

Co.
Board

**SAMPLE TOWNSHIP REPORT FOR COMPLIANCE WITH DECENNIAL
COMMITTEES ON LOCAL GOVERNMENT EFFICIENCY ACT
(For Townships and Road District JOINT REPORT Only)**

I. Unit of government submitting this report:

f

NAME OF TOWNSHIP: **CHESTERFIELD**

Note: Any local government that levies a tax, other than a municipality or county must file this report. For Road Districts in counties with populations of less than 400,000 the highway commissioner may form a joint committee to prepare one combined report. See 50 ILCS 70/10(b-5).

II. Information about our Township

- A. We are located in **MACOUPIN** County. There are **26** townships in our county.
- B. The population of our Township is **661**, as of the 2020 census.
- C. We have **0** employees of the Township (not including elected officials).
- D. We have **7** employees in our Road District (not including elected officials).
- E. Our annual budget for 2023 is: **\$221,892.00**.
- F. Our Township's equalized assessed valuation for 2023 is **\$15,239,501**.

III. Information about Our Committee

A. Committee Members:

Township Supervisor: **DOLLY HINMAN**

Township Highway Commissioner: **JOSEPH POINTER**

Township Trustee: **MATT HASQUIN**

Township Trustee: **RODNEY MILNER**

Township Trustee: **DENNIS MORGAN**

Township Trustee: **DICK SHELTON**

Township Resident (Supervisor Appointment): **CAROLINE MORGAN**

Township Resident (Supervisor Appointment): **JAMES MORGAN**

Township Resident (Highway Comm. Appointment): **APRIL MANN**

Note: Per 50 ILCS 70/10(b), the committee membership must include all the elected or appointed members of the township board (Supervisor and Trustees) and two residents appointed by the Supervisor. The residents can be the Assessor, Highway Commissioner, Clerk or Collector, if you have one, or other residents of the Township, but these officials are not required to be on this Committee. The Supervisor may appoint more than two residents if deemed appropriate.

- B. Dates that our Committee Met (50 ILCS 70/20)
 - First (Organizational) Meeting
(must occur prior to June 10, 2023): **MAY 10, 2023**
 - Second Meeting: **JUNE 7, 2023**
 - Third Meeting: **JULY 17, 2024**
 - Additional Meetings (List All):

EACH OF THESE SECTIONS ARE TO BE COMPLETED SEPARATELY BY THE ROAD DISTRICT AND THE TOWNSHIP AND INCLUDED AS TWO PARTS OF THE SUBMITTED REPORT

IV. Programs Offered by our Township.

A. Our Township offers the following services and programs: (List programs like general assistance, youth programs, senior programs, community programs, LIHEAP, etc.) (If not applicable, remove this).

GENERAL ASSISTANCE

B. Other services/programs we could possibly provide:

V. Social Service Agreements

A. We partner with the following not for profits to offer social services (list all):

Entity:

Services Provided:

- 1.
- 2.
- 3.
- 4.
- 5.

B. Our residents have benefitted from these agreements in the following ways:

C. We have considered possibly offering the following social services or the following additional potential partnerships:

VI. Awards and Recognitions

Our Township has received the following awards, distinctions, and recognitions: (List all). *See attached*

VII. Intergovernmental Agreements

A. We partner with, or have Intergovernmental Agreements, with the following other Governments (List all):

Entity:

Services Offered:

B. Our Township's efficiency has increased through intergovernmental cooperation in the following way (list cost savings, avoiding duplicated services, etc.):

VIII. Review of Laws, Township Policies, Township Rules and Procedures, Township Training Materials, and other Documents

We have reviewed the following, non-exhaustive list of laws, policies, training materials, and other documents applicable to the Township to evaluate our compliance and to determine if any of the foregoing should be amended.

State laws applicable to Townships, including, but not limited to the Township Code (60 ILCS)

Illinois Open Meetings Act (5 ILCS 120)

Policy on public comment

Designation of OMA officer (5 ILCS 120/1.05(a))

All of Elected Officials have completed OMA Training (5 ILCS 120/1.05(b))

Schedule of All Township Regular Meetings for Calendar or Fiscal Year (5 ILCS 120/2.03)

Illinois Freedom of Information Act (5 ILCS 140)

Designation of FOIA officer (5 ILCS 140/3.5(a))

- FOIA Officer Training (5 ILCS 140/3.5(b))
- Computation and Retention of FOIA Requests (5 ILCS 140/3.5(a))
- Posting Other Required FOIA Information (5 ILCS 140/4(a); 5 ILCS 140/4(b))
- List of Types or Categories of FOIA Records under Township's Control (5 ILCS 140/5)
- Periodic Meetings to Review Closed Meeting Minutes (5 ILCS 120/2.06(d))
- IMRF Total Compensation Postings (5 ILCS 120/7.3)
- Designation of Whistleblower Auditing Official (50 ILCS 105/4.1)
- All of our Elected Officials have filed statement of economic interests (5 ILCS 420/4A-101; 5 ILCS 420/4A-101.5)
- Sexual harassment prevention training (775 ILCS 5/2-109(c))
- Our Intergovernmental Agreements
- Our Social Service Agreements or Contracts
- Our budget and financial documents
- State Ethics Laws, including, but not limited to the State Officials and Employees Ethics Act (5 ILCS 430/1-1)
- Our budget and financial documents
- Reports on government efficiency, including "Local Government Efficiency and Size in Illinois: Counting Tax Revenues, Not Governments" by Wendell Cox (2016); "Local Democracy and Townships in the Chicagoland Area," by Wendell Cox, (January 2012).
- Others (List Below or Attach):

IX. What Have We Done Well? (List any budget/levy freezes or reductions in the past decade; list new programs or services offered to residents over the past decade; list any ethics ordinances adopted; timely FOIA compliance; responsiveness to public; list any new intergovernmental agreements or social services offered; list any increase in number of township residents served, etc.)

X. What Inefficiencies Did We Identify/What Are our Next Steps?

See attached

XI. What Can We Do Better or More Efficiently?

XII. Studies on Governmental Efficiencies

In preparing this report, we reviewed several studies on local government efficiency. These studies show that:

See attached

- The average local government in Illinois serves 1800 residents compared to the national median of 2850 individuals
- Most townships in Illinois have no bonded indebtedness. Together with road districts they are an integral element of local democracy. Township expenditures have grown at a lower rate than those of any other level of government since 1992.
- Townships have lower labor costs and employ mostly part time employees.

XIII. Our committee's recommendations regarding Increased Accountability and Efficiency:

Note: This Report must be filed with your County no later than 18 months after your first committee meeting

Submitted by: *Delly Henman*
Chairman, Decennial Efficiency Committee of **CHESTERFIELD** Township

Date: July 20, 2024

DECENNIAL COMMITTEES ON LOCAL GOVERNMENT EFFICIENCY ACT

CHESTERFIELD TOWNSHIP AND ROAD AND BRIDGE

MACOUPIN COUNTY, ILLINOIS

Our Chesterfield Township Road and Bridge is one of the smallest townships in Macoupin County, Illinois. In Chesterfield Township Road and Bridge all elected officials remember our first responsibility is the township or the people who elected us. We have a very diverse board which includes two teachers, the fire chief of Medora, a large fulltime agricultural farmer, an industrial tool rental and salesman, trucking business owner who grew up in the road industry and a self employed business owner.

Three services are provided by our and other townships: a general assistance program, property assessment and maintenance of township roads and bridges. Property assessment incorporates our township assessor who usually works thru a multi township government. They discover, list and appraise tax value. They assist residents with assessment appeals, process building permits and accept property tax exemption applications. Township officials work and live in the townships they represent which makes them easy access to any problems in their township. This puts your voice of taxation in your community.

Our awards and recognitions come in the form of a fewatta boys. Mostly we are remembered when a pot hole exists or the bridge over Coop Road throws another curve. Our township then becomes the place "where everybody knows your name" and give me the number of our road commissioner. Our tide is turning a little though as we are beginning to periodically hear "tell the road commissioner he is doing a good job".

Our board strongly adheres to the Township Codes as out of the five board members if something appears amiss the miscue will be brought to the boards attention and resolved. The clerk sets an agenda for each monthly meeting within the time limit. The Illinois Open Meeting Act is followed strongly in our township, and the meeting is run by parliamentary procedure as we have board members versed in the correct procedure. We basically are a new board finding guidelines, but we have been able to stay in the realm of giving our township a good shake. Our township does not seem to grow in population, but does grow in value. We are not eligible for any grants due to the median income of our township population, but our Township and Road and Bridge is run quite well with the amount of money we receive from taxes.

Our road commissioner is the backbone of the township. How he carries himself and his work is the testament of success in our township. Our road commissioner answers to those who elected him and to those who were elected with him. Then he works with and seeks help or answers starting with the county and from there he will go on to work with the state. Our road commissioner has a good repour with other townships and commissioners. There are many papers to file and deadlines to meet. Math enters into all equations and his work with and the knowledge of road substances is

a must. Long story short he and the board has to make the funds available to stretch to cover our Chesterfield Town and Road and Bridge expenses and keep enough money to buy equipment. We are extremely grateful to the Macoupin County Board for the \$100,000. gratuity. So far our township is debt free and the roads are a work in progress. We therefore feel our Road Commissioner Joe, and the board: Matt, Dolly, Rodney, Dennis, Jennifer, and Dick have achieved all of the above attributes and deserve an A+.

Township government is truly the grassroots government of the people by the people. Questions and answers are just a phone call away or in person. Residents have access to the board and other elected township officials. As afore stated, our township priority is to work for and with the community. Our current board and officials operate under honesty and integrity, paying bills in a timely manner and meeting all deadlines required by the county, IDOT, and TOI. We operate with a budget and appropriation, levy taxes, and submit the comptrollers report each year and stay in each guideline respectively.

At this time Chesterfield Township and Road and Bridge keeps looking to the future in small increments, one hill at a time. Our goal is the upkeep of the roads and bridges of the township. We are proud to be a part of the township and hope we make a great difference in the history of the Chesterfield Township Road and Bridge experience. We find ourselves along with the public realizing much history and many changes have went into the last one hundred fifty years, and as we grow we all become pioneers in a needed and great infrastructure.

When we look at the township roads we only usually see a narrow slab of oil and rock. Many bridges we cross could be a one lane bridge that has been updated from the old iron bridges that horse and buggies and Model T's and A's used. Many would like these roads to be much wider and the bridges two lanes. It is doubtful anyone sees the history of a township road or the importance they play in the line of progress.

Townships have went thru an evaluation as the first township was established in Providence, Rhode Island in 1636. This makes townships the oldest unit of government that continues to function in North America. In 1848 the state legislature passed a law enabling counties to adopt a township government by referendum. That year twenty-four counties voted to adopt a township government. When the first national road census, in 1904 was performed there were only one hundred one miles of rural roads and only 18 were covered with bituminous blacktop. Over two million miles of rural roads in America consisted of dirt and mud. Today Illinois has 1,428 townships. Townships manage around 71,000 miles of road and 17,000 bridges.

The primary purpose of a township road is to get you from point A to point B or from your township road to a more paved road. The bicycle played a very important part in the making of paved roads. Many people road bicycles in town but the need for improved road conditions in the country was needed. Thusly bicyclists became the first road lobbyists for government money at the federal, state and local agencies. Due in part to the bicyclists lobbies the gas tax was set. By 1930 all states had a gas tax. Funds were also raised by automobile license fees. The post office

appropriations bill for 1913 allotted \$500,000 to conduct the improvement of roads on which mail was delivered. A Good Roads Bill offered a \$25 million rental plan where the federal government would make a rental payment to the counties for the use of roads for mail delivery. The payments would then be used for road improvements that would help the farmers get out of the mud. Farmers needed roads to get their crops to market. The farmers became the earliest commercial agitators for the Good Road Movement due to their need to get their products to market. The roads were built wide enough to get a horse and wagon thru, and to this day they are not much wider. We are still using these same roads to try and get two vehicles to pass or send a semi down these roads. The farmers would take their grain by horse and wagon to an elevator. The elevators were usually every ten miles or so at railroad terminals. They were ten miles apart because the farmers and horse could deliver his grain and return in one day by horse. As we recall there use to be at least four elevators from Waverly to Pawnee. These elevators were first made of wood until they realized they were a fire hazard. They were then made of concrete. The railroad companies provided the land on which the elevators sat. With the invention of the McCormick Mechanical Reaper farmers were able to mass produce their products. Due to the elevators sitting on the railroad property a monopoly was born and the farmer was often gouged on his payment received as there was no regulation on big business. This set up the Granger Revolution. The railroads at this time supported the efforts to improve local roads and in 1896 the Department of Agriculture opened an Office of Road Inquiry to assist in the development of better roads using the slogan "Get the farmer out of the Mud". At this time it became clear to the railroads that motor trucks offered serious competition to their livelihood and the railroads began loosing their enthusiasm for the Good Roads Movement. In 1914 the American Association of State Highway Officials (AASHO) was born. At this time each state began to create its own Department of Transportation which would improve the conditions of American roads and put pressure on the federal government to provide funding for road construction. The Good Roads Movement, The AASHO, and the Interstate Highway System set up by President Eisenhower in 1954 were therefore set up strictly because of the lack of roads.

Roads are a necessity. Good roads can make or break a town. They make anything and everything grow and develop. They are needed for social services, education, health and to keep down poverty. To build a road is complex and the cost is anywhere from two million to \$12 million per mile. Today we use the practice of rebuilding existing roads. It is felt if these roads and bridges were taken over by the state, county or municipal road system our taxes would be increased and some roads could be abandoned. Township government is truly the grassroots of government of the people. Ninety-nine percent of the Illinois townships are members of TOI. TOI governs the townships and supplies insurance to these townships. Township officials work for part time and volunteer wages which is less than a full time state or municipal official.

As we say Necessity is the mother of invention, we have come a long way in one hundred fifty years. Most do not see the feasibility of building new township roads. Our local roads always wind up at the bottom of the heap. The money is used at the top first and using the trickle down method there is little left for our township roads, but we do in all honesty have a good system. Road commissioners and township boards take the job out of love and satisfaction of a job well done. They do not do it for the money.