

**Village of Indian Head Park  
201 Acacia Drive  
Indian Head Park, IL 60525**

**TOWNHALL MEETING  
MINUTES  
BOARD OF TRUSTEES**

*“Pursuant to 5 ILCS 120/2.06 (3) minutes of public meetings shall include, but need not be limited to a general description of all matters proposed, discussed, or decided and a record of votes taken.”*

**Thursday, November 7, 2013  
7:30 p.m.**

**CALL TO ORDER – MAYOR RICHARD S. ANDREWS**

The special townhall meeting of the Village of Indian Head Park Board of Trustees was held on Thursday, November 7, 2013 at the Municipal Facility, 201 Acacia Drive, and was convened at 7:30 p.m. by Mayor Richard S. Andrews. Village Clerk Joseph Consolo called the roll as follows:

**ROLL CALL: JOSEPH CONSOLO, VILLAGE CLERK**

**PRESENT (AND CONSTITUTING A QUORUM):**

Mayor Richard Andrews  
Trustee Brian T. Bailey  
Trustee Tom Hinshaw  
Trustee Brenda O’Laughlin  
Trustee Norman L. Schnauffer  
Trustee Matt Walsh  
Trustee Amy Jo Wittenberg

**ALSO PRESENT:**

Frank Alonzo, Chief of Police/Administration  
David Brink, Finance Director  
Steve Busa, Treasurer  
Joseph V. Consolo, Village Clerk

Richard Ramello, Counsel, Storino, Ramello & Durkin  
Edward Santen, Water/Public Works Superintendent  
Dave Vandervelde, Christopher Burke Engineering

## **PLEDGE OF ALLEGIANCE TO THE FLAG**

Mayor Andrews and the Board of Trustees led the audience in reciting the Pledge of Allegiance to the Flag: *“I Pledge Allegiance to the Flag of the United States of America and to the republic for which it stands, one nation under God indivisible with liberty and justice for all”*.

In recognition of Veteran’s Day on Monday, November 11<sup>th</sup> Mayor Andrews asked that everyone fly the flag on Monday to commemorate that day and to be thankful for all of the veterans who have served our Country.

## **AGENDA ITEM - TOWNHALL MEETING PUBLIC FORUM FOR THE PURPOSES OF DISCUSSING THE VILLAGE OF INDIAN HEAD PARK’S STREET MAINTENANCE/INFRASTRUCTURE/CAPITAL IMPROVEMENTS PLAN IN ORDER TO HELP PRIORITIZE THE PROJECTS, DETERMINE THE AMOUNT WE CAN AFFORD AND WISH TO SPEND, AND HOW TO PAY FOR IT ALL.**

Mayor Andrews stated the purpose of the townhall meeting this evening is to discuss the Village’s street maintenance, infrastructure and capital improvement plans to prioritize projects to determine the amount to spend and how to pay for it all. Mayor Andrews also informed the audience that the meeting is officially being videotaped by the Village this evening and may be video or audio-taped by others present. He noted that one and a half hours is being allocated for this meeting, he asked that anyone who wishes to address the Board to please state their name and address and to limit comments and questions to about two minutes the first time around until everyone has an opportunity to provide their input. then time permitting everyone is welcome to provide further comments. Mayor Andrews asked everyone to respect each other and to accept other viewpoints even though someone may disagree. He added we all have to work together, the Village Board wants to do what is best for the Village in accordance with what residents want, we have information to present and look forward to input concerning the topic tonight regarding streets, infrastructure and capital improvements.

Mayor Andrews stated this is a special meeting for one purpose only, if there are questions about any other matters not related to tonight's topic, please come to the regular Board meeting next Thursday, November 14<sup>th</sup>. He noted that Village Administrator Frank Alonzo will provide a presentation then input will be received from the audience. Mayor Andrews stated Administrator Alonzo, Superintendent Santen, Village Engineer Dave Vandervelde, Treasurer Steve Busa and Finance Director Dave Brink are present this evening to participate in the discussions.

Administrator Alonzo stated a handout regarding the Village infrastructure information was provided to the audience that was prepared with input from Superintendent Santen, Dave Brink Steve Busa, Trustee Bailey and Trustee Wittenberg as Public Works Trustees. He noted at the September Board meeting infrastructure data was collected and analyzed regarding streets, at that time short term and long term needs were determined, the purpose of the meeting this evening is to further analyze that data to determine what needs to be done and to again discuss it. Frank Alonzo stated the Board will discuss what needs to be done and how to pay for it, what money is available and if any alternate funding for projects might be available.

Frank Alonzo stated the next phase is to start the discussion regarding streets, at the September meeting nine streets (Arrowhead Trail, Glenbrook Lane, Edgebrook Lane, Deercrest Lane, Ashbrook Lane, Keokuk Road, Cascade Drive, Pembroke Drive and Buttonwood) were identified that are in urgent need of repair. He noted the total cost to repair those nine streets is approximately \$1,300,000, this is just an estimate and there has been no engineering done to this point as far as core samples to determine what every street needs. Frank Alonzo stated one of the pros of the project is the least amount of capital is needed because only nine streets need to be done and addresses immediate issues. The cons of the project is that it does not benefit the whole Village and there may be a lower voter approval because this scenario only targets a small area of the community, doing crack filling on remaining streets would not be effective and it is not a long term plan for all streets. Frank Alonzo stated Scenario 2 includes seventeen streets (streets included in scenario one plus the eight more streets (Arrowhead Trail, Glenbrook Lane, Edgebrook Lane, Deercrest Lane, Ashbrook Lane, Keokuk Road, Cascade Drive, Pembroke Drive, Buttonwood, Apache Drive, Cherokee Drive, Pontiac Drive, Laurel Avenue, Indian Head Trail, Big Bear, Briarwood and Westwood). The estimated cost to repair these streets without engineering is approximately \$1,800,000. Frank Alonzo stated the cost is lower when more streets are added to the project, the pros are lower amounts of capital than scenario 3 and it addresses immediate issues.

The cons is it does not benefit the whole Village, there may be less curb repair because less streets would be done and each street would be evaluated, doing crack filling on remaining streets would not be effective and it is not a long term plan for all streets.

Frank Alonzo stated Scenario 3 shows a plan for all streets with various types of repairs including crackfill, mill and overlay and patching. The total for all streets to be done without engineering is approximately \$2,500,000. The pros to this plan is all streets would be repaired or replaced as needed with more curb work as needed, if there is a road bond referendum to pay for it all that would be removed from the tax bill once it was paid off, a majority of residents would be impacted and an annual street maintenance program with crack filling and minor repairs will prolong the useful life of this project. Frank Alonzo pointed out the cons would be the highest cost. However, a better price is generally the case for a project of volume, if we only did the nine streets in scenario one in two to three years those streets will now be moved to scenario 2 and may need more work. How to pay for it needs to be determined and we do not know what the cost or interest rates would be in two years, what the material costs would be but as years go on most things go up. He noted scenario 3 may seem to be the highest cost but in the long term it is not, by doing all of the streets would allow the Village to develop an annual maintenance program with depreciation value, everyone knows the Village only has a certain amount of money coming in and the rest of the Village also needs to be done. Perhaps in the next budget money for a depreciation value can be added for maintenance for the next fifteen to twenty years when streets may need to be done again. Frank Alonzo stated by starting where we are at today there is a situation that the Board needs to address with some streets that are crumbling, there is no money to do it at this time and if there is a bond issue it can be done to get ahead so a good maintenance program can be developed to possibly prolong the streets more than fifteen or twenty years.

Frank Alonzo stated various financing options are proposed including a street bond, all previous proposed scenarios are included in the projections with cost estimates, number of years (10, 15 or 20 years) for municipal bond financing and average interest rates at this time for each option. He noted interest rates can change at any time based on what is happening at the Federal government level, some stimulus funding has stopped and we do not know what will happen with interest rates.

If it was decided to go ahead with a bond maybe the best choice would be somewhere in the middle with a 15 year option with an amount of \$2,500,000 (interest would be \$867,767), there would not be as much pressure with a higher payment and going out 20 years the interest rate would be higher with the total interest on that amount of about \$1,348,511. Frank Alonzo stated a financial impact on residents is provided in the plan with the average Indian Head Park tax rate (2012 EAV - Equalized Assessed Valuation) of \$133,658,087. He noted various options for 10, 15 and 20 years are provided showing the approximate impact on the property tax bill with an EAV of \$76,250 for a residential home value of about \$250,000.

Frank Alonzo stated the budget implications would be to evaluate infrastructure budgeting and accrual of monies to cover partial infrastructure needs for the future so we do not have this same issue in the future. Based on improvements in the economy we can start putting aside funds for maintenance or depreciation value of streets, possibly purchase RoadSoft software for on-going maintenance planning for the streets which replaces the PASER Program and there is a need to invest in crack filling and street maintenance each year in Public Works. Frank Alonzo stated in 1996 or 1997 a road bond was issued to pay for maintenance of streets. He noted other infrastructure was discussed in September which included the highest priority projects for water/sewer and other capital projects, some evaluations of water/sewer infrastructure may be needed by camera which needs to be budgeted. He noted the following other infrastructure projects were discussed (1) Cascade Drive watermain (about 900 feet) at a cost of \$225,000. This watermain should be done if the street will be done; (2) Shabbona Lane watermain (about 1,000 feet) at a cost of about \$250,000; (3) water meter vault corrosion equipment at a cost of about \$6,500; (4) storm sewer outfall to Flagg Creek at a cost of \$200,000; (5) Village Hall HVAC work at \$30,000; (6) emergency generator for pump house at \$100,000 and (7) water meter replacement (labor and water revenue benefit of approximately \$25,000 per year) at \$270,000. He noted the parts for the tops of the water meters will no longer be available so a new water meter system would give the Village a more accurate reading with a possibility of \$18,000 to \$20,000 more in revenue. Frank Alonzo pointed out there is currently \$300,000 from the water fund that can be used for a water project, in order to go ahead with the other projects a water or sewer charge increase may be needed or some projects may be delayed until water fund balances increase again. He noted it took three years to get the \$300,000 in the water fund to use for current projects.

Frank Alonzo stated the next step in the process is to prioritize the needs of the infrastructure based on feedback from residents for both streets and water/sewer capital, in order to move forward in the future plans need to be made during the budget process, the budget is fairly lean and only so much in revenue comes into the Village. He noted if it is decided to proceed with a referendum it would have to be decided at the December Board meeting to place a question on the ballot about a street bond because the deadline to notify the county is December 30<sup>th</sup>.

Mayor Andrews inquired about the street funding option with a ten year scenario with an annual impact of interest of \$296,928. He asked if that would be the debt payment impact on the budget at that level at 3.2% interest and the amount of \$469,182 would be the interest over the ten year period on \$2,500,000. Frank Alonzo responded, yes. Mayor Andrews asked if the Equalized Assessed Valuation (EAV) is the number arrived at after factoring in the multiplier which fluctuates year to year. Mayor Andrews stated the county assesses residential property on a 10% basis for market value. He noted on a total project cost of \$2,500,000 with a road bond for ten years and an average home value of \$250,000, the annual tax payment would be \$169.39, at fifteen years the annual tax payment would be \$128.08 and the annual payment on a twenty year road bond the tax payment would be \$109.78.

John Corcoran, of Apache Drive, asked about the useful life of the streets and when they are repaired because it is a critical assumption and specifically the option three streets that appear some will need crack filling and maintenance so that information is important. Frank Alonzo stated for example 72<sup>nd</sup> Street may need just crack fill or minor repairs and under the maintenance program it will need to be determined how long that repair will last if it is ten or fifteen years. Dave Vandervelde, the Village Engineer, stated crack filling or general maintenance will last about five to ten years to keep it up but it depends what type of patch work is done. He noted after an engineering analysis and possibly a core sample is done it can be determined if some streets need to be taken down to the stone base to be repaired according to I.D.O.T. standards with layers of new asphalt surface which is designed to last from twenty to thirty years on average.

Tom Martirano, of Ashbrook Lane, asked how close are the rest of the estimates for streets if the engineering has not yet been done as well as water and sewer infrastructure estimates. Frank Alonzo stated a cost analysis was completed previously and 20% was added to the current project costs based on the engineer's estimate.

Mr. Martirano stated he has concerns about the water and sewer infrastructure and would not be in favor of paying for streets to be fixed if there are storm sewer or drainage problems with the water infrastructure system. He asked if there is any grant money that can be obtained to help off-set the costs through a main street program, TIF financing or CMAP funds. Frank Alonzo stated Acacia Drive is a feeder street and may qualify for some Federal funding, if there is any available funds, but there is not much grant money available to do streets.

Joan Metz, of Arrowhead Court, stated in the September report there were three other water/sewer areas that were in need of repair over the next two years and they are not listed on the current report. She also asked how the eight extra streets were picked for repairs and if all the streets are done in scenario 3 would that be done in phases. Frank Alonzo stated some streets were evaluated again and it was decided that some work did not need to be done at this time, if it is decided to do all the streets in scenario 3 that work could all be done at the same time to get the good pricing. Joan Metz stated the water and sewer project on Joliet Road west of Wolf Road, 6500 block of Blackhawk Trail and 6500 block of Pontiac Drive were listed to be done over the next two years. Frank Alonzo stated those projects did not go away, if there is a watermain break it will need repair and some are not on the streets, there is not always money to do it all at once and there were suggestions on other ways to come up with revenues to use down the line such as a sewer charge, or water rate increase or something else to pay for it. Joan Metz asked if the water infrastructure projects could be bundled in with the streets. Frank Alonzo stated a road bond issue can only be used for streets.

Leonard Holdman, of Arrowhead Trail, stated he has been in the Village since 1995 and the street has been dangerous and unsafe to walk on for at least three to five years. He asked what are the guidelines for choosing a contractor, is a lower bidder selected, if the assumption is that we should get twenty to twenty five years out of a road Arrowhead Trail did not last that long for a road with not much traffic. Mayor Andrews stated Arrowhead Trail was done in about 1992, the road did last over twenty years but it needs to be done again, the Village would put the project out to bid and the lowest responsible bidder would generally be awarded the project and there may be more wear and tear on a street with a cul-de-sac with only one way in and out of the street. Jim Durkan, of Edgebrook Lane, thanked the Board and representatives for the research and information. He noted he has been a resident since 1997, he does not have data on how long streets should last, the roads have been in bad shape for some time, patching does not do much for the roadway and we need to do something to fix the streets.

Ricco Kandis, of Ashbrook, stated he has been a resident since 1996, some road patch work took place in front of his driveway about 4 feet wide by 75 feet long. He asked why that area was patched because the road repair was not good. Frank Alonzo stated the under base on that street was so bad that a patch was put in that location to reinforce the area and the street does need to be done. Mayor Andrews stated for quite some time the Village has been trying to do projects with limited resources to keep streets serviceable by patching, he would rather have a more comprehensive plan for street repairs and progress has been made with analyzing what needs to be done.

Rita Farrell, of Pontiac Drive, asked what is contemplated for placement of a referendum question on the ballot in the next election, will it be narrowly drawn and will it be municipal bonds only or additional tax revenues. Mayor Andrews stated that no decision has been made yet whether to have a road bond. Trustee Bailey stated that all options are open, the Board is not saying we are going to have a road bond, the purpose of the meeting is to seek public input to determine what residents are willing to do, home rule was proposed but turned down as well as two proposed property tax increases and the Board is open to listen to residents. There is no commitment to one specific thing. Rita Farrell stated it is important to know if money is tied to a specific project. Frank Alonzo stated funds from a road bond referendum, if approved, can only be used for roads and not for other purposes.

Trustee Walsh stated about twenty years ago there was a road bond that expired about a year ago, it was a separate line item on the tax bill and the tax bill went down when that road bond expired. He noted based on the projections, the amount shown on the report would be about the same amount people were paying on their tax bill from the last road bond referendum. Mayor Andrews stated everyone is aware the Board previously attempted to raise funds through a general referendum to raise property taxes to use for multiple things including hiring a police officer, servicing debt and raising an additional \$100,000 in revenue per year. Those referendums did not pass. Another idea was to possibly raise the vehicle sticker fees from \$50.00 to \$100.00, based on about 2,700 stickers sold, that would generate \$135,000 in revenue per year. Mayor Andrews stated there are some alternatives in terms of raising money but if vehicle sticker fees are increased too much some people may not buy them at all and will take their chances. He noted with a road bond the money would be used only for those purposes, at the end of that time period when the bond expires that money goes away but the streets may need to be done again at that time.

Tim Kyzivat, of Stonehearth Lane, asked if we are just replacing streets or are there any new improvements in street maintenance that might cost a little more but last longer. He noted some projects are using a combination of mixes with recycled materials that may be more durable and have we looked into the concept of new technology because some streets are in bad shape. Dave Vandervelde, the Village Engineer, stated some specialized projects are using new materials such as the Tollway that have high volumes of traffic and it may not be cost effective to use in areas that have light traffic, streets to be repaired or replaced in Indian Head Park will be supervised while the work is being done to insure proper design standards, some contractors may try to do minimal work which is not acceptable, the roadway is a basic process but when adding ditch lines, storm sewers and shoulder work that can become difficult.

Dan Conrath, of Ashbrook Lane, stated at the end of the road bond would the dollar amount then come off the tax bill. Trustee Walsh responded, yes. Mr. Conrath stated the interest rates in the last eighteen months have almost doubled on ten year bonds. He asked when the referendum would be considered and what would the rate be, if approved. Mayor Andrews stated the Board cannot take action on the road bond and secure an interest rate until the referendum is approved. Mr. Conrath stated on an economy to scale it seems that all the streets to be done would be a significant savings for that type of project.

Mary Uhrina, of Arrowhead Court, stated that there is a \$90,000 number in the plan for maintenance of 65<sup>th</sup> Street. She noted several months ago there was talk about splitting repairs with the Township and recalled that estimate was far less than the \$90,000 amount. She asked if the engineering study would be done internally or will that be something that we need to pay for and how much would it cost for an engineering study. Frank Alonzo stated the Village Engineer would be used for the study and the cost was built into the figures. Superintendent Santen stated the \$90,000 estimate for 65<sup>th</sup> Place would be to reconstruct that street and the lower estimate was for overlay only.

Sue Kiley, of Edgebrook Court, stated there are major concerns about the condition of the roads and something needs to be done, most people do not want to pay higher property taxes but if a road bond referendum is proposed explaining the money will only be used for that purpose to help improve property values it might pass. She added we all need to pay for it and have good roads.

Mayor Andrews stated that some grant proposals over the years have required matching funds, Blackhawk Trail was about a \$400,000 project completed with federal stimulus funds with the Village only paying about \$20,000 to complete that project and perhaps the Village Engineer can check for any grant funds that might be available for any of the Village projects. Mayor Andrews stated he has been to Springfield a few times and many times huge projects are planned when the Village may only be looking to get a few streets paved.

Jill Rhiner, of Glenbrook Lane, stated she is encouraged to see Glenbrook Lane and Edgebrook Lane on the list of streets to be repaired but is concerned about the timing because there are so many potholes and some areas of the roadway are dangerous. Children are riding bikes, people are trying to push wagons or strollers and there are many joggers and people who walk on the streets of Ashbrook and through the neighborhood because it is an aesthetically pleasing area. She further stated there needs to be some urgency to get the roads done and hopes it can be done before next summer. Mayor Andrews stated everyone agrees the sooner the better to get the streets done, we just need to find a way to pay for it to get the work done and if there is an election in March and a road bond referendum passes, the Village can start working on what needs to be done to move forward. Dave Vandervelde stated a road bond is not an overnight process, bid specifications need to be prepared and the process can start once the road bond is approved. Bill Kiley, of Edgebrook Court, stated there have been many discussions on this topic, he asked why the Village cannot go out for bid before a referendum is approved, it makes sense to go out for bid before the referendum to determine the dollar amount that is needed for a tax referendum and let's find out what we need then go to the people to tell them what is needed. Frank Alonzo stated in order to seek bids there would be an engineering cost of about \$25,000 to \$30,000 and some money would need to be spent without knowing if the referendum would pass.

Trustee Wittenberg stated a few options have been discussed tonight. A suggestion was made that an engineering study be done now and to spend money up front to determine the money that is needed. She added the Board is here to take the idea and understand if it is more advantageous to have an engineering study upfront knowing that we cannot predict if the referendum will pass and some have mentioned we have to be very vigilant of getting the word out about what the street bond is and how it translates to property taxes. Trustee Wittenberg stated there are a lot of people at the meeting tonight who are getting a feeling about a road bond referendum who can get the word out about it, a dual funding plan can also be considered to raise vehicle sticker fees but there are some not in favor of that option, the water infrastructure is a separate issue and those funds cannot be

comingled with the street money and there is \$300,000 in the water fund that can be used for those purposes. Trustee Wittenberg asked if the Village Engineer thinks it is a good idea or if there are other pros and cons with regard to an engineering study. Mr. Kiley stated a total road program cost of about \$2.5 million was mentioned. He asked if that is a good estimate and if we do an engineering study would that determine the project will now cost \$4 million. Mayor Andrews asked Mr. Kiley if he is suggesting that the Village conduct an engineering study then go out for a bid price for the road program. Mr. Kiley stated final engineering is not the issue, a number needs to be known whether the funds come from a road bond or other revenue sources so people know what they are voting for, how much it will be and how it will be used.

Mayor Andrews stated his understanding is that the numbers covered on scenario 3 for all the streets to be done is a fairly good estimate as provided by the Village Engineer. However, until core samples can be obtained, we can only average out the cost to provide a good estimate, some roads may need a little more work and some might need less. Frank Alonzo stated the road bond would strictly pay for roads only and nothing else.

Beverly Atkins, of Edgebrook Lane, stated in the past the problem has been the referendum was not specific, tonight it seems clear the Board is asking residents of Indian Head Park to back a road bond referendum specifically for roads at a certain number of dollars and the Board will need to decide how much of the plan to do to get backing from the community. She added no other taxes should be included in that because people will look at that as a tax increase for other things and interest rates will not be this low for long so while we have low interest rates now is the best time to do it. Mayor Andrews stated the last two referendums were meant to address a greater need and spectrum including hiring a police officer, servicing some debt and having some money for a road program. That was put to the voters, we all know the results and the fact is we still need to fix the streets and the focus is a street bond similar to the fifteen year road bond in 1996 to help pay for street repairs, which expired in 2011 and that bond payment went away.

Jim Durkan, of Edgebrook Lane, stated he would support a comprehensive approach for a road bond referendum with a specified dollar amount. Trustee Wittenberg stated the Board tried to present a comprehensive message about what the Board would like to do and the plan details specific scenarios for streets and that is what is envisioned. She noted the estimated cost of the project was provided as well as the interest payments for a road bond issue.

Jim Durkan stated we all need to approach this matter very seriously from a communication perspective because some previous efforts lacked a lot of concrete communications. Mayor Andrews asked Mr. Durkan with scenario 3 that included all streets would he prefer the bond issue to be paid off in ten, fifteen or twenty years. Mr. Durkan stated he preferred the bond to be paid in a shorter period of time (either ten or fifteen years).

Ben Green, of Pontiac Drive, stated he is in favor of paying a bond off in a shorter period of time. The Board did a great job in presenting the plan, there are many people in favor of the road bond and we all need to sell the program. The biggest challenge is to get out the word and to print fliers and there may be some who will not vote for it. Mayor Andrews stated he prefers to pay the bond off sooner. However there are some seniors on fixed incomes who also have a vote and that needs to be taken into consideration when packaging the proposal because a shorter payoff is also a larger payment. Some may not be able to afford that entire payment initially so perhaps a fifteen year plan could be considered.

Margaret Swiess, of Arrowhead Trail, asked if there was consideration given to preparing something and going to individual households asking people to contribute money for a road program so we might not need 2.5 million in a bond issue. Mayor Andrews stated it is a novel approach but not sure if we can do that. Tim Kyzivat asked if scenario 3 could be provided to everyone so they could see their street is on the list to be repaired so they see there is a benefit to them which would have a positive impact. Frank Alonzo stated that is a good point, some streets might need crackfill and others might need more work but that will increase the value of everyones home when the town looks like it is being maintained.

Mayor Andrews stated in order to move forward and get this done sooner rather than later, with a referendum in a non-home rule community, there are only two opportunities per year to place a question on the ballot so we cannot miss the deadline of December 30<sup>th</sup> for the March election because we would not be able to put it on the ballot until the November election next year so streets would not be fixed until 2015. Trustee Wittenebrg stated we all need to work together to get the word out.

Shirley Yang, of Glenbrook Lane, stated if the bond is approved in March will we have a contract and bid documents ready to go out for bid for the road program because interest rates will not be this low for long and maybe we can start getting bids together and talking to underwriters.

Joanne Tesmond, of Edgebrook Lane, stated everyone at the meeting seems to be in favor of a road bond but it is important to have a timeline to provide to residents detailing what will take place along the way with studies, bids and cost estimates and she would be willing to go door-to-door in Ashbrook to inform residents. Trustee Wittenberg stated at the last meeting there was discussion that this issue would be a public relations effort and communication effort showing we have credibility and have a good plan and a timeline to associate with it. She added possibly some of the neighborhood watch representatives can help with the communication effort.

Mayor Andrews stated he is happy with the turn out this evening, we are all in this together but there are sections of the town that may not vote for a property tax increase to pay for streets. He noted some people have commented they go from their driveway to a county or state road and would not benefit from a road bond and there are sections of town where the streets are not dedicated to the Village but they would be included in paying the taxes so it is a big hurdle. A resident of Ashbrook stated the turn out is lame for the number of people that live in Indian Head Park, we all want the streets done but what about the 98% of the community that is not here tonight and will the word get across to them. Mayor Andrews stated we will try to do our best to get the word out to everyone.

Tom Rice, of Plainfield Road, asked the 2.5 million for a twenty year road bond at roughly \$110.00 per year is that a fixed amount or does that change as the EAV changes. Treasurer Busa stated that number would only fluctuate if the value of the home changed such as an improvement that would change the fair market value of the home or if market values changed within the neighborhood. The total amount for the repayment is a fixed amount from day one. Mayor Andrews asked Mr. Rice if he asked if the 2.5 million dollar bond issue that is the amount of money to be borrowed which is set and will not change over the twenty years. He asked if the market value of a home of \$250,000 would that \$109.78 per year remain the same throughout the twenty years. Mayor Andrews pointed out the EAV number and if we have a good housing market in that twenty years that increases the EAV base in that case the payment could change. Tom Rice asked if vehicle sticker revenues are dedicated for roads. Mayor Andrews stated those revenues are general revenue sources for the General Fund.

Mary Uhrina, of Arrowhead Court, asked if the cost estimates for all projects will be discussed again at another meeting.

Mayor Andrews stated the Board will discuss the road bond issue again as well as the water infrastructure projects. Pete Bucciarelli, of Acacia Circle, stated the estimate seems to be good, he supports getting professional engineering done up front and if that cost is \$25,000 for a 2.5 million dollar project that is good business sense to spend the money. He added the whole project should be packaged to sell it. We are asking every homeowner to spend about 48 cents a day to get the community in shape because it has been neglected for years.

Mayor Andrews stated we have two different water service districts (LaGrange Highlands Sanitary District and Indian Head Park) in town and to have the whole town pay bond money to repair watermains it might not benefit everyone. He noted the work has been put in by everyone and if the people in town are willing we can get something going. Mayor Andrews stated he looked at all street programs and all capital improvement programs in the Indian Head Park water system for one to five years and five to ten year projects and we need about 5.5 million dollars to get everything done. He said that fortunately it does not all have to be done at once.

Trustee Wittenberg stated that we talked about the Cascade Drive watermain would be reconstructed before the roadway and Shabbona needs work also. Trustee Walsh stated that some of these repairs have been paid for out of the General Fund so the road bond will free up some funds in the General Fund to pay for other projects. A resident of Ashbrook applauded everyone for having a nice open discussion on this matter and he added it would help to have a better number estimate for the projects.

Mayor Andrews asked if anyone wishes to submit further input on this matter to please send it to the Village Offices or send it to [admin@indianheadpark-il.gov](mailto:admin@indianheadpark-il.gov).

## **ADJOURNMENT**

There being no further business to discuss, Trustee Wittenberg moved, seconded by Trustee Bailey to adjourn the special Board meeting at 9:25 p.m. Carried by unanimous voice vote (6/0/0).

Minutes prepared by,  
Kathy Leach, Deputy Clerk/Recording Secretary