

Timeline Of Planning for Village-Wide Infrastructure Maintenance

1999. Comprehensive Plan update. a) "Maintain no Village Property Tax.", b) "Village policy to encourage private roads and to only accept dedicated roads under special circumstances. A reduction in length of dedicated roads will assist the Village in maintaining its no tax levy policy.", c) "Annual Budget should be based upon sources of income which remain relatively stable."

July, 2011. Village Board introduced to paving study by ESI (Village Engineer) indicating a significant shortfall of necessary Maintenance spending particularly in the paving area.

February 14, 2012. Village Board established an Infrastructure Committee to work with ESI to understand the metrics and their implications and present recommendations to the board for possible solutions.

June 26, 2012 – 1st Town Hall meeting. Presented results of the Village wide survey, outlined milestones , talked about growth within the Village, discussed Economic development of the Village and the Historic Business District, discussed channels of communications and took questions. There was no presentation on Infrastructure Maintenance Planning but it was listed as a major topic of the next town Hall meeting.

August 14, 2012 – 2nd Town Hall Meeting. The metrics of an Infrastructure maintenance plan as outlined by ESI were discussed. Based on a ten year maintenance plan which anticipated a 3% annual inflation rate in all areas including paving and a 10 year repaving cycle a funding gap was identified amounting to \$1.3M annually.

October 23, 2012 – 3rd Town Hall meeting. The \$1.3 Funding Gap was explained again and several options for dealing with the gap were put forward. One of the options for solving this funding gap was presented as a Village-wide property tax amounting to an average of \$500 per family sunsetted after 10 years. Another option presented was reducing the length of public roads which needed to be funded by the Village by asking the residents living in subdivisions with internal public roads to pay for the roads in their subdivisions. Another option was to make all roads public to resolve the current inequities and then fund all roads thru a property tax.

October 8, 2013 – 4th Town Hall Meeting. The Village Board a revised study was present which used a higher inflation rate for paving to make the metrics more realistic. This resulted in the funding gap increasing to \$2.0M. The Village Board also recommended that this gap should be covered equally by all residents with a property tax which would average approximately \$802 per resident based on average EAV. At this meeting the overwhelming majority of the response from those living in subdivisions who were funding their own internal roads was that they would vote against any property tax referendum that which would channel new taxes to pay for public roads internal to subdivisions. That 70% of the Village residents thought it was unfair to have to pay to maintain public roads which served internally other subdivisions while at the same time paying to maintain their own internal roads was significant to the Village Board.

November 12, 2013. The Village Board Passed a resolution establishing a referendum to collect a much lower property tax (\$166 avg. per resident/year) limited to 10 years maximum. This was based on the reaction of residents living in private-road subdivision who objected to paying for non-thoroughfare roads serving other subdivisions. In addition the Village Board established by ordinance, a road maintenance policy which directed that alternate funding (HOA or SSA) for non thoroughfare roads be established by November 2014 after which time non thoroughfare roads without alternate funding would be vacated. This deadline was meant as objective date to accomplish the alternate funding and was later recommended to be stricken. This will be voted on at the April 8, 2014 Village Board meeting.

August 28, 2013 thru March, 2014. The Village Board has been evaluating the costs relating to, and alternatives to, vacating the non-thoroughfare roads on accordance with the road maintenance policy ordinance, including the best way to establish SSA's to provide a funding mechanism for improving non thoroughfare road as an alternative to or prior to vacation. It was ~~agreed~~ acknowledged that it was impractical for HOA's to amend their bylaws (requiring a 100% positive vote) in order to take over the funding of the maintenance of their internal (currently public) roads if such roads were simply vacated. The Village board arrived at consensus (not unanimous) that, (a) if non-thoroughfare public roads were to be vacated, they first needed to be brought into an acceptable condition, (b) if an acceptable funding mechanism could be developed, then road vacations (which require a super-majority vote) would become unnecessary, and (c) that any such funding mechanism should result in the cost being equalized across all affected subdivisions in order to arrive at a rate in line with what other subdivisions were paying to pave their private roads. Additionally, this option called for dividing the Village into multiple (3?) SSA's incorporating all residents and establishing two tax rates.

It has been discussed but not yet agreed that a lower rate for residents who were not living in subdivisions with internal public roads would be approximately \$260 per family per year for 15 years and a higher rate for residents living in subdivisions with internal public roads would be approximately \$1,330. These rates would almost cover the funding gap that exists, it would (a) free residents already paying for their subdivision's private roads from paying for the internal public roads of other subdivisions, (b) avoid the need for wholesale vacation of non-thoroughfare public roads, (c) it would allow for a \$6M bond guaranteed by the proceeds of the SSA's to permit repaving all non thoroughfare roads in the next 4 years thus taking advantage of the lower paving rates as opposed to spreading this over 15 years, and (d) it would permit the continual 10 year paving cycle for thoroughfare roads. The rates cover a 15 year plan and reflect all infrastructure cost of the village to maintain its public infrastructure both thoroughfare and non thoroughfare.

This option has not been voted on but a consensus of a majority of board members seems to have developed around this approach thus far and it reflects the current metrics of our public infrastructure maintenance.

March 18, 2014. Referendum for property tax to fund small gap remaining after alternative funding for non thoroughfare roads is instituted, fails by large margin. Consideration for the failure of this partial solution is reflected in the numbers outlined above.

April 4, 5 & 7, 2014. Workshops to be held with interested residents to develop a collaborative approach to explore potential options.

April 8, 2014. Report of the Task Force meetings to the Village Board for further discussion and consideration of next steps.