



TIER II CONSULTATION

MEETING MINUTES - DRAFT

Wednesday, May 3, 2023

10:30 AM

Please join from your computer, tablet or smartphone.

<https://meet.goto.com/487640365>

1.0 Call To Order

Russell Pietrowiak called the meeting to order at 10:30am

Present: Chris Schmidt, John Donovan, Matt Fuller, Michael Leslie, Tony Greep, Matt Harrell, David Bloomberg, Russell Pietrowiak, Mark Pitstick, and Rory Davis

2.0 Approval of Minutes

2.01 Minutes from 9.7.22

[23-240](#)

Attachments: [Minutes 9.7.22 Draft](#)

Tony Greep temporarily disconnected during this vote.

A motion was made by Michael Leslie, seconded by John Donovan, to approve the minutes of September 7th, 2022. The motion carried by the following vote:

Aye: Chris Schmidt, John Donovan, Matt Fuller, Michael Leslie, Matt Harrell, David Bloomberg, Russell Pietrowiak, Mark Pitstick, and Rory Davis

Absent: Tony Greep

3.0 New Business

Chris Schmidt announced the birth of his child.

3.01 Transportation Conformity Amendment

[23-231](#)

Attachments: [230608 conformityTCreport official draft](#)

CMAA staff Russell Pietrowiak discussed the ON TO 2050 Plan Update /TIP Conformity Analysis & TIP Amendment TIP amendment memo, which was released for a 30-day public comment. Pietrowiak noted that, while this round of conformity analysis was not essential, it was an appropriate time to train newer staff on the process. The emissions were almost identical to the previous conformity amendment, since the changes were minimal.

3.02 2015 Ozone NAAQS

[23-232](#)

Rory Davis of IEPA shared that the region was bumped up to moderate non-attainment. IEPA is targeting emissions reductions by the 2027 attainment date so that the region is not moved to serious non-attainment. The 2027 attainment date uses data from 2024, 2025, and 2026. IEPA would like to get some emission reductions measures implemented that will impact those Ozone seasons. IEPA stated that the bump up to serious could occur in 2025. Michael Leslie of USEPA confirmed the bump up schedule and expressed that the region would need a new emissions budget and all

associated parts with an updated plan. IEPA has 3 goals; Climate, environmental justice, and air quality that they would like to target for grant/funding opportunities such as electric busses.

3.03 PM 2.5 NPRM Update

[23-230](#)

Attachments: [PM 2.5](#)

Russell Pietrowiak started by noted that there is concern that if PM2.5 values go down to 9, Cook County is in nonattainment. If it goes down to 8, Cook and Will Counties would be in nonattainment. Russell Pietrowiak noted the region is in attainment of the current PM 2.5 NAAQs and does not have to do anything related to PM 2.5 conformity such as a Hot Spot analysis. If the NAAQs change, the PM 2.5 nonattainment area would likely be different than it is for the ozone nonattainment area. Michael Leslie of USEPA added that comment period has closed in March and USEPA has proposed PM2.5 values of 9-10 and taking comment on 8-11, its currently at 12. They plan is to finalize the standard later this year to kick off the designations process. Russell Pietrowiak suggested that 9 is likely going to be the new standard. Russell Pietrowiak questioned if all counties would be considered as contributing to nonattainment or only those in violation considered in nonattainment.

Rory Davis of IEPA noted that at a standard of 9 nonattainment area would be like that of ozone. He also expressed concern over which years of data were being used in USEPA's analysis.

3.04 MOVES4

[23-233](#)

Russell Pietrowiak explained that the new MOVE4 modeling includes more detailed modeling on EV energy demand, to factor in a wider scope of environmental concerns. He noted that the ageing of batteries have impacts on their efficiency. Future improvements to MOVES4 include an analysis of break and tire wear from EVs.

Michael Leslie of USEPA added that this new modeling software must be used for SIP development.

Russell Pietrowiak noted that 2021 vehicle fleet data is being used and the model cannot currently account for growth in EV utilization.

3.05 NEPA GHG Estimations

[23-235](#)

Attachments: [CEQ-2022-0005-0001 content](#)

The committee discussed the new interim guidance on consideration for GHG emissions and climate change as part of the NEPA process. This guidance from the Council on Environmental Quality (CEQ) specified that this is mainly for projects that are EA or EIS. Matt Fuller added that the implementation of this is still in the works. The FHWA will look to create agency-specific guidance soon.

3.06 Transit Vehicle Emission Modeling

[23-236](#)

Committee members reviewed the variety of alternative fuel bus implementation options CTA and Pace have. They also have plans on expanded fleets moving forward. Russell Pietrowiak discussed ways in which the emissions model can account for this transition to alternative fuel vehicles. Pace provided specific fleet information, while CTA has yet to share data. Pietrowiak emphasized that

electrification needs to be better tracked to understand vehicle lifetimes and rollout. Tony Greep of FTA expressed concern that CTA is required to have a zero-emission transition plan to receive future FTA dollars.

3.07 CMAQ Emission Rate Update

[23-237](#)

Russell Pietrowiak shared with the committee that CMAP is updating emission rates for the next call for CMAQ funding. Assumptions for new emission rates using MOVES3.1 and inputs from the 2050 plan update conducted this summer have since been updated to improve the methodology.

3.08 CRC Real World Workshop

[23-239](#)

Russell Pietrowiak shared some of the new work coming out of the CRC Real World Emissions Workshop that underscores improvements in emissions modeling and air quality analysis. This research includes analysis on emissions from breaking and tire wear of newer, heavier vehicles. Technologies such as remote-sensing can be implemented to have a deeper understanding of emission profiles. The research also highlighted the importance of emission disparities and methods to get reliable data on these trends. CMAP is continuing to monitor this research and grant opportunities to strengthen our air quality work.

3.09 AMPO Air Quality Update

[23-238](#)

The committee reviewed methods of climate planning work for MPOs as part of AMPO's Environment & Resiliency working group. Russell Pietrowiak discussed how air quality analysis can be taken to the community and local level, as opposed to a macro-level analysis. Pietrowiak highlighted for committee members that there can be more coordination between agencies to maximize data sharing and collaboration on new challenges to resiliency.

4.0 Other Business

Russell Pietrowiak invited Scott Weber from NIRPC to share information on their conformity process and challenges. Scott Weber shared that there is an importance of syncing the travel demand model updates with the air quality modeling efforts. Weber emphasized that collaboration and preparation are key to carrying out these analyses. Weber also added that working with consultants in this process informed best practices. He noted that air quality partners should be included for the oversight on consultant work.

5.0 Public Comment

There was no public comment.

7.0 Adjournment

The meeting was adjourned by Russell Pietrowiak.