Meeting Agenda

Kane County Comprehensive Road Improvement Plan (CRIP)

2027 Impact Fee Program Update

Impact Fee Advisory Committee (IFAC) – Meeting #4

Date and Time: 9:00 a.m., August 4, 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 January 21, 2026**
5) **Reports**
    a) Draft Comprehensive Road Improvement Plan (CRIP)
    b) Project Cost Estimates
    c) Draft Fee Schedule
    d) Program and Policy Updates
6) **Action:** Recommendation to the County Board to Establish a Public Hearing Date (October 19, 2026) for Consideration of the Comprehensive Road Improvement Plan and the Imposition of Road Improvement Impact Fees
7) **Next Steps**
8) **Old Business / Announcements**
9) **Next Meeting – Thursday, November 5, 2026**
10) **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 – January 21, 2025, 9:00 a.m.

Members in Attendance

Statutory Category Represented	Member/Alternate	Role	Present	Eligible to Vote
Kane County	Vern Tepe, Kane County Board Member	Member	Yes	X
	Michael Zakosek, County Engineer	Alternate	Yes	
Kane County	Rick Williams, Kane County Board Member	Member	No	
	Kurt Nika, KDOT Asst. Director	Alternate	Yes	X
Kane County	Bill Lenert Kane County Board Member	Member	No	
	Tom Rickert, KDOT Dep. Director	Alternate	Yes	X
Municipalities	Jeffrey Schielke, Mayor, City of Batavia	Member	No	
	Clint Hull, Mayor, City of St. Charles	Alternate	No	
Municipalities	Michael Reid, Mayor, Village of Hampshire	Member	No	
	Jay Hedges, Manager, Village of Hampshire	Alternate	No	
Municipalities	John Skillman, President, Village of Carpentersville	Member	No	
	Brad Stewart, Manager, Village of Carpentersville	Alternate	No	
Realtors	Chris Studebaker, Realtor, Fox Valley Realtors Assoc.	Member	No	
	Jacob Branscom, Realtor, Fox Valley Realtors Assoc.	Alternate	Yes	X
Econ. Dev.	Ken Franzese, Principal, Lee & Assoc. of Illinois, LLC	Member	Yes	X
	Tony Lucenko, Director, Elgin Dev. Group	Alternate	Yes	
Home Builders	Mr. Court Airhart, President, Airhart Construction	Member	Yes	X
	Mr. John Hall Jr., President, John Hall Custom Homes	Alternate	Yes	
Labor Council	Albert Alfaro, Rep., Fox Valley Building & Trades Council	Member	Yes	X
	Brian W. Dahl, President, Fox Valley Building & Trades Council	Alternate	No	

*Alternates vote when their corresponding member is absent.

Others in Attendance
Chris Kious, Kane County Board Member
Russel Colby, City of St. Charles
Heidi Files, KDOT
Lisa Larson, KDOT
Heidi Lichtenberger, KDOT
Jeff Frantz, 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 August 28, 2025

   The committee approved the minutes from the August 28, 2025, meeting through a motion and a voice vote - Motion by Albert Alfaro seconded by Court Airhart.

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

   Jeff Frantz and Athreya Sreenivasan from Parametrix presented the information shared at the public hearings on the land use assumptions and the next steps for updating the comprehensive road impact fee program.

   Jeff presented a recap from the previous IFAC meeting, which included a discussion led by Tom Rickert on the current sources and uses of Kane County DOT transportation funding. In addition, Jeff summarized the information used to develop the land use assumptions that were presented at the public hearings (both virtual and in-person public hearings) that were held at the Kane County Government Center on November 18th, 2025, and January 14th, 2026.

   Athreya Sreenivasan continued the presentation summarizing public hearing participation and engagement. Athreya noted that there was a total of 154 visitors to the virtual engagement platform (96 visitors in November and 58 visitors in January) as part of the public hearing process. In addition, he noted Kane County DOT held two in-person public hearing meetings to gather comments and input.

   There were no comments received on the Land Use assumptions and Athreya shared the recommended socio-economic data that would be carried forward for the travel demand modeling and next steps on the project.

   Jeff Frantz noted that the action requested by the IFAC committee was to vote on whether to recommend to the County Board the adoption of Land Use assumptions. Mr. Tepe opened the floor for discussion prior to a vote.

Mr. Airhart noted that through his experiences, the numbers for the southern portion of the County seemed high, but he did not have specific data to validate that. He expressed that he understood why KDOT was using the CMAP numbers as a basis. Jeff Frantz discussed that the CMAP numbers have the additional benefit of have gone through an extension coordination and outreach process, gathering multiple points of view. Additionally, Athreya Sreenivasan discussed how the travel model uses the numbers, which includes distributing the potential trips through Traffic Analysis Zones (discussed at prior IFAC meetings), such that differences in population numbers do not necessarily increase the number of deficiencies that may occur on the County highway network.

Following the discussion, a motion to recommend the Land Use assumption to the County Board was made by the Chair, Mr. Vern Tepe, and was moved by Mr. Leonard, seconded by Mr. Tony Lucenko and approved by roll call with one dissenting vote from Court Airhart (representing Northern Illinois Home Builders Association).

6. Old Business / Announcements

   None

7. 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 4

August 4, 2026

KDOT
KANE COUNTY DIVISION OF TRANSPORTATION

Setting the Stage

Purpose of Today's Presentation

- Brief IFAC on draft materials supporting the 2027 Road Impact Fee Program Update

Requested IFAC Action

- Recommend that the County Board establish **October 19, 2026**, as the public hearing date for consideration of the **Comprehensive Road Improvement Plan** and **Imposition of Road Improvement Impact Fees**

Information Presented Today

Draft CRIP | Draft Fee Structure | Program & Policy Updates (Discount Program)

Items to be Discussed

- **Draft CRIP List**
  - Methodology
  - Project List
- **Cost Estimate**
- **Draft Fee Structure**
- **Program and Policy Updates**
  - Discount Program
- **Next Steps**

Land Use Assumptions

- **No changes since January 8, 2026, IFAC review**
- **February 17, 2026, Transportation Committee**
  - Recommended adoption of LUA
- **March 10, 2026, County Board**
  - Adopted LUA (Resolution No. 26-123)

STATE OF ILLINOIS)
SS.
COUNTY OF KANE)

RESOLUTION NO. 26-123

ADOPTING LAND USE ASSUMPTIONS ASSOCIATED WITH THE IMPOSITION OF IMPACT FEES

WHEREAS, the Road Improvement Impact Fee Law (605 ILCS 5/5-901 et. seq.) requires the adoption of land use assumptions to be utilized to develop the Comprehensive Road Improvement Plan associated with the update thereof and the imposition of road improvement impact fees; and

WHEREAS, the Road Improvement Impact Fee Law requires the Kane County Board approve, disapprove, or modify by resolution the land use assumptions proposed at the public hearing held to consider said assumptions and the recommendations made by the Kane County Road Improvement Impact Fee Advisory Committee in relation to said land use assumptions; and

WHEREAS, the County has heretofore on January 14, 2026, conducted a public hearing on the proposed Land Use Assumptions in the manner provided and required by law; and

WHEREAS, the Advisory Committee has approved and recommended the adoption of the land use assumptions for year 2025 through the year 2045 as proposed at the aforesaid public hearing as required by statute, (a copy of which land use assumptions for year 2025 through the year 2045 are on file in the office of the Kane County Clerk).

NOW, THEREFORE, BE IT RESOLVED by the Kane County Board that the Land Use Assumptions for year 2025 through the year 2045 are hereby approved and adopted for the development of the Comprehensive Road Improvement Plan required for the imposition of road improvement impact fees.

Passed by the Kane County Board on March 10, 2026.

John A. Cunningham, MBA, JD, JD
Clerk, County Board
Kane County, Illinois

Corinne M. Pierog MA, MBA
Chairman, County Board
Kane County, Illinois

Vote:
PASSED

Kane County Page 1 Printed on 3/11/26

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Draft 2035 CRIP List

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CRIP Process Overview

Comprehensive Road Improvement Plan (CRIP)

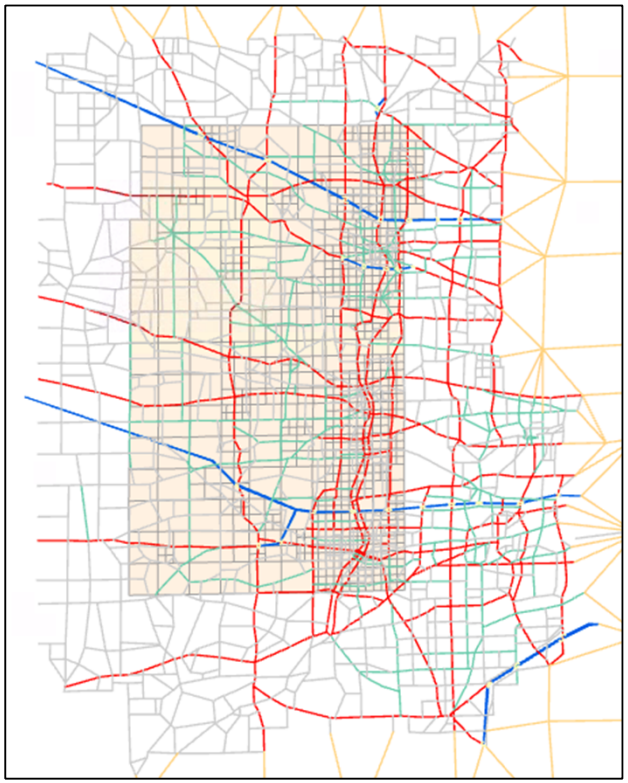
- Travel demand model Year 2025 and Year 2035
- Define CRIP-eligible deficiencies
- Evaluate improvement alternatives
- Outline improvement projects
- Prepare planning-level cost estimates

FUTURE NEEDS - EXISTING DEFICIENCIES = ELIGIBLE PROJECTS FOR IMPACT FEE

CRIP Methodology

Travel Demand Model

- Inputs: Roadway network, LUA
  - Roadway network updated to reflect improvements completed since 2021
- Output: travel speed, daily traffic volumes
- 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 CRIP
  - Evaluate improvement alternatives (where needed)
  - Develop draft project list for CRIP



CRIP Projects

- **Project categories**
  - Impact Fee Eligible
  - Partially Impact Fee Eligible
  - Not eligible (Existing 2002 deficiencies)

Eligibility Criteria

- County highway
- Transit, bicycle, and pedestrian infrastructure not eligible but included in projects with alternate funding

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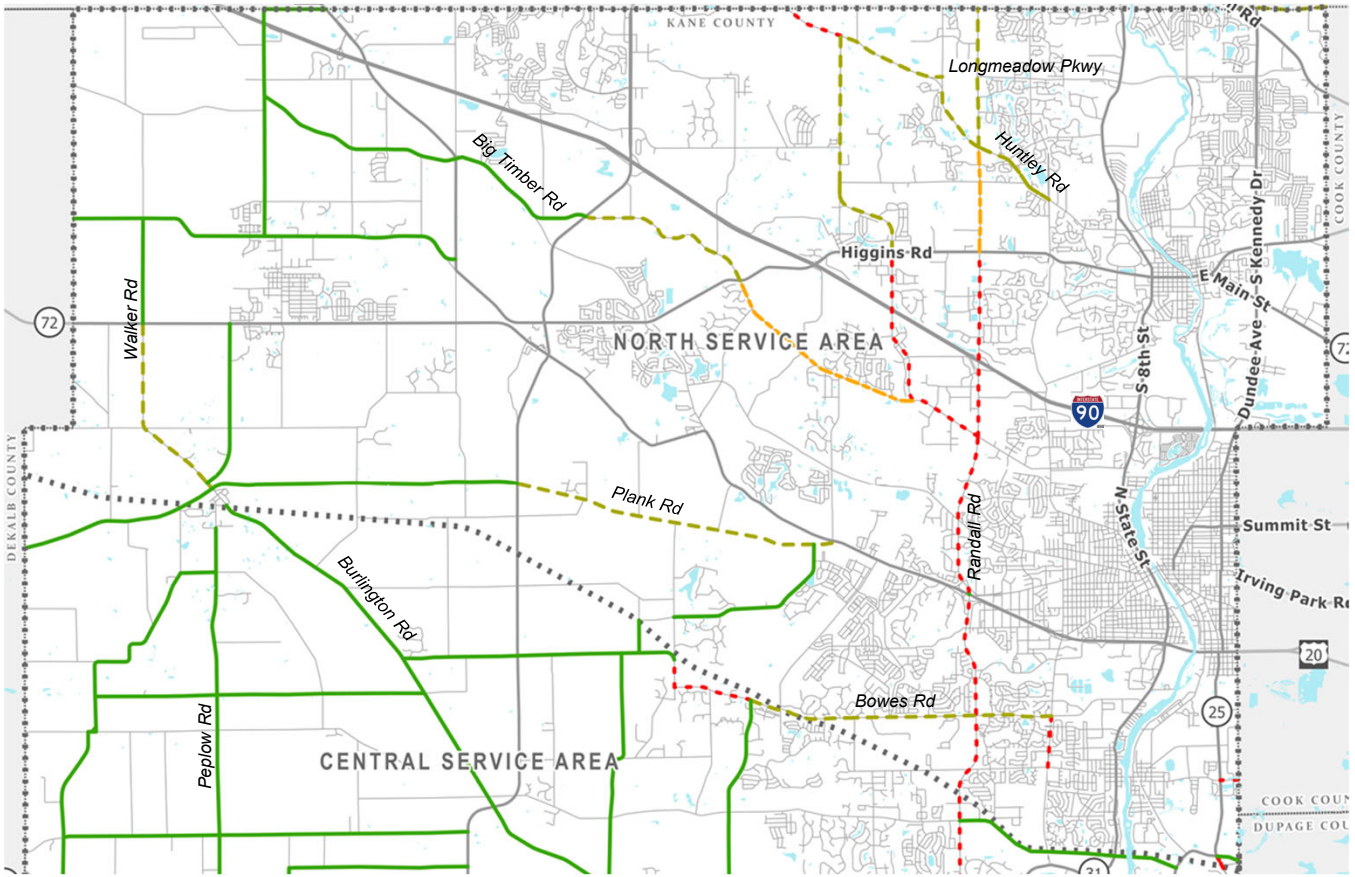
2035 Model LOS

NORTH SERVICE AREA

2035 Level of Service

- A/B
- C/D
- E
- F



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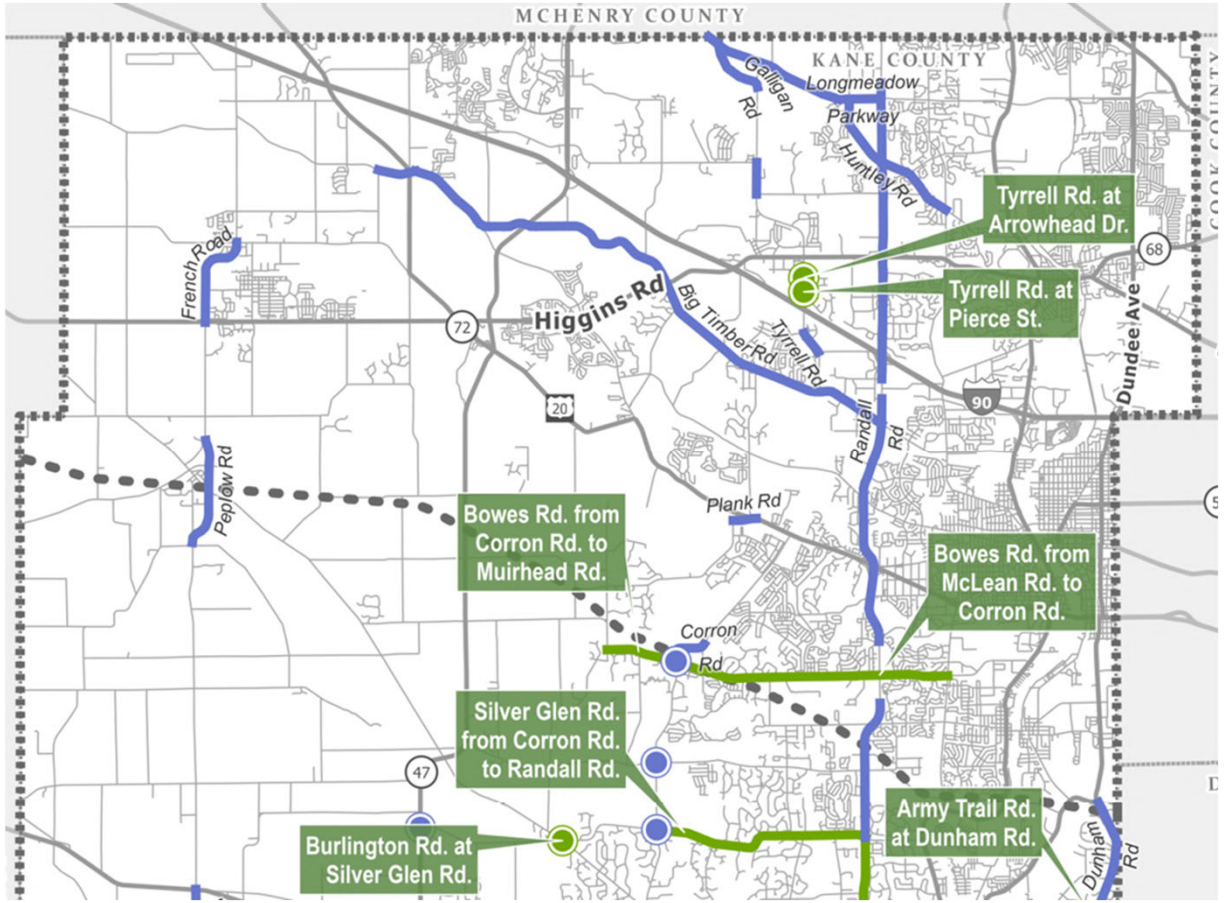
2035 Projects

NORTH SERVICE AREA

- New Intersection
- Retained Intersection
- New Segment
- Retained Segment



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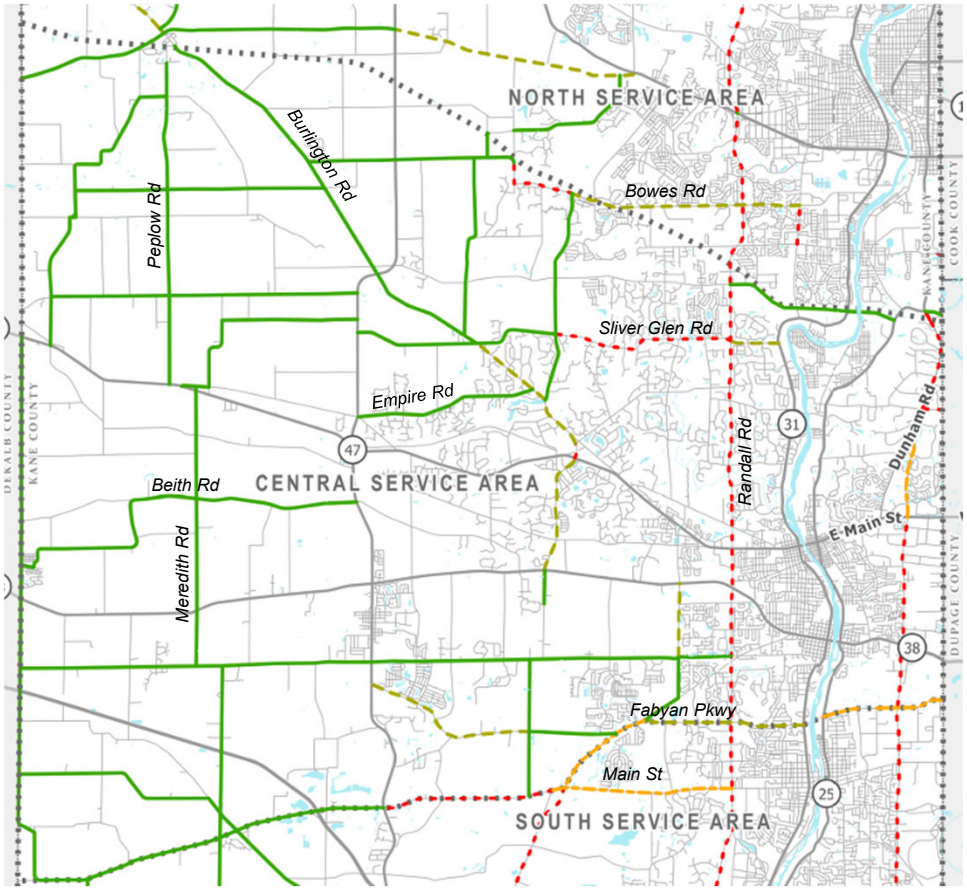
2035 Model LOS

CENTRAL SERVICE AREA

2035 Level of Service

- A/B
- C/D
- E
- F



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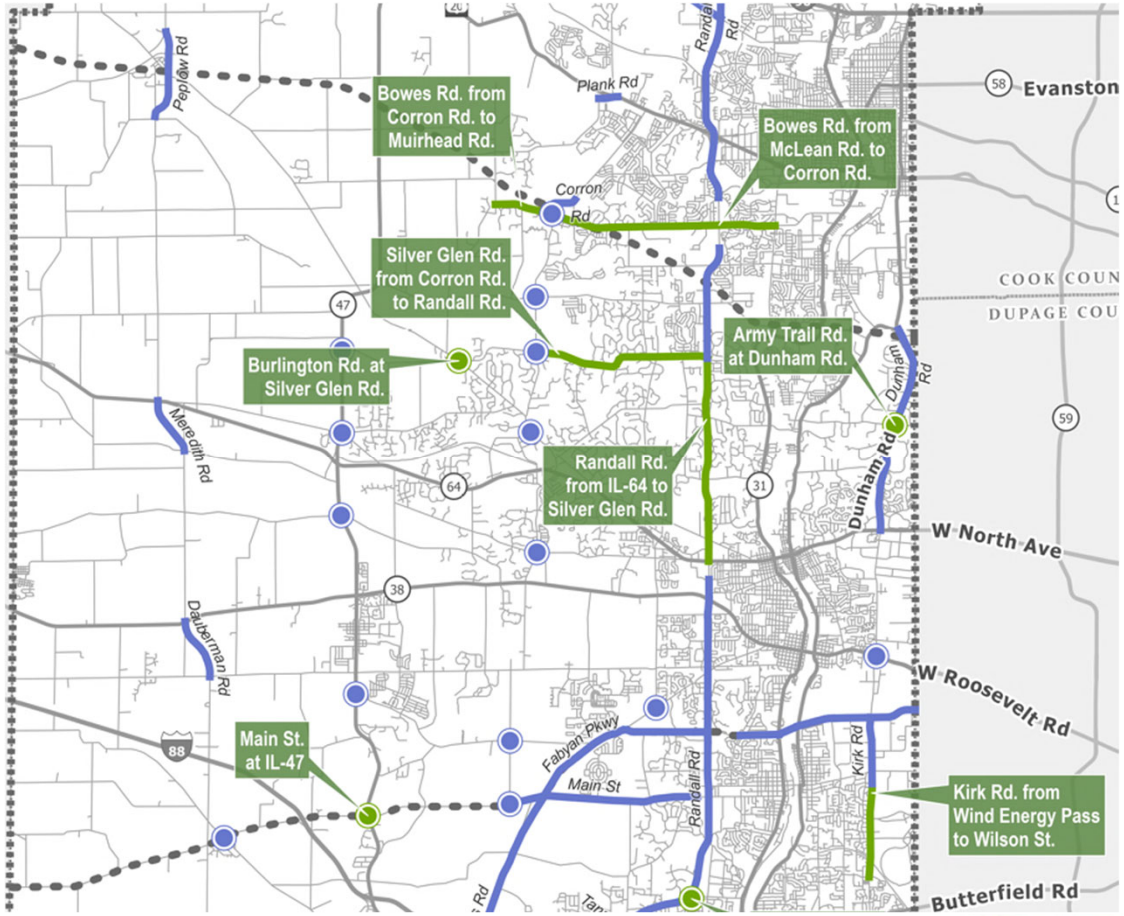
2035 Projects

CENTRAL SERVICE AREA

- New Intersection
- Retained Intersection
- New Segment
- Retained Segment



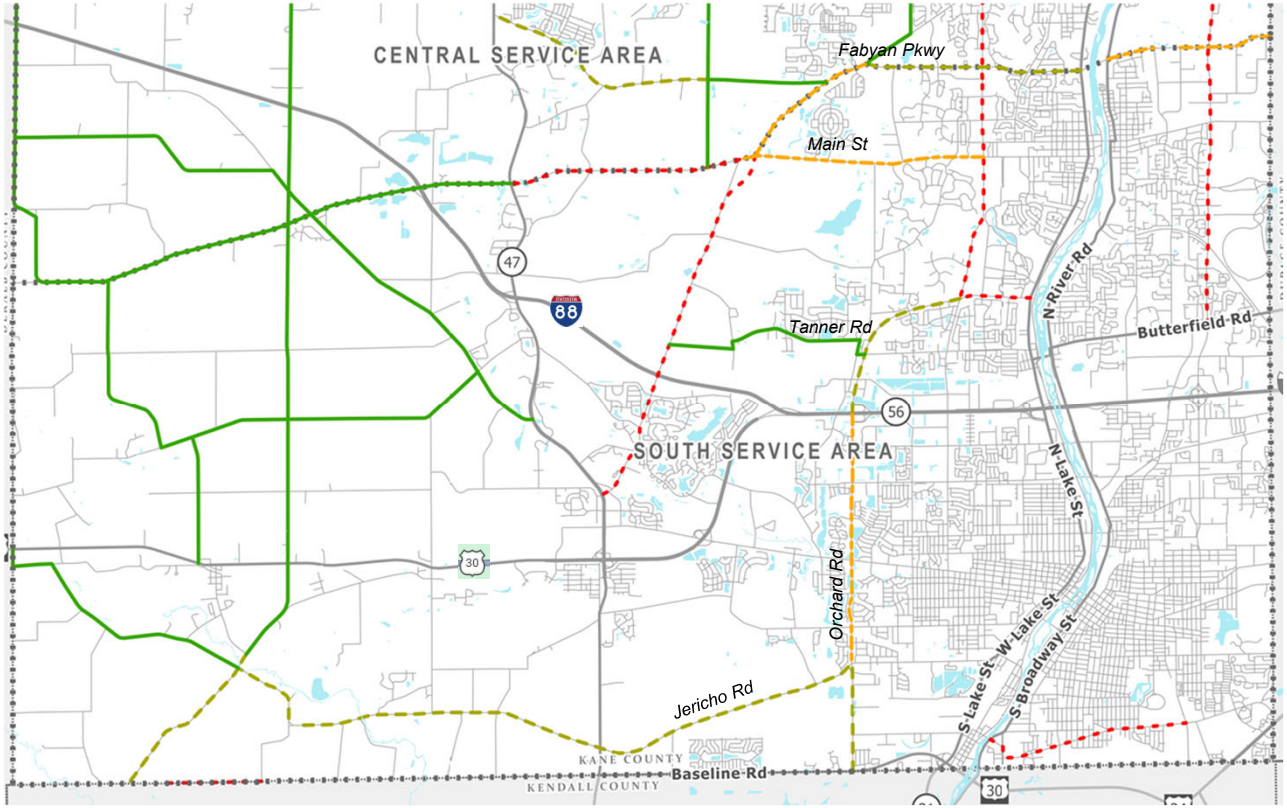
KDOT KANE COUNTY DIVISION OF TRANSPORTATION

2035 Model LOS

SOUTH SERVICE AREA

2035 Level of Service

- A/B
- C/D
- E
- F



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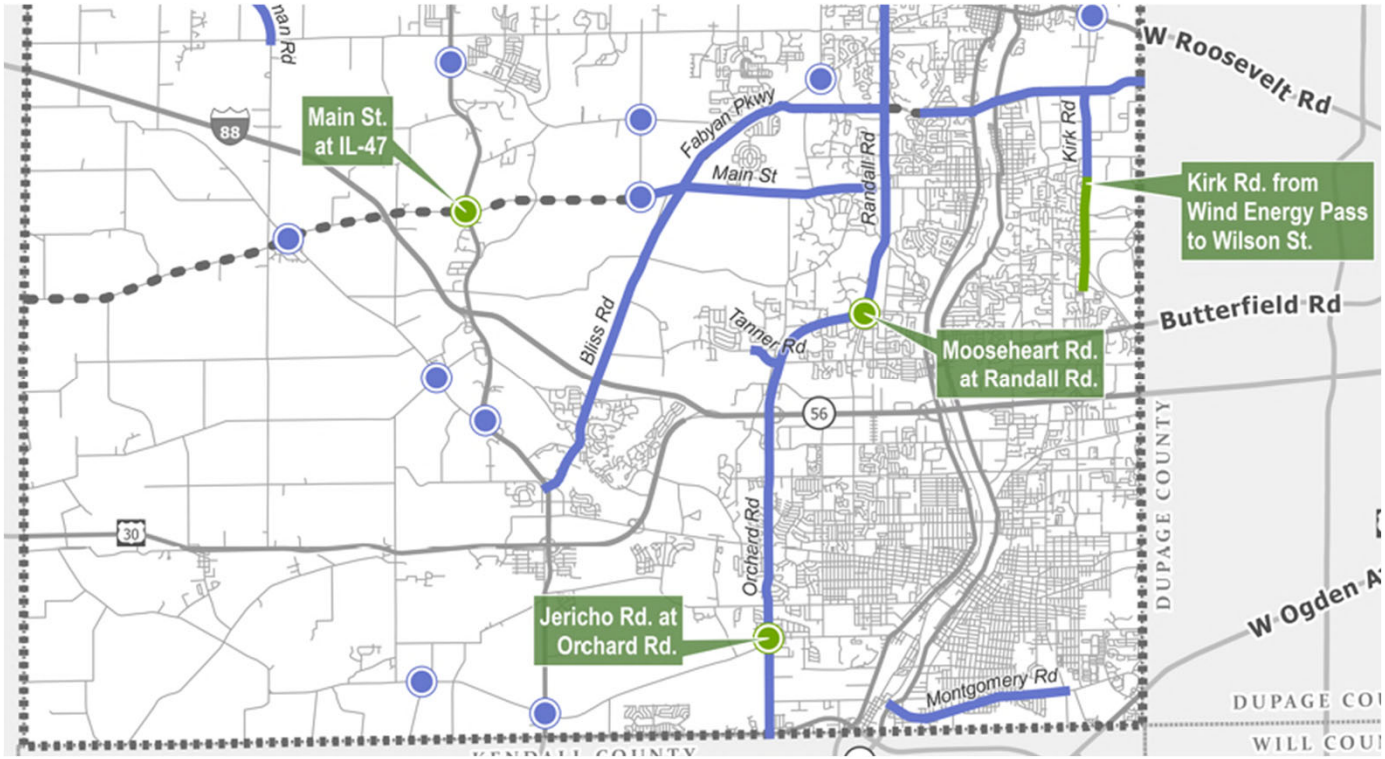
2035 Projects

SOUTH SERVICE AREA

- New Intersection
- Retained Intersection
- New Segment
- Retained Segment



Cost Estimates

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Cost Estimate Summary

2035 CRIP (PROPOSED)	
Total Program Cost (2026-2035)	$1,056,692,000
Total Impact Fee Eligible Program Cost (2026-2035)	$972,562,000
Expected Revenue (2026-2035)[a]	$621,906,910

2030 CRIP (EXISTING)	
Total Program Cost (2020-2030)	$920,085,000
Total Impact Fee Eligible Program Cost (2020-2026)	$828,175,000
Expected Revenue (2021-2030) [a]	$494,041,829

[a] *Source: Kane County Transportation Improvement Program - Annual Projected Highway Revenue, FY 2026-2035. Includes Projected Impact Fee Revenues*

Cost Per Trip

2035 CRIP (Proposed)

Metric	Service Area		
	North	Central	South
Total New Trips	161,426	59,790	87,951
Eligible Project Cost	$500,548,000	$191,884,000	$280,130,000
Impact Fee per Trip	$3,101	$3,209	$3,185

2030 CRIP (Existing)

Metric	Service Area		
	North	Central	South
Total New Trips	147,664	56,009	81,865
Eligible Project Cost	$427,470,000	$162,415,000	$238,290,000
Impact Fee per Trip	$2,895	$2,900	$2,911

Draft Fee Structure

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Fee Schedule

- Reflects latest Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition
- Promotes Transparency
  - ITE Rate x ITE Reduction (Diverted Trips + Pass-By) = Adjusted Trip Rate
- Land Use Changes
  - Generally consistent from the previous edition
  - Warehousing (Land Use 150) was renamed Warehouse (Land Use 150) for consistency with current industry terminology.

Adjusted Trip Rates by Land Use Categories (2035 CRIP)

Land Use	Impact Unit	LUC (3)	Rate (4)	Diverted Trips (3)	Pass By (3)	Total Reduction	Adjusted Trip Rate
RESIDENTIAL							
Single Family Detached	Dwelling Unit	210	0.93				0.93
Single Family Attached	Dwelling Unit	215	0.51				0.51
Multi-Family Attached	Dwelling Unit	220	0.52				0.52
Age Restricted Housing	Dwelling Unit	251	0.29				0.29
COMMERCIAL RETAIL							
Retail 1 to < 40,000 s.f. (5)	1,000 s.f. (1)	822	6.29	23%	40%	63%	2.33
Retail 40,000 to 150,000 s.f.	1,000 s.f. (1)	821	8.58	23%	40%	63%	3.17
Retail over 150,000 s.f.	1,000 s.f. (1)	820	3.26	26%	22%	48%	1.70
Supermarket	1,000 s.f. (2)	850	8.79	28%	24%	52%	4.22
Gas Service Station	Fueling Position	944	14.23	31%	57%	88%	1.71
Convenience Store/Gas Station (GFA 2-4k)	Fueling Position	945	15.85	29%	56%	85%	2.38
Convenience Store/Gas Station (GFA 4-5.5k)	Fueling Position	945	19.15	22%	70%	92%	1.53
COMMERCIAL OFFICE							
General Office	1,000 s.f. (2)	710	1.18				1.18
Medical-Dental Office	1,000 s.f. (2)	720	3.42				3.42
Office Park	1,000 s.f. (2)	750	1.21				1.21
Business Park	1,000 s.f. (2)	770	0.79				0.79
COMMERCIAL INDUSTRIAL							
Warehouse/Distribution Terminal	1,000 s.f. (2)	150	0.15				0.15
Speculative Industrial (6)	1,000 s.f. (2)	150/710	0.36				0.36
Light Industrial/Industrial Park	1,000 s.f. (2)	110	0.49				0.49
COMMERCIAL RESTAURANT							
Fast Food Restaurant	1,000 s.f. (2)	934	31.6	19%	55%	74%	8.22
Fine Dining Restaurant	1,000 s.f. (2)	931	8.1	27%	44%	71%	2.35
COMMERCIAL SERVICE							
Day Care	1,000 s.f. (2)	565	10.75	32%	44%	76%	2.58
Hospital	Bed	610	1.69				1.69
Nursing Home	Bed	620	0.22				0.22
Hotel/Motel	Room	320	0.37				0.37
OTHER							
Religious Institution	1,000 s.f. (2)	560	0.43				0.43

- ***Diverted Trips****: Trips on area roadway network which change their route to make an intermediate stop. Reduction based on data available in the ITE Trip Generation Manual, 12th Edition.*
- ***Pass-By Trips****: Trips on the adjacent roadway(s) and stop en route to another destination. Reduction based on data available in the ITE Trip Generation Manual, 12th Edition.*

Gross Impact Fees Prior to Application of Discounts

Land Use	Impact Unit	LUC (3)	2035 CRIP Gross Impact Fee ($) per Impact Unit			2030 CRIP Gross Impact Fee ($) per Impact Unit			Change Gross Impact Fee ($) per Impact Unit		
			North	Central	South	North	Central	South	North	Central	South
RESIDENTIAL											
Single Family Detached	Dwelling Unit	210	$2,883.73	$2,962.11	$2,984.65	$2,721.19	$2,736.12	$2,725.81	$162.54	$225.99	$258.83
Single Family Attached	Dwelling Unit	215	$1,581.40	$1,624.39	$1,636.74	$1,650.08	$1,659.14	$1,652.89	-$68.68	-$34.75	-$16.14
Multi-Family Attached	Dwelling Unit	220	$1,612.41	$1,656.24	$1,668.84	$1,476.39	$1,484.49	$1,478.90	$136.02	$171.74	$189.94
Age Restricted Housing	Dwelling Unit	251	$899.23	$923.67	$930.70	$868.46	$873.23	$869.94	$30.76	$50.44	$60.76
COMMERCIAL RETAIL											
Retail 1 to < 40,000 s.f. (5)	1,000 s.f. (1)	822	$7,216.47	$7,412.61	$7,469.00	$7,058.59	$7,097.32	$7,070.59	$157.87	$315.29	$398.42
Retail 40,000 to 150,000 s.f.	1,000 s.f. (1)	821	$9,843.77	$10,111.32	$10,188.24	$9,672.09	$9,725.17	$9,688.53	$171.67	$386.15	$499.71
Retail over 150,000 s.f.	1,000 s.f. (1)	820	$5,256.46	$5,399.33	$5,440.40	$5,118.15	$5,146.24	$5,126.85	$138.30	$253.09	$313.55
Supermarket	1,000 s.f. (2)	850	$13,082.85	$13,438.44	$13,540.68	$12,436.42	$12,504.66	$12,457.55	$646.43	$933.78	$1,083.13
Gas Service Station	Fueling Position	944	$5,294.91	$5,438.82	$5,480.20	$4,832.14	$4,858.65	$4,840.35	$462.77	$580.17	$639.85
Convenience Store/Gas Station (GFA 2-4k)	Fueling Position	945	$7,372.13	$7,572.50	$7,630.11	$7,998.56	$8,042.45	$8,012.15	-$626.44	-$469.95	-$382.04
Convenience Store/Gas Station (GFA 4-5.5k)	Fueling Position	945	$4,750.41	$4,879.53	$4,916.65	$6,588.75	$6,624.91	$6,599.95	-$1,838.34	-$1,745.38	-$1,683.30
COMMERCIAL OFFICE											
General Office	1,000 s.f. (2)	710	$3,658.93	$3,758.38	$3,786.97	$4,168.63	$4,191.51	$4,175.71	-$509.70	-$433.12	-$388.74
Medical-Dental Office	1,000 s.f. (2)	720	$10,604.70	$10,892.94	$10,975.80	$11,376.89	$11,439.32	$11,396.22	-$772.19	-$546.38	-$420.42
Office Park	1,000 s.f. (2)	750	$3,751.95	$3,853.93	$3,883.25	$3,763.35	$3,784.00	$3,769.74	-$11.39	$69.94	$113.51
Business Park	1,000 s.f. (2)	770	$2,449.62	$2,516.20	$2,535.35	$3,531.76	$3,551.14	$3,537.76	-$1,082.13	-$1,034.93	-$1,002.41
COMMERCIAL INDUSTRIAL											
Warehouse/Distribution Terminal	1,000 s.f. (2)	150	$465.12	$477.76	$481.39	$521.08	$523.94	$521.96	-$55.96	-$46.18	-$40.57
Speculative Industrial (6)	1,000 s.f. (2)	150/710	$1,116.28	$1,146.62	$1,155.35	$1,244.80	$1,251.63	$1,246.91	-$128.52	-$105.01	-$91.57
Light Industrial/Industrial Park	1,000 s.f. (2)	110	$1,519.39	$1,560.68	$1,572.56	$1,881.67	$1,892.00	$1,884.87	-$362.29	-$331.32	-$312.31
COMMERCIAL RESTAURANT											
Fast Food Restaurant	1,000 s.f. (2)	934	$25,476.08	$26,168.53	$26,367.60	$24,860.68	$24,997.09	$24,902.92	$615.41	$1,171.44	$1,464.68
Fine Dining Restaurant	1,000 s.f. (2)	931	$7,283.75	$7,481.73	$7,538.64	$6,548.23	$6,584.16	$6,559.35	$735.53	$897.57	$979.29
COMMERCIAL SERVICE											
Day Care	1,000 s.f. (2)	565	$8,000.04	$8,217.48	$8,279.99	$7,725.86	$7,768.26	$7,738.99	$274.17	$449.22	$541.00
Hospital	Bed	610	$5,240.33	$5,382.77	$5,423.72	$4,892.35	$4,919.20	$4,900.67	$347.98	$463.57	$523.05
Nursing Home	Bed	620	$682.17	$700.72	$706.05	$405.28	$407.51	$405.97	$276.89	$293.21	$300.07
Hotel/Motel	Room	320	$1,147.29	$1,178.48	$1,187.44	$1,042.16	$1,047.88	$1,043.93	$105.13	$130.60	$143.51
OTHER											
Religious Institution	1,000 s.f. (2)	560	$1,333.34	$1,369.58	$1,380.00	$1,418.49	$1,426.28	$1,420.90	-$85.15	-$56.70	-$40.90

Impact Fee Multiplier

REDUCED IMPACT FEE = NET IMPACT FEE* x IMPACT FEE MULTIPLIER

Applicable Dates	Impact Fee Multiplier
Existing (Ordinance 22-478)	
April 12, 2022, through April 11, 2027	50%
April 11, 2021, through April 11, 2022	50%
April 11, 2020, through April 10, 2021	50%
April 11, 2019, through April 10, 2020	50%
April 11, 2018, through April 10, 2019	50%
April 11, 2017, through April 10, 2018	50%

*Net Impact Fee = Gross Impact Fee – Discounts and Demolition Credits

2035 CRIP Reduced Impact Fee Schedule with a 50% Multiplier

Reduced Impact Fee per Impact Unit = Net Impact Fee per Impact Unit x 50% Multiplier

2035 CRIP

Land Use	Impact Unit	LUC (3)	Reduced Impact Fee ($) per Impact Unit (7)		
			North	Central	South
RESIDENTIAL					
Single Family Detached	Dwelling Unit	210	$1,441.87	$1,481.06	$1,492.32
Single Family Attached	Dwelling Unit	215	$790.70	$812.19	$818.37
Multi-Family Attached	Dwelling Unit	220	$806.21	$828.12	$834.42
Age Restricted Housing	Dwelling Unit	251	$449.61	$461.83	$465.35
COMMERCIAL RETAIL					
Retail 1 to < 40,000 s.f. (5)	1,000 s.f. (1)	822	$3,608.23	$3,706.31	$3,734.50
Retail 40,000 to 150,000 s.f.	1,000 s.f. (1)	821	$4,921.88	$5,055.66	$5,094.12
Retail over 150,000 s.f.	1,000 s.f. (1)	820	$2,628.23	$2,699.66	$2,720.20
Supermarket	1,000 s.f. (2)	850	$6,541.42	$6,719.22	$6,770.34
Gas Service Station	Fueling Position	944	$2,647.45	$2,719.41	$2,740.10
Convenience Store/Gas Station (GFA 2-4k)	Fueling Position	945	$3,686.06	$3,786.25	$3,815.05
Convenience Store/Gas Station (GFA 4-5.5k)	Fueling Position	945	$2,375.20	$2,439.76	$2,458.32
COMMERCIAL OFFICE					
General Office	1,000 s.f. (2)	710	$1,829.47	$1,879.19	$1,893.49
Medical-Dental Office	1,000 s.f. (2)	720	$5,302.35	$5,446.47	$5,487.90
Office Park	1,000 s.f. (2)	750	$1,875.98	$1,926.97	$1,941.63
Business Park	1,000 s.f. (2)	770	$1,224.81	$1,258.10	$1,267.67
COMMERCIAL INDUSTRIAL					
Warehouse/Distribution Terminal	1,000 s.f. (2)	150	$232.56	$238.88	$240.70
Speculative Industrial (6)	1,000 s.f. (2)	150/710	$558.14	$573.31	$577.67
Light Industrial/Industrial Park	1,000 s.f. (2)	110	$759.69	$780.34	$786.28
COMMERCIAL RESTAURANT					
Fast Food Restaurant	1,000 s.f. (2)	934	$12,738.04	$13,084.26	$13,183.80
Fine Dining Restaurant	1,000 s.f. (2)	931	$3,641.88	$3,740.86	$3,769.32
COMMERCIAL SERVICE					
Day Care	1,000 s.f. (2)	565	$4,000.02	$4,108.74	$4,140.00
Hospital	Bed	610	$2,620.17	$2,691.38	$2,711.86
Nursing Home	Bed	620	$341.09	$350.36	$353.02
Hotel/Motel	Room	320	$573.65	$589.24	$593.72
OTHER					
Religious Institution	1,000 s.f. (2)	560	$666.67	$684.79	$690.00

Program and Policy Updates

KDOT
KANE COUNTY DIVISION OF TRANSPORTATION

Updates to the Impact Fee Discount Program

Why refine the program?

Objective: Simplify the Discount Program while focusing incentives on transportation-related benefits that are straightforward to administer and verify.

- **Fewer discount categories** to simplify program administration.
- **Focus discounts on redevelopment and transit access (expanded).**
- **Remove discount categories that require subjective interpretation or extensive documentation.**
- **No changes proposed to:**
  - Downtown development discount
  - Infill discount
  - Charitable organization exemption

Benefits

- ✓ Easier to verify and administer
- ✓ Easier for applicants to understand
- ✓ Improves consistency
- ✓ Focuses incentives on measurable transportation benefits

Key Policy Changes – Discount Program

Discount	Proposed Change	Reasoning
Mobility Options	Expand Pace Bus & Metra discounts; remove Transit Supportive Corridor and Regional Bicycle Trail discounts.	Updates outdated criteria and ties discounts to existing, verifiable transit access.
Mixed-Use Development	Remove Parks and Forest Preserves as qualifying land uses; add Commercial Uses.	Commercial uses better support true mixed-use development and potential internal trip capture.
Residential Density	Eliminate discount category.	ITE rates already reflect residential density; removing the discount avoids double counting and difficult/inconsistent calculations. (Already discounted by ~ 45% - 50%)
Downtown Development	Retain with clarified eligibility documentation.	Will improve consistency and make eligibility easier to verify.
Industrial Development	Retain redevelopment/infill discount; remove airport freight and truck route discounts.	Supports infill; airport and truck-route proximity does not reliably reduce impacts.
Skilled Manufacturing Jobs	Eliminate discount category.	Job type & wage level not related to transportation impact. Verification & enforcement difficult and employment commitments change over time.
Charitable Organizations	No changes proposed.	

JK1

Action Requested

*Recommendation to the County Board to Establish a Public Hearing Date **(October 19, 2026)** for Consideration of the Comprehensive Road Improvement Plan and the Imposition of Road Improvement Impact Fees*

KDOT
KANE COUNTY DIVISION OF TRANSPORTATION

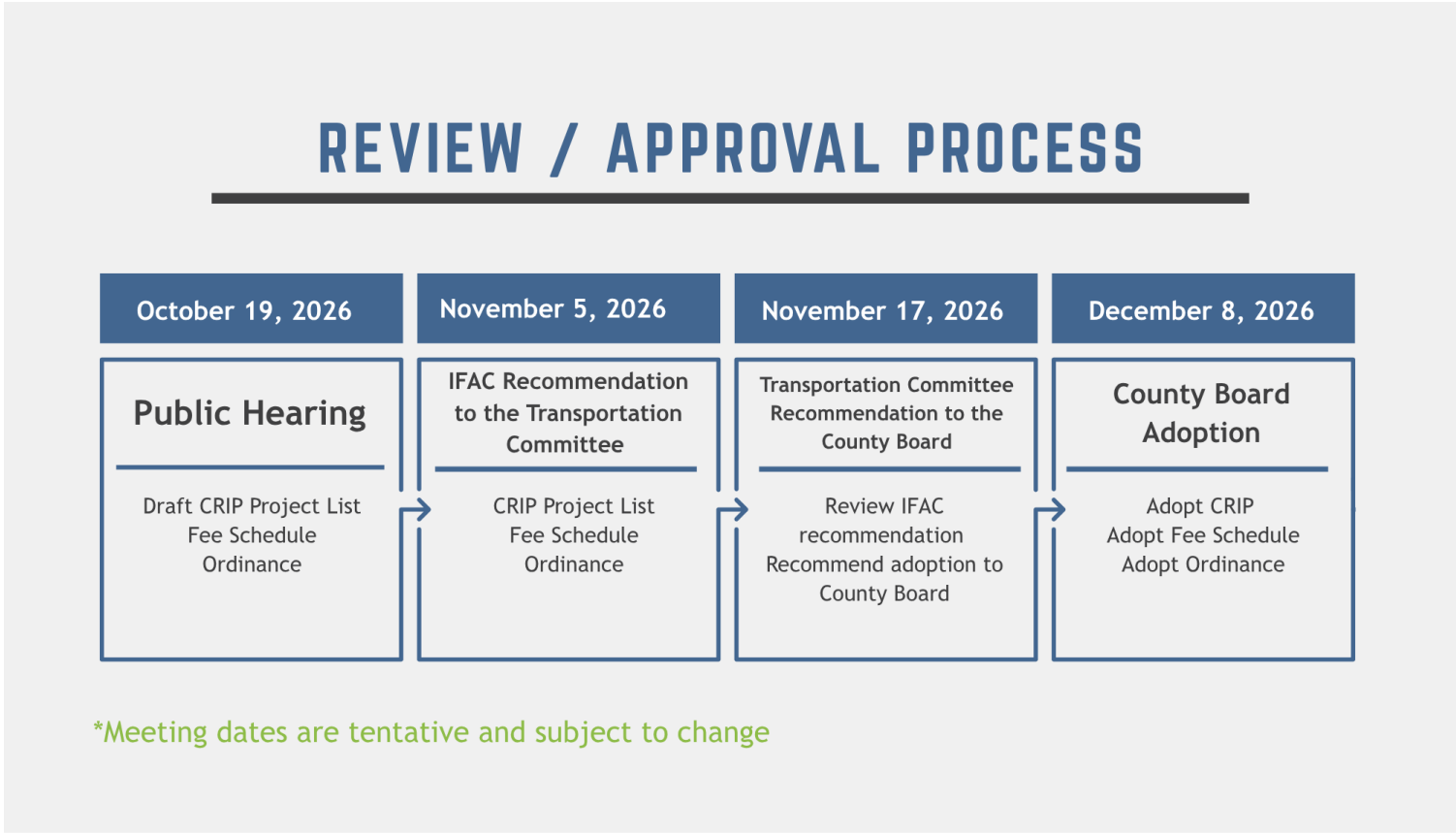
Next Steps

Next Steps

JK1

- KDOT staff will document IFAC comments and direction.
- KDOT will work with the State's Attorney's Office to translate the recommended policy updates into draft Ordinance language.
- Draft Ordinance revisions will be advanced through the appropriate review and approval process.

Timeline



*Meeting dates are tentative and subject to change

Thank you!