

**NORTHWEST MUNICIPAL CONFERENCE**

1600 East Golf Road, Suite 0700  
Des Plaines, Illinois 60016  
(847) 296-9200 • Fax (847) 296-9207  
www.nwmc-cog.org



*A Regional Association of Illinois  
Municipalities and Townships  
Representing a Population of Over One Million*

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- Arlington Heights
- Bannockburn
- Barrington
- Bartlett
- Buffalo Grove
- Carpentersville
- Cary
- Crystal Lake
- Deer Park
- Deerfield
- Des Plaines
- Elk Grove Village
- Evanston
- Fox Lake
- Glencoe
- Glenview
- Grayslake
- Hanover Park
- Highland Park
- Hoffman Estates
- Kenilworth
- Lake Bluff
- Lake Forest
- Lake Zurich
- Libertyville
- Lincolnshire
- Lincolnwood
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- Mount Prospect
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**Northwest Municipal Conference  
Transportation Committee  
Thursday, March 22, 2018  
8:30 a.m.  
NWMC Offices  
1600 East Golf Road, Suite 0700 Des Plaines**

**AGENDA**

- I. Call to Order**
  
- II. Approval of February 22, 2018 Meeting Minutes (Attachment A)**  
*Action requested:* Approval of minutes
  
- III. Municipal Access to Greener Fleets (Attachment B)**  
Edith Makra, Director of Environmental Initiatives, Metropolitan Mayors Caucus and Tim Milburn, Consultant, Greenways 2 Go, will discuss the IEPA draft plan to mitigate environmental damage done by the fraudulent reporting of emissions from VW diesel vehicle. This plan will potentially provide resources to public fleets to reduce emissions through vehicle improvement or replacement of diesel vehicles with alternate fuel technologies. The Metropolitan Mayors Caucus will provide a briefing on the plan and summarize its complementary work to ‘green’ municipal fleets. The Caucus encourages municipalities to comment on the IEPA plan.  
*Action requested:* Discussion
  
- IV. Central Tri-State Update (Attachment C)**  
Niki Nutter, Senior Project Manager for Planning for the Illinois Tollway will provide an update on the agency’s planning for a reconstruction of the Central Tri-State Tollway (I-294).  
*Action requested:* Informational
  
- V. Surface Transportation Program (STP) Project Selection Committee Update**  
Staff will provide an update on the latest STP Project Selection Committee meeting. The committee will establish active program management strategies for all STP projects and will determine the methodology for selecting projects to receive STP funds from the regional Shared Fund.  
*Action requested:* Informational
  
- VI. Bicycle and Pedestrian Committee Update**  
Staff will present an update on topics discussed at the March 20 NWMC Bicycle and Pedestrian Committee meeting.  
*Action requested:* Informational
  
- VII. CMAP Update**  
An update on relevant activities from CMAP’s committees will be provided.  
*Action requested:* Informational

**VIII. Agency Reports (Attachments D &E)**

**IX. Other Business**

**X. Next Meeting**

The next meeting is scheduled for April 26 at 8:30 a.m. at NWMC offices.

**XI. Adjourn**

**TRANSPORTATION COMMITTEE  
MEETING MINUTES  
Thursday, February 22, 2018  
8:30 a.m.  
NWMC Offices  
1600 E. Golf Road, Suite 0700  
Des Plaines, IL**

**Members Present:**

Bill McLeod, Mayor, Village of Hoffman Estates, Co-Chair  
Bob Benton, Trustee, Village of Deerfield  
Jeff Brady, Director of Community Development, Village of Glenview  
Tim Frenzer, Village Manager, Village of Wilmette  
Bill Grossi, Trustee, Village of Mount Prospect  
Bob Israel, Trustee, Village of Northbrook  
Mark Janeck, Director of Public Works, Village of Wheeling  
Ray Keller, Village Manager, Village of Lake Zurich  
Phil Kiraly, Village Manager, Village of Glencoe  
Al Larson, President, Village of Schaumburg  
Maria Lasday, Village Manager, Village of Bannockburn  
Anne Marrin, Village Administrator, Village of Fox Lake  
Greg Summers, Director of Development Services, Village of Barrington

**Others Present:**

Steve Andrews, Pace  
Jane Grover, CMAP  
Tim Grzesiakowski, TMA of Lake-Cook  
Mike Hankey, Hoffman Estates  
Rick Mack, Metra  
Karyn Robles, Village of Schaumburg  
Brian Pigeon, NWMC  
Mike Walczak, NWMC  
Brian Witkowski, Thomas Engineering

**I. Call to Order**

Co-Chair McLeod called the meeting to order at 8:30 a.m. and had those present provide introductions.

**II. Approval of January 25, 2018 Meeting Minutes**

On a motion made by Trustee Benton, seconded by Trustee Grossi, the committee voted to approve the January 25, 2018 meeting minutes.

**III. Federal Transportation Update**

Mr. Pigeon gave a presentation on the recent proposal from the White House for additional infrastructure funding. He described the various new programs proposed, but noted that the proposal does not propose new funding sources or address the federal gas tax. Rather, it uses offsets from other federal programs to leverage local and state funding. Scoring for many of the programs is based on the ability of state of local partners providing sufficient matching funds, rather than the performance benefits of the project. Mr. Walczak and Mr. Pigeon explained that the proposal is unlikely to pass as proposed, but it could represent the direction that federal transportation programs take in the future.

**IV. Surface Transportation Program (STP) Project Selection Committee Update**

Mr. Walczak previewed the upcoming meeting of the STP Project Selection Committee on February 28. The committee will be discussing the establishment of the Shared Fund, which is a new program to be administered by the committee and open to all suburban municipalities and the City of Chicago. The committee will be discussing potential eligible projects, the scoring system for project selection and how to administer the call for projects. NWMC has been working with the other regional councils to ensure full municipal participation in the process. He said regular reports will be given to this committee.

#### **V. Bicycle and Pedestrian Committee Update**

Mr. Pigeon updated the committee on the February 20 Bike/Ped Committee meeting, including discussions on the impacts of the STP Project Selection Committee on project selection methodology.

#### **VI. CMAP Update**

Ms. Grover notified the committee that Libertyville Mayor Terry Wepler has replaced former Buffalo Grove President Elliott Hartstein as the Lake County representative on the CMAP Board. She also reported that CMAP staff is drafting chapters of the On To 2050 plan, which will be released for CMAP committee review starting in March. Public Comment on the full plan will begin in June, and she hopes NWMC can host a public open house.

#### **VII. Agency Reports**

Mr. Mack reported that Metra will be purchasing 21 rehabbed locomotives from Amtrak, realizing significant savings over the purchase of new locomotives. He also reported that public input on the fare structure study was complete and will go to the Metra Board for their consideration. Positive Train Control testing is on schedule to be completed by 2020 as Metra continues to work with the FRA. Ms. Lasday asked if he had received information from the public group Third Rail, which is opposed to additional tracks being added to parts of the Milwaukee North line. Mr. Mack said that he is aware of the group, but has not been directly contacted. He said Metra is waiting on the FTA Environmental Assessment before any final decision is made. Trustee Benton noted that since the sidetrack in Deerfield was removed from the plans, public opposition in his town has gone down. Mr. Mack said some solution must be reached due to longer freight trains using the tracks, along with Metra and Amtrak.

Mr. Andrews announced that the Edens Bus on Shoulder project will start in April. Pulse Milwaukee Line construction will resume in the spring. Ridership on I-90 continues to be good, with two park-and-ride stations now open and Barrington Road the next to be completed this year.

Mr. Grzesiakowski reminded the committee that the TMA of Lake Cook Annual Construction Preview Meeting will take place on March 16.

#### **VIII. Other Business**

Mr. Walczak reported that the Illinois Tollway is promoting the Give Them Distance pledge to remind drivers of the Move Over Law for all vehicles on the side of the road as well as emergency responders and maintenance workers.

#### **IX. Next Meeting**

Co-Chair McLeod reported that the next meeting of the Transportation Committee is scheduled for 8:30 a.m. on Thursday, March 22, 2018.

#### **XII. Adjournment**

On a motion by Mr. Frenzer, seconded by President Larson, the committee unanimously voted to adjourn the meeting at 9:05 a.m.



## White Paper on Green Fleets

The Municipal Fleet Managers Association is considering opportunities to expand the use of alternative fuels in public fleets. Our association held a forum in July 2017 to discuss objectives, opportunities, and barriers to more sustainable fleets. This white paper summarizes key points about public sector issues related to 'green fleets'.

There is overall strong interest in green fleets that are more sustainable than traditional petroleum-fueled fleets. Greening public fleets would entail switching to alternative fuels as well as efficiencies in the use of petroleum fuel. The desire to demonstrate a sustainable public fleet must be balanced with financial and operational constraints.

### Key issues

#### **Environmental Issues:**

Reducing emissions from cleaner fuels and reducing petroleum consumption are common sustainability goals for local governments. Municipalities have the greatest opportunity to address these goals by greening their own public fleets.

The environmental features of green fleets have considerable value to local governments.

#### **Operational Issues- Municipal**

Keeping public service vehicles operating on schedule and on task is of paramount importance. Public health and safety is dependent upon the reliable service of public fleets. Alternative fuel technologies must not compromise expectations of fleet performance.

Some alternate fuel vehicles require different service intervals; different service tools and equipment; process changes; and other logistical considerations. Training and support can help manage these needed adjustments for alternate fuel technologies.

Maintenance facilities may require adaptations for public and fire safety when servicing CNG or propane vehicles.

Fleet managers who adopt cleaner fuel technologies must be protected with sufficient after-market support and

warranties to ensure vehicle reliability and 'up-time'.

### **Operational Issues - Regional**

Anticipated growth in the network of third party refueling stations would reduce range anxiety when public fleet vehicles are away from home base. Municipalities could collaborate with private-sector fleet operators to better cover regional alternative fueling infrastructure needs.

Public fleet operators are unlikely to invest in the costlier alternative fueling (i.e. CNG) stations for their own fleets. Collaborative CNG ventures anchored by large, private fleets that can achieve a favorable ROI are more likely to successfully grow public sector green fleets.

Bi-fuel vehicles that use either alternative fuels or gasoline and plug-in hybrid electric vehicles can also overcome current fueling infrastructure gaps.

### **Public Awareness:**

Because public fleets are branded, highly-visible and associated with essential public service, they present a unique opportunity to demonstrate sustainable alternate fuel solutions. Greening public fleets will have equitable and broad impacts across the region. Environmental benefits will be enjoyed within communities as well as regionally.

### **Financial Issues:**

Alternative fuel investments achieve a favorable return on investment (ROI) when fuel costs are lower than gasoline and fuel consumption is relatively high. Most municipal vehicles have relatively low annual mileage and fuel consumption, which makes achieving a favorable ROI challenging.

Alternative fuel vehicles are more expensive than traditional gasoline or diesel vehicles. The aim is to recover this incremental cost over time with savings in alternative fuels and fuel efficiency improvements.

Grants and incentives are critical to overcome these financial barriers to greener public fleets. Accessible, tailored programs that can close the incremental cost gap are essential.

Programs that offer point-of-sale financial assistance, such as vouchers, will be most successful.

### **Recommendations**

Many of these key issues are market-dependent and others are best addressed by local governments themselves. However regional study and planning would address many of these issues. The MFMA would support a comprehensive regional study that assesses opportunities and needs for a viable alternate fuel industry that would serve municipalities.

1. This proposed regional study should:
  - a. Analyze potential aggregate regional demand for alternate fuels by both private and public fleets;
  - b. Analyze and recommend best fuel choices for public sector fleets;
  - c. Analyze and identify alternative fuel infrastructure types and locations that will serve public and private fleets; and
  - d. Conduct municipal fleet assessments to guide public sector decision-making;
2. Beyond adding to regional knowledge, municipal fleet assessments would help municipal fleet managers evaluate green fleet opportunities and understand operational changes needed. Further technical assistance, education and case studies are also needed.

The MFMA also recommends these solutions to advance green fleets:

3. Communication networks that serve municipal leaders, municipal administrators, and municipal fleet managers should be connected to state and regional decision-makers to enable more sharing of data and green fleet information.
4. Councils of governments and other partners could offer collaborative programs to aggregate demand for alternate fuel and assist with procurement.
5. Aggregating fuel demands among public and private fleets will make regional fueling sites more viable. Fuel suppliers should consider aggregated demand when planning investments in fueling stations.

**About the Municipal Fleet Managers Association (MFMA)**

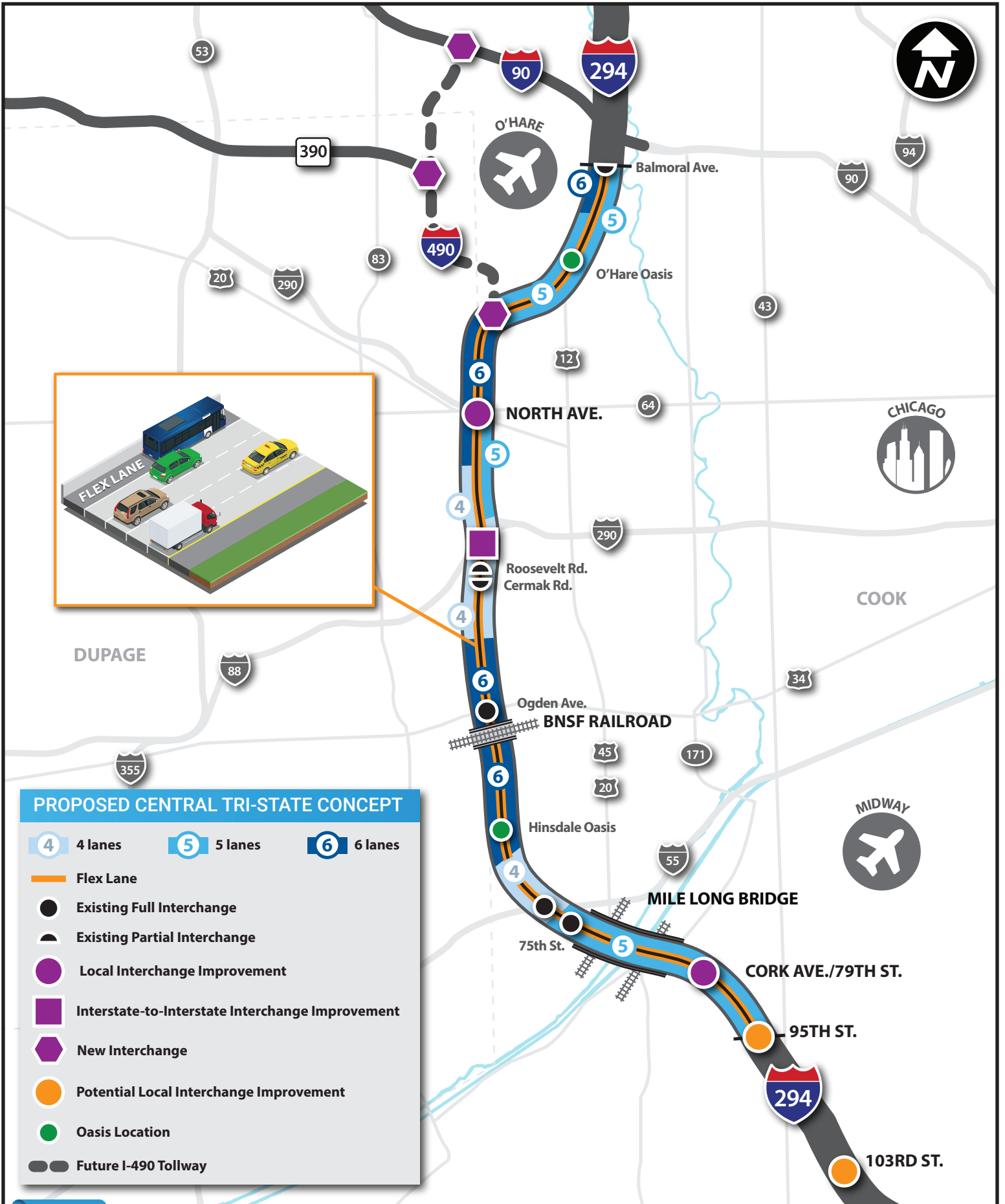
*The MFMA began as an informal network for municipal fleet managers to share information and learn from one another. In 1993 it was incorporated as a non-profit professional organization. MFMA's intent is to promote cost effective fleet management policies, procedures and techniques among members through technical and managerial education and training. Information on current products is exchanged through vendor contact. Specific problems concerning government fleet operations is shared by members at monthly meetings. MFMA membership is open to all qualified individuals who are involved in the management or maintenance of a government fleet.*

The Municipal Fleet Managers Association invites partners to assist and invest in greener municipal fleets. The MFMA Executive Director is Jack Gray [jackgray500@att.net](mailto:jackgray500@att.net)

**About the Metropolitan Mayors Caucus (MMC)**

*The Metropolitan Mayors Caucus is a membership organization of the Chicago region's 275 cities and villages. Founded in 1997 by then Chicago Mayor Richard M. Daley and leading mayors from nine suburban municipal groups, the Metropolitan Mayors Caucus pushes past geographical boundaries and local interests to work on public policy issues. The Caucus provides a forum for metropolitan Chicago's chief elected officials to collaborate on common problems and work toward a common goal of improving the quality of life for the millions of people who call the region home.*

The Mayors Caucus partners with MFMA on green fleet issues. Municipal members, common to both organizations, have formally adopted goals supporting green fleets through its [Greenest Region Compact](#). Contact Edith Makra, Director of Environmental Initiative, [emakra@mayorscaucus.org](mailto:emakra@mayorscaucus.org)



**PROPOSED CENTRAL TRI-STATE CONCEPT**

- 4 4 lanes      5 5 lanes      6 6 lanes
- Flex Lane
- Existing Full Interchange
- Existing Partial Interchange
- Local Interchange Improvement
- Interstate-to-Interstate Interchange Improvement
- New Interchange
- Potential Local Interchange Improvement
- Oasis Location
- Future I-490 Tollway



**Central Tri-State Tollway**  
BUILDING FOR TOMORROW

As of: 01/05/18  
Subject to Change







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Metra Media Relations 312-322-6776

**FOR IMMEDIATE RELEASE**

## **Major track project to impact Milwaukee North Line**

*Work to limit service on the northernmost segment of the line this April*

CHICAGO (March 12, 2018) – A major tie replacement project between Libertyville and Fox Lake will impact midday and weekend service on the northernmost part of Metra’s Milwaukee North Line during the month of April, including a shutdown of the line north of Lake Forest for three consecutive weekends.

“We realize that this will represent a short-term inconvenience for some of our riders, but track projects like this are absolutely essential to maintaining safe and high-quality rail service,” said Metra CEO/Executive Director Jim Derwinski. “Limiting rail traffic during the work period will significantly condense the project timeline and the overall customer impact.”

In addition to the shutdown of service north of Lake Forest on three weekends, the project will also impact midday service on weekdays north of the Grayslake Station. Work will begin Thursday, April 5 and continue through Friday, April 27.

Metra forces will replace 17,000 ties over a 17-mile single-track span between Fox Lake and Rondout north of Libertyville in Lake County. In addition to tie replacement, the work will also include the replacement of five switches, brush clearing and the continued upgrade of the signal system on this section track in preparation for the Positive Train Control safety system. If permits can be obtained from local municipalities, the rail crossings at St. Mary’s Road and Route 120 will also be replaced during this time period.

### **Weekday Impacts (April 5-April 27):**

Weekday (Monday through Friday) service will be limited to morning rush hour and evening rush hour trains between Grayslake and Fox Lake. Normal weekday service will be provided between Grayslake and Chicago. For riders who board between Fox Lake and Grayslake, the last inbound morning departure from Fox Lake will be Train 2124, at 7:28 a.m. Inbound trains from Fox Lake will not resume service until Train 2146’s departure at 4:14 p.m. The first outbound train to Fox Lake on weekdays will be Train 2121, which departs Chicago Union station at 2:35 p.m. and arrives in Fox Lake at 4:08 p.m.

Busing to Grayslake from Fox Lake, Ingleside, Long Lake and Round Lake will be available on weekdays during midday periods. However, customers are advised that although the buses will depart the stations north of Grayslake at the normal train departure time, they will not arrive at Grayslake in time to meet their normally scheduled train. Customers will instead wait to board the next scheduled train and will arrive downtown one hour later. To reduce wait time, customers are advised to drive to the Grayslake Station for midday trips. Parking should be readily available at Grayslake. The Prairie Crossing Station is also an option for midday trips.

**Weekend Service Impacts (April 7-8, April 14-15 and April 21-22):**

For three consecutive weekends beginning April 7, there will be no inbound or outbound service north of Lake Forest on both Saturday and Sunday. The first train traveling north of Lake Forest will be outbound Train 2623, the 8:35 p.m. departure from Chicago Union Station, on Sunday night. Customers are advised to use the Lake Forest Station for Saturday and Sunday trips.

The project will take place along a 17-mile single-track section of the line, where track equipment and workers cannot be moved out of the way of passenger trains without traveling a significant distance. Taking this track out of service during the part of the weekday and during the weekends is the most expedient approach and will cut the time required for the work by at least 50 percent.

Most Milwaukee North riders will not experience any noticeable difference in service. Metra boarding counts show that about 85 percent of the riders on this line board from Grayslake and points south of the work zone.

For detailed information on the schedule impacts during this construction project, visit [metrarail.com](http://metrarail.com).

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***About Metra***

*Metra is one of the largest and most complex commuter rail systems in North America, serving Cook, DuPage, Will, Lake, Kane and McHenry counties in northeastern Illinois. The agency provides service to and from downtown Chicago with 241 stations over 11 routes totaling nearly 500 route miles and approximately 1,200 miles of track. Metra operates nearly 700 trains and provides nearly 300,000 passenger trips each weekday.*

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Metra Media Relations 312-322-6776

**FOR IMMEDIATE RELEASE**

## **Metra to adjust UP North Line schedule**

*Major bridge replacement will affect evening and weekend trains*

CHICAGO (Feb. XX, 2018) – Metra will implement a new schedule for evening and weekend trains on the Union Pacific North Line beginning March 19 in order to complete a multiyear bridge replacement project.

The schedule change will allow for trains to operate on a single track between the Clybourn Station and Evanston during the completion of a \$15.5 million project to replace the bridges that carry the UP North Line over Webster Avenue and the North Branch of the Chicago River just north of Webster (known as the Deering Bridge). These schedule changes do not affect weekday trains during the morning and evening rush.

“This project is a major investment in the infrastructure of the UP North Line that riders will benefit from for many years to come,” said Metra CEO/Executive Director Jim Derwinski. “Changing the schedule slightly will allow us to maintain safe, reliable service with minimal impact to our customers.”

Customers should be aware that as of Monday, March 19, weekday inbound Train 362 will depart from Waukegan 10 minutes earlier, at 9:10 p.m., while Train 364 will depart from Waukegan 25 minutes later, at 10:05 p.m.; and Train 368 will depart from Kenosha 10 minutes later, at 11:45 p.m. Inbound weekday trains arriving at Ogilvie Transportation Center after 8 p.m. will have five minutes added to their run times.

Outbound Train 301 will be renumbered to Train 371 on the weekdays and will depart from Ogilvie eight minutes earlier, at 12:27 a.m. Train 369 will depart from Ogilvie 10 minutes later, at 11:45 p.m., and trains departing from Ogilvie after 7:30 p.m. will have five minutes added to their run times.

On weekends, inbound Train 822 will depart from Waukegan 30 minutes later, at 5:40 p.m. on Saturday and Sunday. Outbound Train 821 will depart from Ogilvie five minutes later, at 5:15 p.m., on Saturday only.

The new schedule, which will be in effect for the duration of construction, is available at [metrarail.com](http://metrarail.com). Physical copies will be available at Ogilvie one week before the schedule goes into effect.

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