

Kane County Road Improvement Impact Fee  
Advisory Committee

Kane County Government Center  
Auditorium

Meeting Minutes – December 15, 2011

**Members in Attendance:**

Tom VanCleave, County Board  
Frank Griffin, Count Board  
Rich Guerard, Wyndham Deerpoint Homes  
Larry Keller, Village of West Dundee  
Tim Haley, County Board

**Others Present:**

Steve Coffinbargar, Kane Co. Division of Transportation  
Jerry Dickson, Kane Co. Division of Transportation  
Heidi Files, Kane Co. Division of Transportation  
Carl Schoedel, Kane County Engineer  
Tom Rickert, Kane Co. Division of Transportation  
Jan Ward, Kane Co. Division of Transportation  
8 audience members present

**I. Call to order**

Chairman VanCleave called the Kane County Road Improvement Impact Fee Advisory Committee (IFAC) meeting to order at 8:00 a.m.

**II. Roll call**

A quorum was established with eight voting members present.

**III. Public Comment – None**

**IV. Approval of Minutes (September 6, 2011)**

The minutes were approved on motion by Keller, seconded by Griffin – carried by a voice vote of 8-0.

**V. Receiving Communications – None**

**VI. Reports**

**a. Consultant Report – Updates since IFAC Meeting and Draft CRIP Projects**

The consultant (CH2M HILL) provided a brief update on activities since the last IFAC meeting, which included meetings with municipalities and County Board adoption of the land use update. CH2M HILL then presented the draft list of CRIP projects, noting that the material was interim in nature, but that the study team wanted to provide the IFAC with an opportunity to provide input early in the development of the CRIP. The consultant also discussed the next steps in the impact fee update process.

After the consultant report, Rickert emphasized that KDOT is really looking for feedback on the draft project list once the IFAC is able to look over the projects so the feedback can be included in the information displayed at the public hearing on February 1<sup>st</sup>. Rickert then pointed out that KDOT would really want to see the comments sooner rather than later so that they can be incorporated before the next IFAC meeting. The consultant noted that it would be great to receive comments by January 10<sup>th</sup>.

Rickert then discussed the CRIP update explaining that the intention is to create an updated CRIP that is minor in terms of the updates to the project list and the IF ordinance. Rickert commented that the draft CRIP contains about 90% of the projects in the current CRIP and that the new projects are a result of deficiencies. KDOT would like to incorporate any comments into the project list so that the list displayed at the public hearing addresses all of the comments from the IFAC. Comments and recommendations should be sent directly to Jerry Dickson.

The following questions were raised:

Q: How does it all get funded? By no stretch, Impact Fee can't fund all of these projects? What is the plan to get funding?

A: Rickert replied that we are in a new day in terms of funding, with fewer funds available, and the state funds less and less. We may start seeing more and more that portions of projects get completed and that there is more use of technology and looking to fix problems incrementally rather than all at once. Doing the best to ensure when developers request access we are coordinating this into our future/on-going designs.

Q: Can you email a link to the location of the maps online? Has KDOT reached out to the group of municipalities?

A: Yes, we will send a link to the group. It looks like we have several of the municipalities here. Are you all getting the information from us? (Nods in the room)

Q: Do we see TIF monies coming in for any of this?

A: We don't see TIF monies coming in for this. We haven't received much in the past. If a community comes and asks for a signal, may need to be creative to get funding since capacity improvements are no longer available.

Q: How much in the past year are you getting in from Impact Fees?

A: Approximately \$700,000 during the past year; \$21 million over the life of the program.

Q: Are there use of credits?

A: Yes, they were used significantly along Randall Road and for the Wal-Mart in Elgin.

Q: What is the possibility of the developers selling their impact fee credits?

A: Maybe, but typically only 10-20% of overall job is impact fee eligible, so credits are a small portion of the overall job. In all situations the credits have been fully utilized and in some cases the credits amount to zero being owed.

Q: Development projects have slowed down, which is good and bad. Good because we didn't need to build the improvements and bad because we didn't fix the deficiencies. How do these deficiencies get fixed without development?

A: Impact Fees equal about 7% of actual project. Most funds are coming from other funding sources. At this point we haven't looked at the fee structure. Only real way to address this is to raise fees, which is not the direction of the advisory council or board. We are trying to address projects incrementally. We have to update the CRIP every five years. We would like to see things stay the same. There must be a balance. We can't accomplish funding all from Impact Fees. Realize we must pull from around the county to fund the projects. We are not looking to make radical changes to the CRIP.

**VII. Old Business – None**

**VIII. New Business**

a. Next Meeting

January 20, 2012 – Tentative IFAC Meeting (prior to public hearing) \*Griffin may not be able to attend this meeting.

February 24, 2012 – Tentative IFAC Meeting (updates prior to Transportation Committee) \* Van Cleave may not be able to attend this meeting.

b. Discussion Items

None.

**IX. Adjournment**

Meeting adjourned at 8:32. Motion to adjourn: Griffin, seconded: Guerard.