



IMPORTANT INFORMATION ABOUT THE LIBERTYVILLE ROAD REFERENDUM

The Village of Libertyville continues to experience deteriorating road conditions throughout the Village.

While the Village currently spends approximately \$1 million dollars per year on road repairs and reconstruction, the amount is not sufficient to keep up with deteriorating road conditions and maintaining the Village roadway system to an acceptable standard. The cost to repair a road ranges from approximately \$650,000 per mile for a pavement overlay to approximately \$1.85 million per mile for a full reconstruction. Significant cost savings can be achieved by making repairs to roads before they deteriorate to the point where full construction is required.

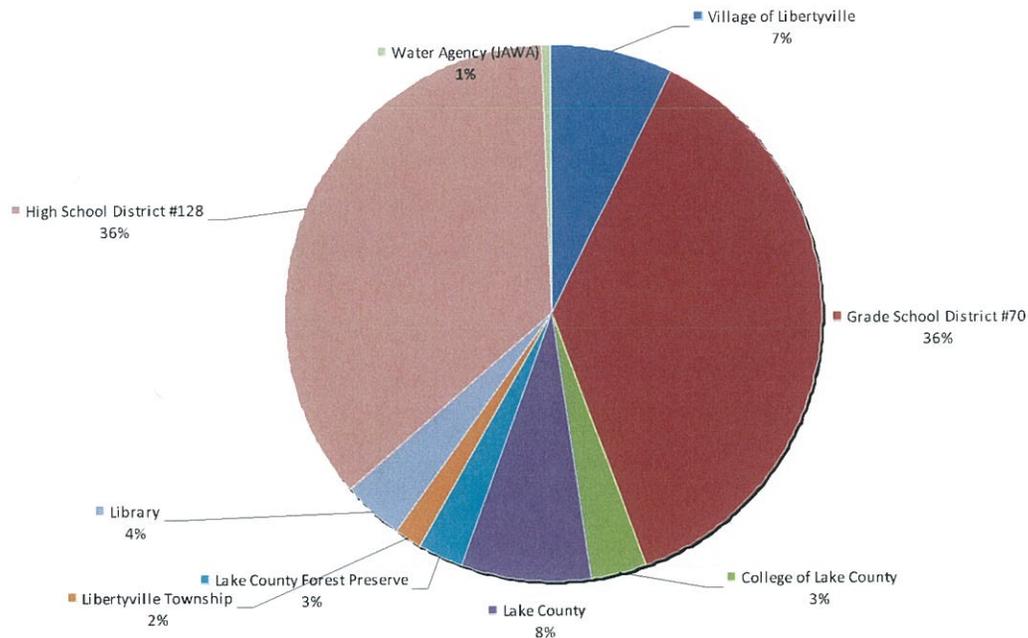
The Mayor and Village Board are asking Libertyville residents to decide on whether the Village should issue bonds in the amount not to exceed \$20 million for road repairs in a referendum on March 20, 2012. The bonds would be repaid over a 20 year period.

How has the Village funded road improvements in the past?

Current funding for the Village Road Program comes from two sources, which include motor Fuel Tax (MFT) and the Village Capital Improvement Fund. MFT funds represent a tax collected by the State of Illinois on the sale of gasoline (currently .19 cents per gallon) and a portion of the tax is distributed to municipalities based on population. The Village anticipates collecting \$543,000 in the current fiscal year in MFT revenues. The Village Capital Improvement Fund is supported by revenues from the sale of vehicle stickers and a portion of the telecommunications infrastructure maintenance fee.

Aren't my property taxes already used for roads?

Libertyville resident's tax dollars support 9 separate governmental agencies that serve our community. The Village of Libertyville share of a homeowner's real estate tax bill is approximately 7% of the total taxes paid. The Village utilizes its 7% share of your property tax bill (\$499 property taxes collected on a \$300,000 market value home) to fund a variety of Village services, including Police, Fire, Public Works (Street and Sidewalk maintenance, Storm Water, Street lighting, Parks Maintenance and Forestry) Community Development, Boards and Commissions, Administration, Legal Services, Community Organizations and Recreation. While property taxes are used for limited roadway and sidewalk maintenance, they are currently not used for road construction.



How many road miles does the Village maintain?

The Village of Libertyville owns and maintains approximately 89 center lane miles of roads, made up of a combination of concrete and asphalt surfaces. These roads require continual maintenance and repair and last an average of 15 to 20 years (depending upon weather, traffic volume, and type of traffic). The Village has identified approximately \$32 million dollars in pavement work that needs to be done in the near future, however approximately \$20 million dollars has been identified for “repaving” rather than continued deterioration which will require reconstruction of those roadways in the future.

What roads will be included in the bond referendum?

The Village has identified a plan of approximately 30 miles of roads which will be included for repair if the referendum is approved. The list of roads is available from the Village, and will be subject to annual review and re-evaluation based upon coordination of water and sewer main work and those most in need of repair to provide safe access for emergency vehicles and the public.

How much would this road repair referendum cost me?

Due to various bond requirements with regard to issuance and when the bonds must be spent, it is anticipated that the Village will stagger the \$20 million bond issue into four \$5 million bond issues. Property tax rates would then be adjusted only as each bond is issued. The referendum would allow the Mayor and Village Board to increase the

property tax rate in order to fund the bonds issued for road repairs. For a home with a market value of \$300,000, the Village anticipates that the referendum would initially add approximately \$2.83 per month (\$34.00 per year) to a residents' property tax bill, up to a maximum of \$11.32 per month (\$135.93 per year) if all of the bonds are issued. While the referendum represents a significant increase in the property tax rate, the Village of Libertyville would still maintain one of the lowest property tax rates of area communities in Lake County.

Property Tax Rates for \$300,000 Market Value Home

Community	Village Rate	Fire District	Park District	Total Tax Rate	Village Tax Paid on a \$300,000 Home
Mundelein	1.227	-	0.387	1.614	\$1,614.000
Grayslake	0.455	0.592	0.392	1.439	\$1,439.000
Deerfield	0.443	0.486	0.460	1.389	\$1,389.000
Buffalo Grove	0.797	-	0.425	1.222	\$1,222.000
Lake Forest	0.990	-	-	0.990	\$990.000
Highland Park	0.586	-	0.379	0.965	\$965.000
Lake Bluff	0.572	-	0.363	0.935	\$935.000
Antioch	0.883	-	-	0.883	\$883.000
Vernon Hills	-	0.453	0.427	0.880	\$880.000
Lincolnshire	0.239	0.606	-	0.845	\$845.000
Libertyville - proposed	0.635	-	-	0.653	\$635.000
Libertyville - current	0.499	-	-	0.499	\$499.000
Gurnee	-	-	0.394	0.394	\$394.000

Libertyville Tax rate is the projected 2011 tax rate, all others are the 2010 tax rates.

What will happen if the referendum is not approved?

If the referendum is approved, the Village will issue bonds in an amount not to exceed \$20 million over a 4 to 5 year period and perform the road repair work. If the referendum fails, the Village will continue with the current annual road program utilizing existing funding sources.

What will the referendum question look like?

The wording of the referendum question is based upon State Statute, and requires the Village to reference not to exceed interest rate of 9%. Due to various legal requirements with regard to issuance and spending of bonds, Village would stagger the \$20 million dollars in total bonds over four \$5 million dollar bond issues. Property taxes would only go up at an amount necessary to finance each of the staggered bond issues, and although the ballot question requires reference to an interest rate not to exceed 9%, recent bond issues have been in the 4 to %5 interest rate range, and the Village Board would evaluate market interest rates at the time each bond is issued. The Village Board is not required to issue the bonds if the bond market and interest rate environment are not beneficial. The

actual wording of the referendum question that will appear on the March 20, 2012 ballot will read as follows:

SHALL BONDS IN THE AMOUNT OF \$20,000,000 BE ISSUED BY THE VILLAGE OF LIBERTYVILLE, LAKE COUNTY, ILLINOIS FOR THE PURPOSE OF REPAIRING AND REHABILITATING PUBLIC ROADWAYS WITHIN THE VILLAGE, BEARING INTEREST AT THE RATE OF NOT TO EXCEED 9%	YES _____
	NO _____

For further information please contact the Village Administrator's office at 847-362-2430.

REFERENDUM-FUNDED ROAD PROGRAM FREQUENTLY ASKED QUESTIONS

1. WHERE ARE WE ON THE ROAD REPAIR SCHEDULE?

Village staff is currently going through the process of bidding and awarding contracts for all work connected with the 2013 road program, which includes water main replacement on some streets. Village staff has compiled a tentative list of Village streets that will be rehabilitated over the next five years. Staff has inspected the conditions of the Village roads. Based on these inspections, the roads to be rehabilitated have been prioritized. Please refer to the tentative five-year road rehabilitation list on the webpage to check if your road is on the list. Note: This list is reviewed annually with the Village Board Streets Committee and subject to change. Roads are listed in alphabetical order on the five-year rehabilitation list. Construction work is expected to begin in early March 2013 or as soon as the weather allows.

2. WHERE IS THE LIST OF STREETS TO BE DONE THIS YEAR?

The list of roads to be rehabilitated can be located on the Village website.

3. WHEN DO YOU ANTICIPATE STARTING?

The Village will start the road rehabilitation projects as soon as weather permits in the Spring each year.

4. WILL WE RECEIVE NOTICES OF THE CONSTRUCTION IF OUR STREET IS BEING REDONE?

Village staff will provide a construction notice via U.S. mail to residents who will be affected by the construction prior to the start of any work. As always, general construction notices for the projects will also be emailed to "Notify Me" construction update subscribers.

"Notify Me" updates can be subscribed to by doing the following:

1. Go to the Libertyville Homepage at: www.libertyville.com
2. From the menu of items on the left side of the screen, click the button "Notify Me"
3. Follow the instructions as stated on the page, enter your email address and select "Construction Updates" box under Notify Me to receive construction updates from the Village.

Village staff strives to send out construction notices as far in advance as possible to update residents of impending construction in their area and the potential impacts that construction may have on them.

5. IF MY STREET IS NOT DONE THIS YEAR, WHEN WILL IT BE DONE?

The Village has identified a plan of approximately 30 miles of roads which will be included for repair. The list of roads is subject to annual review and re-evaluation based upon coordination of water and sewer main work and those most in need of repair to provide safe access for emergency vehicles and the public. Based on a number of factors, roads listed on the five-year rehabilitation list, may move to different locations on the list. The tentative five-year list will be re-posted on the website when the list is updated.

6. WHY IS MY STREET NOT ON THE FIVE-YEAR LIST?

The Village has identified a plan of approximately 30 miles of roads which will be included for repair. (There are 90 miles of roads within the Village). These roads were found to be the most in need of rehabilitation. If not resurfaced or repaired, these roads may deteriorate to the point they will need to be reconstructed, which is nearly three times the cost of rehabilitation.

7. **WHOM DO I CONTACT IF I THINK MY ROAD SHOULD BE INCLUDED ON THE FIVE-YEAR ROAD REHABILITATION LIST?**

You may contact the Public Works Engineering Division at 847-918-2100 Monday - Friday from 8:00 am to 5:00 pm to discuss the road rehabilitation list.

8. **WHOM DO I CONTACT WITH CONCERNS AND COMPLAINTS REGARDING THE CONSTRUCTION?**

You may contact the Public Works Engineering Division at 847-918-2100 Monday - Friday from 8:00 am to 5:00 pm with concerns and complaints. Further information will be provided here shortly regarding contact information for updates, urgent requests and other questions during the construction.

9. **HOW HAS THE VILLAGE FUNDED ROAD IMPROVEMENTS IN THE PAST?**

Pre-Referendum funding for the Village Road Program came from two sources, which included motor Fuel Tax (MFT) and the Village Capital Improvement Fund. MFT funds represent a tax collected by the State of Illinois on the sale of gasoline (currently .19 cents per gallon) and a portion of the tax is distributed to municipalities based on population. The Capital Improvement Fund is supported by revenues from the sale of vehicle stickers and a portion of the telecommunications infrastructure maintenance fee.

10. **HOW MANY ROAD MILES DOES THE VILLAGE MAINTAIN?**

The Village of Libertyville owns and maintains approximately 89 center lane miles of roads, made up of a combination of concrete and asphalt surfaces. These roads require continual maintenance & repair and last an average of 15 to 20 years (depending upon weather, traffic volume, and type of traffic).

11. **WHEN WAS THE ROAD REFERENDUM APPROVED?**

The \$20 million road referendum was approved on March 20, 2012 during the election. The Village will issue bonds in an amount not to exceed \$20 million over a five year period and perform the road repair work over a five-year period beginning in 2013.

12. **THE VILLAGE OF LIBERTYVILLE CONTINUES TO EXPERIENCE DETERIORATING ROAD CONDITIONS THROUGHOUT THE VILLAGE.**

The Village currently spends approximately \$1 million dollars per year on road repairs and reconstruction. This amount is not sufficient to keep up with deteriorating road conditions and maintaining the Village roadway system to an acceptable standard.

The cost to repair a road ranges from approximately \$650,000 per mile for a pavement overlay to approximately \$1.85 million per mile for a full reconstruction. Significant cost savings can be achieved by making repairs to roads before they deteriorate to the point where full construction is required.

13. **AREN'T MY PROPERTY TAXES ALREADY USED FOR ROADS?**

Libertyville resident's tax dollars support nine separate governmental agencies that serve our community. The Village of Libertyville share of a homeowner's real estate tax bill is approximately 7% of the total taxes paid. The Village utilizes its 7% share of your property tax bill to fund a variety of Village services, including Police, Fire, Public Works (Street and Sidewalk maintenance, Storm Water, Street lighting, Parks Maintenance and Forestry) Community Development, Boards and Commissions, Administration, Legal Services, Community Organizations and Recreation. While property taxes are used for limited roadway and sidewalk maintenance, they are currently not used for road construction.

Grade School District #70	36%
High School District #128	36%

Lake County	8%
Village of Libertyville	7%
Library	4%
College of Lake County	3%
Lake County Forest Preserve	3%
Libertyville Township	2%
Water Agency (JAWA)	1%

14. HOW MUCH WOULD THIS ROAD REPAIR REFERENDUM COST ME?

Due to various bond requirements with regard to issuance and when the bonds must be spent, it is anticipated that the Village will stagger the \$20 million bond issue into five \$4 million bond issues. Property tax rates would then be adjusted only as each bond is issued. The referendum would allow the Mayor and Village Board to increase the property tax rate in order to fund the bonds issued for road repairs. For a home with a market value of \$300,000, the Village anticipates that the referendum would initially add approximately \$2.83 per month (\$34.00 per year) to a residents' property tax bill, up to a maximum of \$11.32 per month (\$135.93 per year). While the referendum represents a significant increase in the property tax rate, the Village of Libertyville would still maintain one of the lowest property tax rates of area communities in Lake County.

Message from the Mayor

Village balances budget, eliminates gas tax

The 2013-14 Village Budget represents an ongoing commitment by the Village Board, Staff and me to provide quality services and programs in accordance with the Village Mission Statement while maintaining a fiscally responsible balanced budget. Although certain revenue sources have shown improvement and expenditures have stabilized due to the implementation of cost saving measures, many challenges remain. Revenues and expenditures have improved to the point where the Village Board was able to eliminate the utility tax on natural gas. However, the Village remains only cautiously optimistic as our State considers numerous bills which would have a significant negative impact on the Village and other local taxing districts.

Among the highlights of the 2013-14 Village Budget is increased investment in Village transportation and water and sewer infrastructure, including approximately \$10 million in capital improvements, primarily from the first year of road improvements authorized in the March 2012 referendum. The Village also continues its investment in technology and physical infrastructure in order to increase efficiencies and maintain public facilities.

Continued on page 2. See Mayor's Message

Referendum Roadwork begins ✱



Water mains are being replaced along a number of Village streets this spring.

Village residents are beginning to reap the benefits of the road referendum passed in March 2012 as work begins on a number of Village streets. Roadwork includes both pavement rehabilitation and the total reconstruction of some streets. Over the next five years, nearly 1/3 or 30

miles of the Village's streets are slated for repair.

To view a list of streets included in the plan, go to www.libertyville.com/2013pavementrehab. Residents may also subscribe to receive construction updates via email. Further, the Village utilizes direct phone notification to update affected residents. If you do not have a land line and wish to be contacted via a cell phone, contact Public Works at 847-918-2100.

The most significant amount of work to be done is pavement rehabilitation. This work involves removal of curb and gutter, the extent of which varies depending upon the street, as well as patching, removal [grinding] of pavement surface and placement of new binder and surface (aka shave and pave). Portions of more than 30 Village streets are selected for rehab in 2013, with work scheduled through October 1, weather permitting. Residents will be notified when the work will begin on their street and if the activity will impact access to their driveways.

The total reconstruction of Seventh Avenue between Glendale Road and Valley Park Drive (including a portion of Valley Park) and Sunnyside Avenue from Milwaukee Avenue to Prairie Avenue will also occur this summer. In addition, some alley sections in the Village will be

Continued on page 2. See Referendum roadwork

Mayor's Message

Continued from page 1

Additionally, the Budget includes the implementation of various efficiencies which resulted in more than \$500,000 in savings to the Village. The savings include approximately \$140,000 from the first full-year of the Village contracting with the Village of Vernon Hills for Police and Fire dispatch, \$80,000 in expenditures due to the privatization of the Libertyville Golf Course, \$100,000 due to the Village's ongoing commitment to our green strategy and energy conservation measures in obtaining reduced electricity costs and upgrading lighting at various Village facilities through energy grant programs. Also included is \$100,000 for ongoing implementation of the Village Emerald Ash Borer Management Plan and reduced staffing levels over the last several years from 180 to 161 full time employees (a 12% reduction). The total Village budget, including capital expenditures, is \$52.3 million.

The Village Board, Staff and I continue to conduct a detailed examination of all expenditures within the Village budget to assure taxpayers that the Village is providing services and programs in the most cost effective and efficient manner. We greatly appreciate those residents who shop and support our local businesses, and keep tax revenue within the Village.



Terry Wepler, Mayor



Referendum roadwork

Continued from page 1

reconstructed. Reconstruction is the complete removal and replacement of the curb and gutter, the road base and the pavement.

Work on Seventh Avenue will begin after school is out for the summer. The schedule for the rest of the work is not available, but affected residents will be notified in advance of the work.

Prior to the street repair made possible by the referendum, new water mains will be replaced on portions of Burdick Street, Carter Street, East Austin Avenue, East Sunnyside Avenue, Lincoln Avenue and McKinley Avenue. Weather permitting, the water main work is expected to last through the end of June. Water main replacement will include the installation of new water main and new water service lines from the main to the shut off in the parkway. There will be some interruption of water service from time to time and those affected will be notified directly.



A portion of Dymond Road was previously reconstructed by the Village.

2013 Village sticker sales



It's that time of year again. 2013 Village stickers are on sale at the Village Hall and must be displayed in your vehicles' windshields no later than May 1, 2013.

Stickers are required for all vehicles registered or housed in the Village and cost \$30 for cars and trucks. The minimum penalty for not having a valid vehicle sticker displayed is \$100. One-hundred percent of vehicle sticker revenue — approximately \$400,000 — goes to repairing Village streets.

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local Libertyville

Libertyville voters pass \$20 million roads referendum



By Amy Alderman Chicago Tribune reporter March 20, 2012 at 9:59 p.m.



Libertyville voters exceeded election officials expectations with a high turn out at at Evangelical Free Church, 431 W. Austin Ave. (Chicago Tribune\Amy Alderman)

The majority of Libertyville voters who came out Tuesday agreed to pay more money in taxes in order to fix local roads, according to unofficial Lake County election results.

The vote means the village will issue \$20 million in bonds for the repairs and residents will see

their property taxes increase by about \$34 a year.

“I’m very happy the residents have given us an opportunity to fix the roads, allow officials to do what’s right and get things done,” Mayor Terry Weppler said. Improvements on the streets will begin as soon as spring 2013, he added.

Sixty percent of voters favored the referendum.

According to Libertyville officials, the village was running out of financial options to maintain eroding streets, which is why the referendum to raise the village’s portion of the property tax levy by 30 percent was put to voters. The bonds will be staggered into four \$5 million bond issues, according to village documents.

The pavement throughout Libertyville needs to be rehabilitated within the next five to seven years in order to prevent having to completely reconstruct streets, according to documents on village staff recommendations. Public Works Director John Heinz said the village has spent an average of \$956,000 on road repairs for each of the last 22 years, and the budget for repairs dropped in the last three years to just under \$700,000.

Village staff and officials will start as soon as possible on engineering plans for the improvements with a goal of fixing the roads at the top of the priority list beginning in spring 2013, Weppler said.

Voter turnout for the primary, which also included candidates for the Republican presidential race, was higher than expected election officials said. The roads referendum is likely what brought out a higher than anticipated number of voters, they said.

Kavork Hagopian, 44, Libertyville resident and an administrator for a retirement community voted for the referendum, saying he believes better roads means more visitors to the area.

“We need to keep things up and running—anything to get people to get to Libertyville, Hagopian said.

Dan Yorkey, 49, disagreed.

“Let the roads go to hell. I’m not interested in it (roads referendum) at all. I don’t want to pay any more money,” Yorkey said.

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Information About the Libertyville Road Referendum

Information provided by the Village of Libertyville.

Posted by [Chi-an Chang](#) (Editor) , March 20, 2012 at 08:01 PM

1 Comment

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ience deteriorating

While the Village currently spends approximately \$1 million dollars per year on road repairs and reconstruction, the amount is not sufficient to keep up with deteriorating road conditions and maintaining the Village roadway system to an acceptable standard. The cost to repair a road ranges from approximately \$650,000 per mile for a pavement overlay to approximately \$1.85 million per mile for a full reconstruction. Significant cost savings can be achieved by making repairs to roads before they deteriorate to the point where full construction is required.

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How much would this road repair referendum cost me?

Due to various bond requirements with regard to issuance and when the bonds must be spent, it is anticipated that the Village will stagger the \$20 million bond issue into four \$5 million bond issues. Property tax rates would then be adjusted only as each bond is issued. The referendum would allow the Mayor and the Village Board to increase the property tax rate in order to fund the bonds issued for road repairs. For a home with a market value of \$300,000, the Village anticipates that the referendum would add a maximum of \$11.32 per month, or \$135.93 per year, to residents' property tax bill. While the referendum represents a significant increase in the property tax rate, the Village of Libertyville would still maintain one of the lowest property tax rates of area communities in Lake County.

What will happen if the referendum is not approved?

If the referendum is approved, the Village will issue bonds in an amount not to exceed \$20 million over a four to five year period and perform the road repair work. If the referendum fails, the Village will continue with the current annual road program utilizing existing funding sources.

What will the referendum question look like?

The wording of the referendum question is based upon State Statute, and requires the Village to reference not to exceed interest rate of 9 percent. Due to various legal requirements with regard to issuance and spending of bonds, Village would stagger the \$20 million dollars in total bonds over four \$5 million dollar bond issues. Property taxes would only go up at an amount necessary to finance each of the staggered bond issues, and although the ballot questions requires reference to an interest rate not to exceed 9 percent, recent bond issues have been in the 4 percent to 5 percent interest rate range, and the Village Board would evaluate market interest rates at the time each bond is issued. The Village Board is not required to issue the bonds if the bond market and interest rate environment are not beneficial. The actual wording of the referendum question that will appear on the March 20, 2012 ballot will read as follows:

Shall bonds in the amount of \$20 million be issued by the village of Libertyville, Lake County, Illinois, for the purpose of repairing and rehabilitating public roadways within the village, bearing interest at the rate of not to exceed 9 percent.

For further information, please contact the Village Administrator's office at 847-362-2430

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Linda January 26, 2012 at 05:30 PM

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Article updated: 3/7/2012 1:22 AM

Some residents question need for road referendum in Libertyville

By Mick Zawislak

Some Libertyville residents say they don't like the math of a tax increase on the March 20 ballot, showing the route the village is taking to generate money for road repairs may not be as smooth as hoped.

During a town-hall meeting on Monday, critics questioned whether there were other sources of money to repair the village's crumbling roads.

"We probably have money in the (village) budget already," said anti-tax activist Jack Martin.

Village officials said they have been in cost-cutting mode for years and have no alternative.

"This isn't something we just brought up and said, 'Let's have a referendum,'" Mayor Terry Weppler said during the forum attended by about 100 people.

Voters will decide whether to approve a property tax increase of about \$34 a year for the next four years to a total of about \$136 per year thereafter, solely for street repairs. A prioritized list of streets to be repaired, which is subject to change, is available on the village [website](#).

Approval will allow the village to issue \$20 million in bonds over the next four years and pay the principal and interest for the next 20 years.

The village says it spends about \$1 million each year (from motor fuel tax and village stickers) on road repairs but should spend more than triple that to keep pace and has fallen behind.

"It's a big question. It's an expensive question," noted Public Works Director John Heinz. He said \$32 million in road repairs had been identified.

"We didn't want to spread ourselves so thin that we couldn't properly manage it," he said. "That means that \$12

million isn't on the list."

Richard Mittelman, a Libertyville Township trustee, asked if the village had a plan to increase the amount it spends each year on roads besides raising taxes.

"If you have a better idea, tell me," Wepler said. "I'm not a genius. I'm open for answers."

Anti-tax activist Tim Anderson said the village should better manage its assets before asking taxpayers for more. Others in the audience asked how the village would maintain streets after the money is spent and thought the tax increase question was being rushed.

Martin, who already has voted against the measure, said the cumulative effect of the increase far exceeds \$34 a year.

"Why don't we start off by earmarking a percentage of those (increasing) sales tax dollars to go to street repairs?" he said.

As he did more than once during the session, Wepler noted the village has made extensive budget cuts, laid off 12 workers and frozen wages. He said Libertyville has lower village property taxes than most communities and residents receive numerous services.

"We've done everything we can think of to cut money," he said.

Martin said the village squandered money in the past, such as with construction of the Libertyville Sports Complex, which opened 10 years ago.

Wepler said he would not second-guess decisions made by other village boards. The buildings have been for sale but with no offers close to the \$20 million outstanding debt.

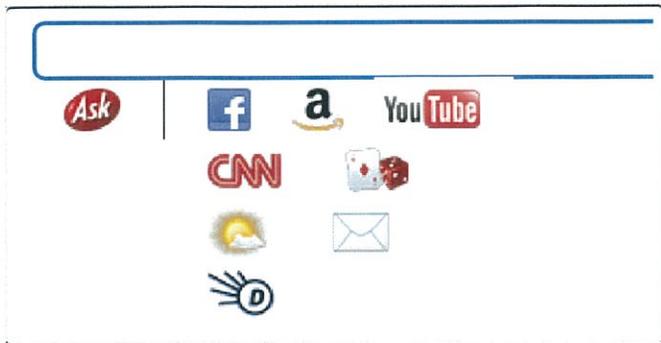
"Trust me, Jack. Make me an offer," Wepler said.

There also was support for the tax hike.

"We see it as a long-term effort of the beautification of the village" that will raise property values, said David Stuart, a 14-year resident. "We see it as a good thing."

Pending voter approval, repairs on about 30 miles — or one-third of the roads in town — would begin in 2013. The idea is to "shave and pave" roads before they deteriorate further and need to be rebuilt, which can cost three times as much, according to the village.

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Libertyville

79°

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Village to Educate Residents on Referendums

Village of Libertyville officials plan to host two town hall meetings and send residents information on the electric aggregation and road referendum.

Posted by [Chi-an Chang](#) (Editor) , February 21, 2012 at 06:12 PM

4 Comments

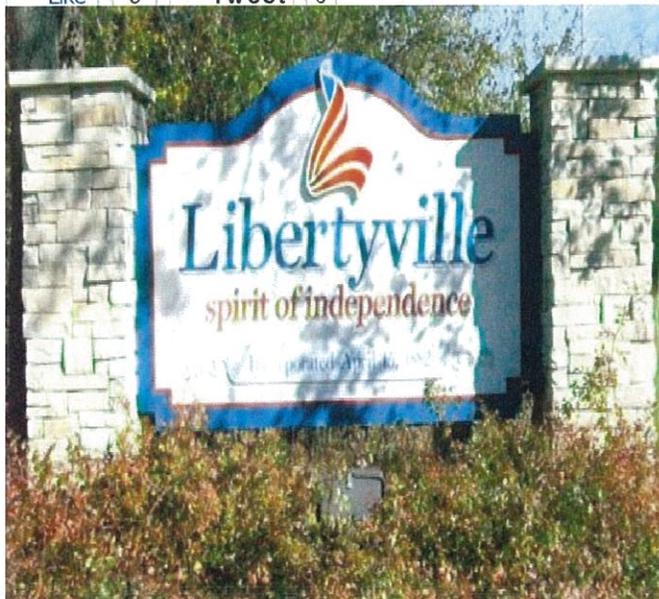
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ate electricity or \$20
ed roads affect local

residents?

Those are just some of the questions village officials hope to help residents answer in the months before the March 20 election.

“We’ll be sending out information on the referendums in the village newsletter in mid-February and we’ll be sending out an insert along with vehicle registration in late February,” said Libertyville Village Administrator Kevin Bowens.

Village officials also plan to host two town hall meetings to answer questions about the referendums.

Electricity Aggregation Referendum

The referendum on electricity aggregation asks residents to give the village authority to negotiate electricity prices for the community.

The village can solicit bids only for the power generation portion of the electric bill; ComEd still would distribute power and handle monthly bills for Libertyville residents. Residents still would call ComEd if services were interrupted.

- If a referendum passes, the village still could choose to purchase power from ComEd. Residents or small businesses also could choose to keep their original power supplier even if the village is working with another supplier.
- If the referendum does not pass, the village would not have the authority to solicit bids and find out who has the cheapest electricity price and would have to work with ComEd.

[As of Jan. 25, most readers in a Patch survey said they would support the village negotiating electricity prices for Libertyville residents and businesses.](#)

Road Referendum

The referendum asking voters if they would support issuing \$20 million in bonds at an interest rate not to exceed 9 percent seeks to maintain Libertyville roadways before they need complete reconstruction, which could increase costs.

The village spends about \$1 million a year on road repairs and reconstruction. Village documents show that the cost to repair a road ranges from about \$650,000 per mile for a pavement overlay to about \$1.85 million per mile for a full reconstruction.

Bowens previously told Patch that the 9 percent interest rate on the \$20 million bond is "the worst-case scenario."

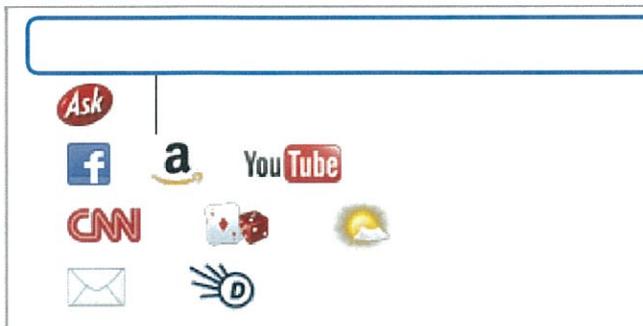
- If the referendum were approved, the Village Board would be authorized to increase the property tax rate to fund the bonds issued for road repairs. For a home with a market value of \$300,000, the village anticipates that the referendum would add a maximum of \$11.32 per month, or \$135.93 per year, to that home's property tax bill, according to village documents.
- If the referendum does not pass, the village would continue with the annual road program using existing funding sources.

[Patch readers were mixed in their response to whether they would support the village issuing bonds to fix Libertyville roads. As of Jan. 25, about 50 percent of the 80 readers who responded to a Patch survey said they supported the bond issue, while 37 readers said they don't.](#)

Grayslake Realized 30% Saving

Mayor Terry Weppler says Grayslake, where residents authorized the village to aggregate electricity for residents, realized 30 percent savings for their residents. But he doesn't expect communities to see similar savings because Commonwealth Edison is expected to lower its rates amid competition from other power generators.

"The important thing is we don't promise residents they will see X amount of savings,"



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Voters to decide on \$20 million roads repairs referendum



By Amy Alderman Chicago Tribune reporter Dec. 14, 2011 at 1:06 p.m.

The decision to raise property tax rates by 30 percent to pay for roads repairs will be in voters' hands in March when a roads referendum will be placed on the primary ballot.

Libertyville officials unanimously gave the nod at the Dec. 13 village board meeting to place a \$20 million roadway rehabilitation on the ballot, saying the village is running out of financial options that would pay to maintain eroding streets.

"The other option is we go back to doing a limited road program, which is pushing us further back," said Public Works Director John Heinz. "The more we go back, the more it will cost us in the long run."

Public Works Director John Heinz (Amy Alderman\Chicago Tribune)

More than 70 percent of Libertyville streets are in need of repair and have not been fixed due to a lack of funds. The pavement throughout Libertyville needs to be rehabilitated within the next



five to seven years in order to prevent the need to completely reconstruct streets, according to documents on village staff recommendations.

The village has spent an average of \$956,000 on road repairs for each of the last 22 years, according to Heinz. The budget for repairs dropped in the last three years to just under \$700,000, he said.

Along with Heinz, Mayor Terry Wepler has been pushing for a roads referendum for several months.

“It becomes worse,” Wepler said on the condition of streets, if the village doesn’t get ahead on the repairs.

The bonds would be paid with an estimated 30 percent property tax increase, and the village would issue four \$6.25 million bonds within a five-year time frame, according to village documents.

Trustees have warned that voters might be scared away by the big-ticket item that would increase property tax rates by 30 percent.

Also, while the bond interest rate is expected to be less than 5 percent, Trustee Richard Moras said he is wary of a \$20 million bond issue that could go as high as a maximum 9 percent interest rate.

“I think we need to be very careful,” Moras said. “I would be challenged to support this if the interest rates got up to 9.”

The 9 percent interest rate is a maximum rate, and a worst-case scenario, depending on possible changes in future federal government rules on the tax-exempt status of municipal bonds, according to a memorandum written by Village Administrator Kevin Bowens and Director of Finance Patricia Wesolowski.

Moras did add that the costs for road repairs will come to a head eventually.

“We’ll have to pay for this road rehabilitation at some time,” he said.

A town hall meeting on the referendum would help voters decide on the roads question that will be on the March ballot, Trustee Donna Johnson said.

“I think there needs to be something in between step one of the recommendation and step three of putting it on a ballot,” she said.

A town hall meeting would have to include a presentation of the referendum that is not promotional, but only factual, Bowens said.

“Without the referendum, these conditions are constant and clear. No matter what you do over here, this issue remains,” Johnson said.



ASSOCIATED PRESS

The Western Avenue bridge over the Cal-Sag Channel is framed by the rusted supports of the closed Chatham Street bridge in Blue Island.

Our crumbling bridges

** Some 200 Illinois bridges in need of overhaul, report finds*

Associated Press

From major spans over the Mississippi River to overpasses on traffic-choked arteries skirting Chicago, some 200 bridges throughout Illinois are in need of replacement or repair because of their outdated, insufficient design and their advanced deterioration.

That particular combination of red flags has emerged as a vexing problem around the country, as bridges are pushed beyond their expected life spans and assaulted by ever-increasing traffic loads.

In Illinois, with little money to throw at the problem, state transportation officials have gone into triage mode, prioritizing the busiest bridges in the worst shape for overhaul, implementing weight limits or closure orders on others, and closely monitoring the rest.

"For a bridge to fall into both of those categories it is — how should I put it? — it should be a wake-up call," said Keith Brandau, a Champaign-based structural engineer for the firm Fehr Graham who has helped inspect bridges for local governments in Illinois.

An Associated Press review of national bridge records found that some 7,795 bridges nationwide are classed as both "fracture critical" and "structurally deficient," a

combination that experts say is especially problematic.

The first designation refers to bridges that were designed with no redundant protections, putting them at risk of collapse if a single, vital component fails. The "structurally deficient" label is attached to bridges that need rehabilitation or replacement because at least one major component has advanced deterioration or other problems that have led inspectors to deem its condition "poor" or worse.

The most recent federal data available identifies 189 such bridges scattered around Illinois. Pinning down an up-to-date figure is difficult, because the numbers fluctuate as bridge improvements and repairs are made to some structures while others deteriorate and slip into disrepair.

"We don't feel that the public should be worried," said Carl Puzey, chief of Illinois' Bureau of Bridges and Structures, which subjects fracture critical bridges to a more intensive inspections regime than the rest of the state's roughly 26,000 bridges.

"In very rare cases, if it's necessary to ensure the safety of the traveling public, we will close the bridge. So, if a bridge is open, it's safe," he said.

Illinois' at-risk bridges

include the span over the Des Plaines River south of Joliet along Interstate 80, one of the most important transcontinental routes between New York and San Francisco. The westbound and eastbound bridges were built in 1965 and now carry an average of 37,000 cars and trucks each day.

Also on the list is an elevated section of the Kennedy Expressway across Chicago's Ashland Avenue that carries 300,000 vehicles a day. Extensive repairs are under way.

The main problem in battling the maintenance backlog is money. It takes hundreds of millions of dollars — sometimes as much as \$1 billion — to replace a major crossing with a heavy traffic load.

Federal fuel taxes, a main source of highway funds, do not keep pace with inflation and have not been raised since 1993. Meanwhile, politicians in control of scarce funds are often more keen to take credit for brand new facilities than to support something as unsexy as bridge maintenance.

"Costs are up, gas tax revenues are down, and our decision-makers do not have the backbone to tell us so and act on this," said Joseph Schofer, a professor of civil engineering and transportation at Northwestern University.

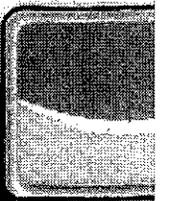
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