees on the overall budget.

Tom outlined the guiding principles and goals of KDOT, emphasizing maintenance, public safety, personal mobility, planning, and environmental quality.

He provided an overview of the primary transportation funds, including County Highway, County Bridge, Motor Fuel Tax, RTA Sales Tax, and Impact Fees, explaining their uses and allocations.

Tom discussed the serious funding shortfalls faced by the county, the reduction in RTA sales tax allocation for transportation, and the impact on the annual recurring budget and capital improvements.

A question was asked about the process for ensuring developers pay the fees. Tom explained the enforcement and collection of impact fees process, including the use of involvement of the state's attorney's office in cases of non-compliance.

Tom addressed a question about the potential to increase fees, explaining the historical approach to setting fees. A question was asked about the consideration of applying impact fees to second-generation buildings. Tom explained the legal and practical challenges associated with this approach.

b. Consultant Report on Land Use Assumptions for the Public Hearing

Jeff Frantz and Athreya Sreenivasan from Parametrix presented on land use assumptions, the use of CMAP data, and the plan for a public hearing to gather input and make necessary adjustments.

Socioeconomic Data and Travel Demand Model: Athreya Sreenivasan explained the use of socioeconomic data in the travel demand model to identify roadway deficiencies and support the comprehensive roadway improvement plan.

A question was asked if the growth rate is the same for each township between 2025, 2035, and 2045. Athreya explained that the Chicago Metropolitan Agency for Planning (CMAP), in its role as the MPO for northeastern Illinois, establishes

population, household, and employment growth through a multi-step process that combines macroeconomic analysis with local land-use modeling. CMAP's forecasts are developed as part of their federal MPO mandated planning process. It was discussed that there are different forecasts available, however, CMAP's data is the most appropriate for this project.

Public Hearing and Next Steps: Jeff Frantz outlined the next steps, including the recommendation to hold a public hearing on November 18, 2025, to consider land use assumptions and gather public input.

A concern was raised about the availability of federal funding for Illinois due to political factors and a comment was made about the importance of maintaining the county's impact fee program.

c. Recommendation for Public Hearing

Motion to Establish Public Hearing: A motion to establish a public hearing on November 18, 2025, for the consideration of land use assumptions was made by Chris Studebaker, seconded by Tony Lucenko, and approved by roll call.

6. Old Business / Announcements

None

7. Next Meeting

Vern Tepe announced that the next meeting would be held on December 4, 2025.

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 3

January 21, 2026



Items to be Discussed

- **Recap of IFAC Meeting #2**
- **Public Hearings Summary**
- **Recommendation to County Board for Adoption of the 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 Director of Transportation, 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 and a road. To the right of the logo is contact information for Lisa Larson, Impact Fee Coordinator, including her phone number and a list of buttons for "Application", "Fee Schedule", "Discount App", "Impact Fee Estimator", and "FAQ". Below the logo and contact info is the heading "Impact Fee Program" followed by a paragraph of text explaining the program's operation in accordance with the Road Improvement Impact Fee Law of the State of Illinois.

Recap of IFAC Meeting #2

1. Reviewed County's Current Transportation Funding Program

- Tom Rickert provided an overview of funding sources and allocations

2. Reviewed Proposed Land Use Assumptions

- Land use informs the socioeconomic data that correlates to the number of trips 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, and employment
- Regionally adopted and vetted through CMAP's public process - their use ensures consistency with regional planning efforts

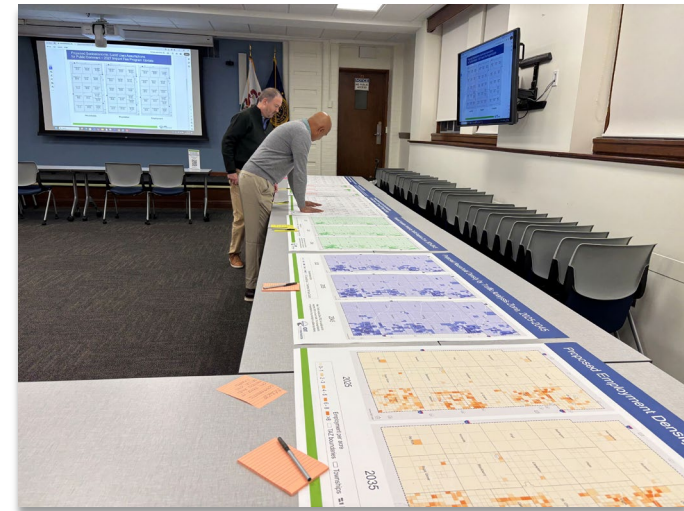
Land Use Assumptions Shared at Recent Public Hearings

- **Baseline: Started with 2022 Impact Fee Program Update land use assumptions**
 - Began 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 2027 Impact Fee Program Update and public hearing presentation:**
 - Started with CMAP's 2050 adopted forecasts (2018-series, updated in 2023)
 - Applied same adjustment factor from previous Impact Fee update to 2025 & 2035
 - Maintained CMAP's 2045 values for the 20-year horizon



Summary of Public Hearings

- Required by state statute for land use and CRIP
- Virtual public hearing
 - Available November 4–19, 2025, and December 31–January 15, 2026
 - 96 visitors in November
 - 58 visitors in January
- Two in-person public hearings:
 - November 18, 2025 (4:00 – 7:00 PM)
 - January 14, 2026 (4:00 – 7:00 PM)



Summary of Comments

No comments received on the land use assumptions



No Change to Land Use Assumptions Recommended

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

No Change to Land Use Assumptions Recommended

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

No Change to Land Use Assumptions Recommended

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

Action Requested

*Recommendation to the County Board to adopt
Land Use Assumptions as presented for the
Road Improvement Impact Fee Program Update*

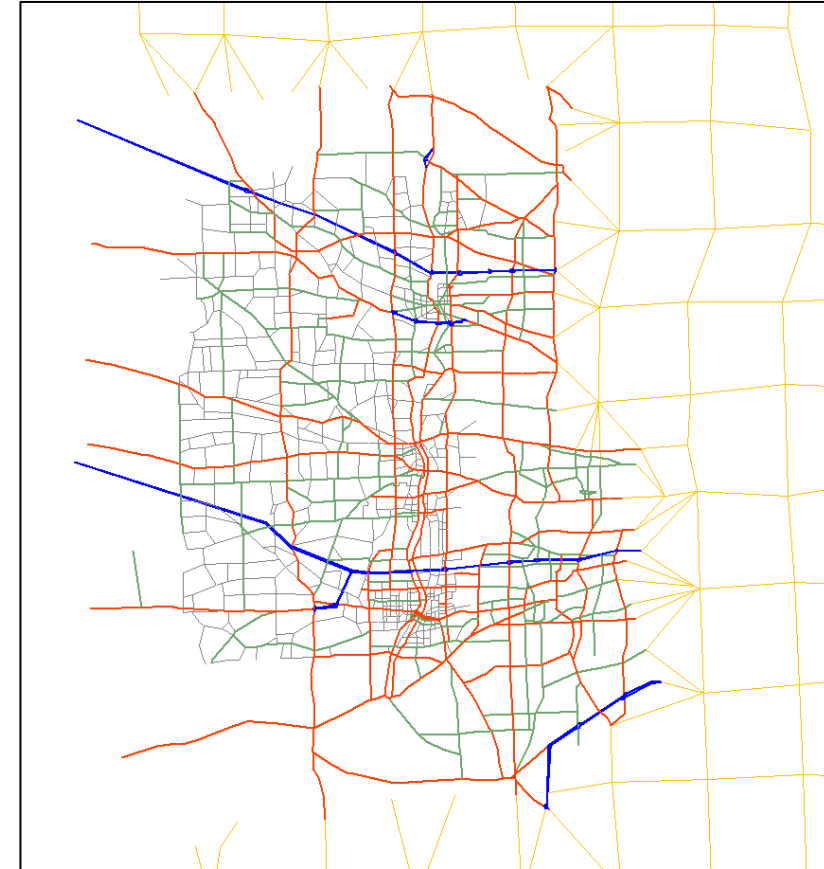
Next steps

- County Board to approve, disapprove, or modify by ordinance or resolution the Land Use Assumptions at its meeting – March 10, 2026
- Update the comprehensive road improvement plan (CRIP)
 - Travel demand model Year 2025 and Year 2035
 - Define CRIP-eligible deficiencies
 - Evaluate improvement alternatives
 - Outline improvement projects
 - Prepare planning-level cost estimates
- Present draft CRIP to the Advisory Committee: August 4, 2026

CRIP Update Methodology

Travel Demand Model

- **Inputs:** Updated roadway network and socio-economic assumptions (Household, Population & Employment)
 - Roadway network updated to reflect improvements completed since 2022
- **Output: Daily traffic volumes and travel speeds**
- **Analysis:**
 - Calculate level of service (LOS) for roadway segments and intersections
 - Determine deficient (LOS E or LOS F) segments and intersections
 - Confirm existing projects in the CRIP – align with updated analysis
 - Evaluate improvement alternatives (where needed)
 - Develop draft project list for the CRIP



Excerpt from the travel demand model depicting the roadway network

Fee Calculations Updates

- Cost per trip by service area
- Planning level cost estimates for CRIP projects by service area
- Road Impact Fee structure
- Land use categories and road impact fee by service area
 - Identify any additional/unique land use categories to be included in the CRIP
- Technical documentation

Example Improvement Types Eligible for Impact Fees

- Implementing All Way Stop Conditions
- Bridge Rehabilitation / Replacement / Widening
- Channelization / Turn Lanes
- Grade Separation
- New Interchanges
- New Bridges
- New Roads
- Road Realignments to Improve Traffic Flow
- Traffic Signal Installation
- Widen to 4 or 6 Through Lanes
- Evolving technologies that optimize roadway capacity



Thank you!