



Kane County Road Improvement Impact Fee Advisory Committee (IFAC)

Meeting Agenda

Thursday, July 31, 2025, 9:00 a.m.
(8:30 a.m. breakfast)

Kane County Government Center – Building A, Auditorium
719 S. Batavia Avenue
Geneva, IL 60134

- 1. Call to Order**
- 2. Roll Call**
- 3. Public Comment**
- 4. Approval of Minutes of December 7, 2021**
- 5. 2027 Impact Fee Program Update**
 - Program Description and History
 - IFAC Roles and Responsibilities
 - Project Schedule
 - Next Steps
- 6. Old Business / Announcements**
- 7. Next Meeting**
 - August 28, 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 – December 7, 2021**

Members in Attendance:

Chairman Drew Frasz	Kane County Board
Court Airhart	Airhart Construction
Jennifer Becker	Kane County Division of Transportation
Dale Berman	Kane County Board
Bill Lenert	Kane County Board
Stephan Pickett	President, Village of Sleepy Hollow
Tom Rickert	Kane County Division of Transportation
Jeff Schielke	Mayor, City of Batavia
Steve Super	Village Administrator, Village of South Elgin
Carl Schoedel	Kane County Division of Transportation
Alex Alexandrou	City of Aurora
Annette Kallevik	Realtor Association of the Fox Valley
Kenneth Franzese	Lee and Associates of Illinois
John Hall, Jr	John Hall Custom Homes
Gregg Elsbree	Fox Valley Building & Construction Trades Council

Others Present:

Rory Fancler-Splitt	Kimley-Horn
Jackie Forbes	Kane County Division of Transportation
Tom Koppie	Kane County Board
Lisa Larson	Kane County Division of Transportation
Tim Sjogren	Kimley-Horn

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.

3. Public Comment

There was no public comment.

4. Approval of Minutes of November 4, 2021

The minutes were approved on a motion by Dale Berman, seconded by Jeff Schielke. Two minor clarifications were made prior to approval.

5. Reports

Rory Fancier-Splitt from Kimley-Horn (consultant) provided a presentation on the proposed Comprehensive Road Improvement Program (CRIP), the Impact Fee schedule, the materials presented at the public hearing and the comments received. She also highlighted the changes made to the CRIP since the public hearing.

The public hearing was held on November 17th from 5:30 to 7:30 p.m., with seven participants in attendance. While comments were received during the hearing, no official testimony was submitted for the public record. During the public comment period, which ran from November 22, 2021, five written comments were received. Additional comments were submitted by the Village of Campton Hills on December 1st.

There was committee discussion on the amount of population growth that is projected for Kane County.

The consultant discussed proposed changes to how fees are calculated for land uses not listed in the proposed fee schedule, recommending a simplified individual assessment process based on data from the most relevant land use category in the *Institute of Transportation Engineers (ITE) Trip Manual*, 11th edition.

The consultant gave an overview of the comments on the CRIP that were received. Due to comments on manufacturing developments, the consultant added a new discount for skilled manufacturing to the draft ordinance based on the number of skilled jobs created. Additional fee reductions for commercial industrial and language clarifications were made to the draft ordinance.

The consultant provided an overview of the changes to the CRIP, noting that project numbers were renumbered for improved organization. An addition was made to the Corron Road Extension (Project #11), which now includes a potential improvement at the intersection of Bowes Road and Nesler Road.

Additional modifications to the draft ordinance include new definitions to clarify the assessment process for developments not covered in Section Seven. A Simplified Individual Assessment refers to the process used to determine the impact fee when trip generation data for a land use code matching the proposed development is available in the latest edition of the *Institute of Transportation Engineers Trip Generation Manual*, as specified in Section Thirteen of the ordinance. A Standard Individual Assessment applies when empirical trip generation data is needed to reflect the unique operational characteristics of a proposed development, also in accordance with Section Thirteen.

Drew Frasz noted that the committee needed to make a recommendation to the County Board to either approve, reject, or modify the draft Ordinance and Comprehensive Road Improvement Plan (CRIP). Alex Alexandrou made a motion to forward the draft Ordinance and CRIP, as revised, to the County Board for approval. The motion was seconded by Dale Berman and approved by the

committee.

Lisa Larson called the roll and the motion passed.

6. Old Business / Announcements

There was no old business.

7. Next Meeting

On behalf of the Kane County Board, Drew Frasz thanked committee members for their time and commitment to the Impact Fee Advisory Board.

8. Adjournment

Dale Berman makes a motion to adjourn, Jeff Schielke seconds the motion. The meeting was adjourned.

Kane County Road Impact Fee Program Update

Impact Fee Advisory Committee (IFAC)
Meeting 1

July 31, 2025



Introductions

- Advisory Committee
- KDOT
- Parametrix



Items to be Discussed

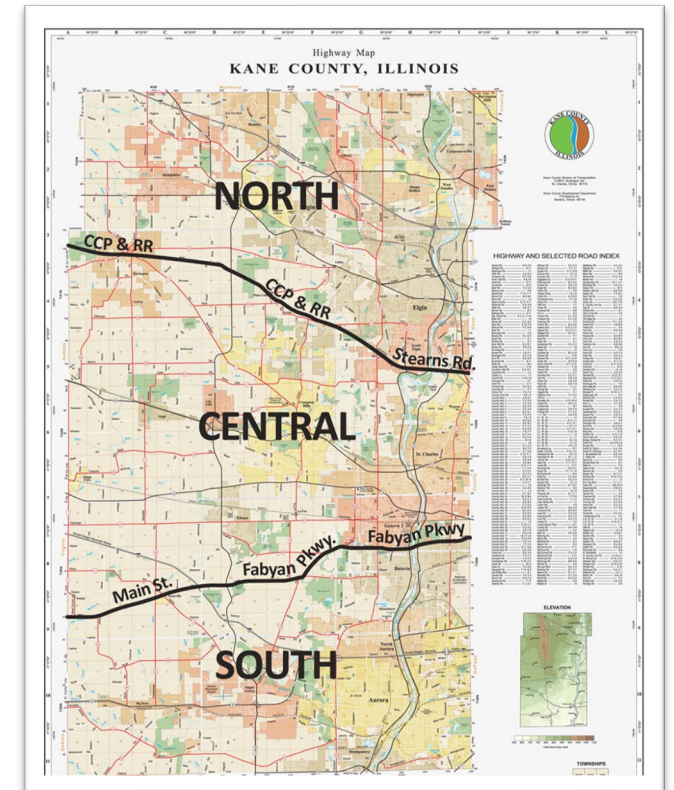
- Program Description and History
- IFAC Role & Responsibilities
- Program Schedule
- Next Steps



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 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 links: "Application", "Fee Schedule", "Discount App", "Impact Fee Estimator", and "FAQ". Below the logo, the text "Impact Fee Program" is 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 the anticipated new development upon which estimated improvements are based, identifies available funding sources, anticipated highway improvements and estimated costs. The CRIP and Impact Fee Ordinance regulate the administration of the program, the assessment and collection of fees and the suite of available discounts.

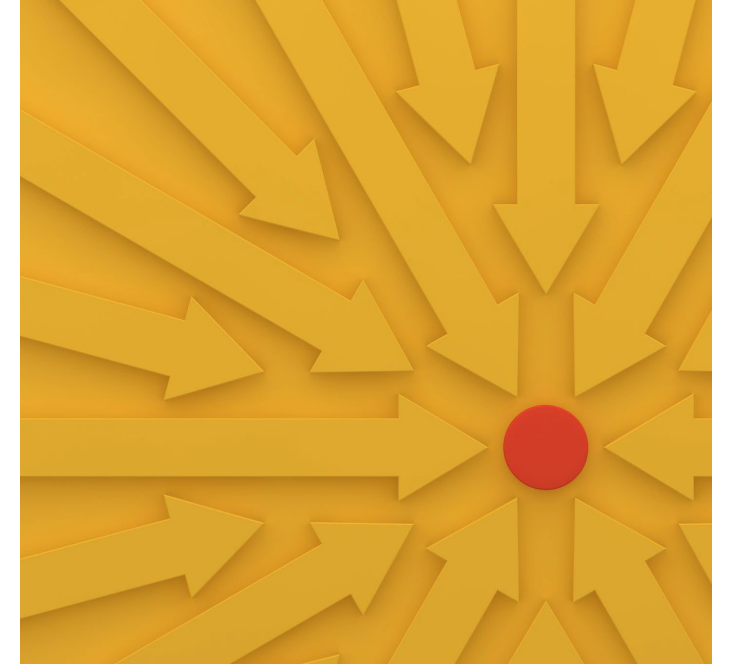
History of the Road Impact Fee Program

- Overview of Program to date
 - Adopted January 13, 2004 (Ordinance 04-22)
 - Updated every 5 years; most recent in 2022
- Highlights of Program
 - Generated over \$50M thru April 2025
 - Three service areas



Road impact fee goals

- Supplement other funding sources
 - Burden of paying for road improvements allocated in fair and equitable manner
- Promote orderly economic growth
 - New development bears fair share of costs to meet demands for road improvements



IFAC Role & Responsibilities

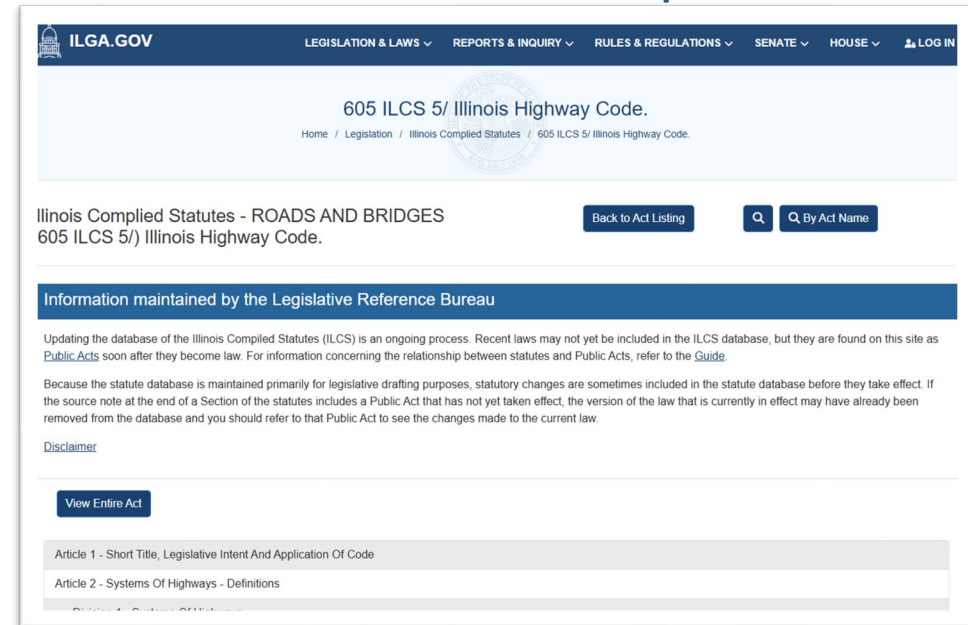
- Advise, assist & recommend:
 - Land use assumptions
 - Comprehensive Road Improvement Plan (CRIP)
 - Impact fee schedule
 - Ordinance updates
- Monitor & evaluate CRIP implementation and fee assessments
- Review to annual report
- Advise on need to update or revise program



Program update will fully align with state regulations

- Fees collected...
 - In connection with a new development
 - At time of plat approval or building permit
- Fees may be used for...
 - Capacity related road improvements & related infrastructure
 - Identified in CRIP as eligible project
 - Under jurisdiction of County

605 ILCS 5/5-901 et. seq.



The screenshot displays the ILGA.GOV website interface. At the top, there is a navigation bar with links for LEGISLATION & LAWS, REPORTS & INQUIRY, RULES & REGULATIONS, SENATE, and HOUSE, along with a LOG IN button. The main content area features the title "605 ILCS 5/ Illinois Highway Code." and a breadcrumb trail: Home / Legislation / Illinois Compiled Statutes / 605 ILCS 5/ Illinois Highway Code. Below this, there is a search bar and a "Back to Act Listing" button. A section titled "Information maintained by the Legislative Reference Bureau" contains a disclaimer about the database's update process and a link to the "Guide". A "View Entire Act" button is also present. The bottom of the page shows the beginning of Article 1 and Article 2.

Process ensures transparent and purposeful revenue use

- Fees may not be used to correct existing deficiencies
 - Fees can't fix deficiencies identified in 2004 when the program began
 - Most original deficiencies have been addressed with other funds
 - County to address remaining where feasible using non impact fee sources
- Fees must be spent...
 - Within service area collected
 - Within 5 years of collection

Projects supported by impact fees 2012 to 2024

North

Big Timber at IL 72
Galligan – Freeman to Binnie
Huntley Road – Randall to Sleepy Hollow Road
Huntley Road at Galligan Road
Long Meadow Parkway Bridge
Long Meadow Parkway, various
Plank Road and IL 47
Plank Road – Burlington Road to Village limits
Plank Road Realignment
Randall Road at IL 72

North/Central border

Stearns Road at Randall Road
Stearns Road Bridge Corridor

Central

Anderson Road Extension – IL 38 to Kessinger
Bunker Road from Keslinger Road to La Fox Road
Burlington Road at Bolcum Road

Burlington Road at IL 47
Kirk Road at Dunham Road
Peck Road at Bricher Road
Stearns Bridge – IL 25 from Dunham to CC&P RR
Stearns Bridge – Stage 2 CC & P RR/McLean/IL 31

Central/South border

Bliss / Fabyan / Main
Fabyan Parkway – IL 25 to Nagel Blvd
Fabyan Parkway and Kirk Road

South

Bliss Road at IL 47
Dauberman Road at US 30 and Granart Road
Main Street at Deerpath Road
Montgomery Road at Howell Place
Montgomery Road – IL 25 to Hill Avenue
Orchard Road – Jericho Road to US 30
Wenmoth Road at Fabyan Parkway
Wenmoth Road at Main Street Road

Structured methodology supports sound decision-making



Process Delivers Data Driven Update:

- CRIP
 - Identifies roadway capacity needs through 2032
 - Prioritizes improvement projects
- Updated Ordinance
 - Implements revised program
 - Reflects updated procedures
- Revise Fee Schedule
 - Sets rates by land use and service area
 - Reflects updated cost estimates and traffic data

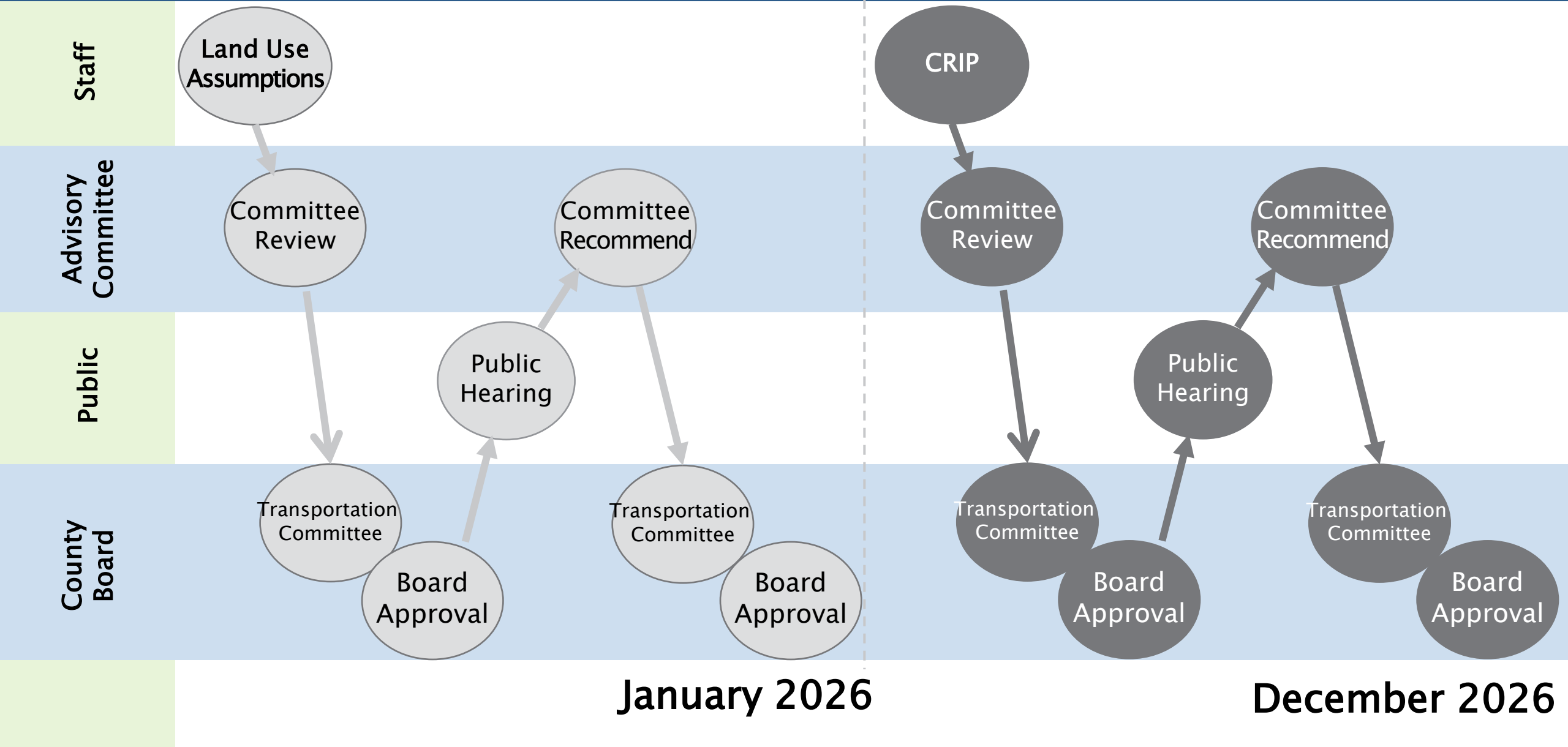
EXHIBIT B IMPACT FEE SCHEDULE Effective January 11, 2022					
Land Use	Impact Unit	LUC (3)	2022-2027 CRIP Gross Impact Fee (\$) per Impact Unit		
			North	Central	South
RESIDENTIAL					
Single Family Detached	Dwelling Unit	210	\$2,721.19	\$2,736.12	\$2,725.81
Single Family Attached	Dwelling Unit	215	\$1,650.08	\$1,659.14	\$1,652.89
Multi-Family Attached	Dwelling Unit	220	\$1,476.39	\$1,484.49	\$1,478.90
Age Restricted Housing	Dwelling Unit	251	\$868.46	\$873.23	\$869.94
COMMERCIAL RETAIL					
Retail 1 to < 40,000 s.f. (5)	1,000 s.f. (1)	822	\$7,058.59	\$7,097.32	\$7,070.59
Retail 40,000 to 150,000 s.f.	1,000 s.f. (1)	821	\$9,672.09	\$9,725.17	\$9,688.53
Retail over 150,000 s.f.	1,000 s.f. (1)	820	\$5,118.15	\$5,146.24	\$5,126.85
Supermarket	1,000 s.f. (2)	850	\$12,436.42	\$12,504.66	\$12,457.55
Gas Service Station	Fueling Position	944	\$4,832.14	\$4,858.65	\$4,840.35
Convenience Store/Gas Station (GFA 2-4k)	Fueling Position	945	\$7,998.56	\$8,042.45	\$8,012.15
Convenience Store/Gas Station (GFA 4-5.5k)	Fueling Position	945	\$6,588.75	\$6,624.91	\$6,599.95
COMMERCIAL OFFICE					
General Office	1,000 s.f. (2)	710	\$4,168.63	\$4,191.51	\$4,175.71
Medical-Dental Office	1,000 s.f. (2)	720	\$11,376.89	\$11,439.32	\$11,396.22
Office Park	1,000 s.f. (2)	750	\$3,763.35	\$3,784.00	\$3,769.74
Business Park	1,000 s.f. (2)	770	\$3,531.76	\$3,551.14	\$3,537.76
COMMERCIAL INDUSTRIAL					
Warehousing/Distribution Terminal	1,000 s.f. (2)	150	\$521.08	\$523.94	\$521.96
Speculative Industrial (6)	1,000 s.f. (2)	150/710	\$1,244.80	\$1,251.63	\$1,246.91
Light Industrial/Industrial Park	1,000 s.f. (2)	110	\$1,881.67	\$1,892.00	\$1,884.87
COMMERCIAL RESTAURANT					
Fast Food Restaurant	1,000 s.f. (2)	934	\$24,860.68	\$24,997.09	\$24,902.92
Fine Dining Restaurant	1,000 s.f. (2)	931	\$6,548.23	\$6,584.16	\$6,559.35
COMMERCIAL SERVICE					
Day Care	1,000 s.f. (2)	565	\$7,725.86	\$7,768.26	\$7,738.99
Hospital	Bed	610	\$4,892.35	\$4,919.20	\$4,900.67
Nursing Home	Bed	620	\$405.28	\$407.51	\$405.97
Hotel/Motel	Room	320	\$1,042.16	\$1,047.88	\$1,043.93
OTHER					
Religious Institution	1,000 s.f. (2)	560	\$1,418.49	\$1,426.28	\$1,420.90

Program scheduled to meet statutory timeframes

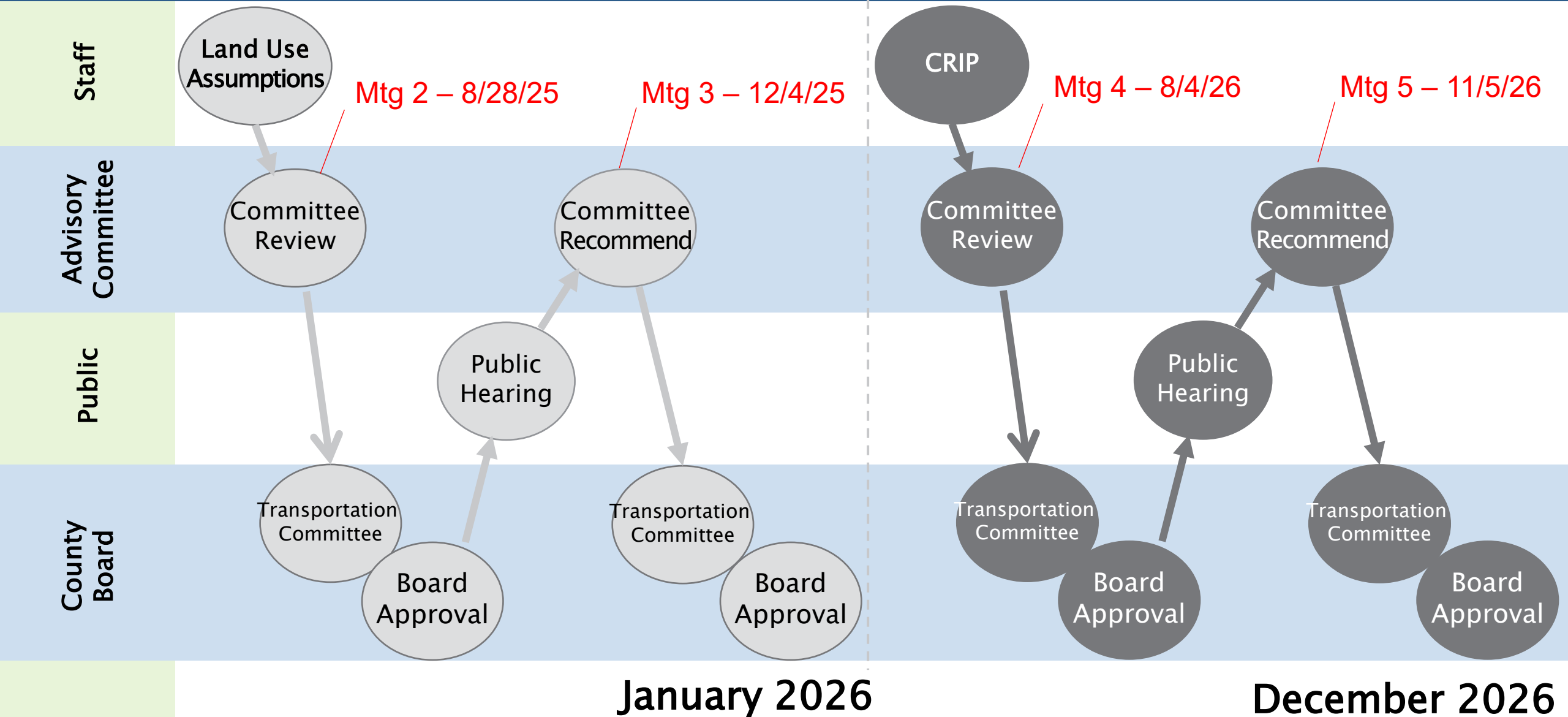
Program update must be approved by County Board by March 2027

Task	Q3 2025	Q4 2025	Q1 2026	Q2 2026	Q3 2026	Q4 2026
LAND USE UPDATE						
Collect, Synthesize, and Socialize Data						
Present to Advisory Committee and Hold Public Hearing						
ADOPT LAND USE						
UPDATE CRIP						
Model Development; Identify Deficiencies, Projects, and Costs; Update Fee Structure and Program Documentation						
Present to Advisory Committee and Hold Public Hearing						
ADOPT CRIP						

Broad engagement builds support for meaningful updates



Broad engagement builds support for meaningful updates



NEXT STEPS

Land use assumptions update

- Project changes in land use
 - Commercial and residential densities
 - Population and employment
 - 10-year growth projection
 - Use regionally adopted CMAP data as baseline data
- Characterize future travel demand
 - 2035 interim year land use forecasts

Systematic approach produces reliable assumptions

ON TO 2050
CMAP
Forecasts
And 2050 Kane
County LRTP
Forecasts

Top-Down Market Analysis

- Analyze historical development
- 10-year projections (employment, population)
- Project demand by land use

Bottom-Up Stakeholder and Public Input

- Municipalities
- Developers
- Public

Synthesis and Reconciliation

Land Use - Socioeconomic Assumptions

- Competitive position / TAZ attractiveness
- Paced population and employment growth
- Development units / SF / acreage

Thank you