

**TIER II CONSULTATION
MEETING SUMMARY**

Thursday, November 30, 2023
2:00 PM

1.0 Call To Order

The meeting was called to order at 2:05pm and the committee members introduced themselves online.

Present: Chris Schmidt, Todd Schmidt, Betsy Tracy, Michael Leslie, Mark Kane, Matt Harrell, Russell Pietrowiak, Mark Pitstick, and Rory Davis

Staff Present: Teri Dixon, Craig Heither, Leroy Kos, Aimee Lee, Doug Ferguson, Mitch Hirst, Sarah Stolpe, Jonathan Haadsma, Karly Cazzato, Jose Rodriguez

Others Present: Zac Adelman (LADCO), Mark Janssen (LADCO), Ben Sperry (IDOT)

2.0 Approval of Minutes

2.01 Minutes from May 3rd, 2023 23-538

Attachments: [5.3.23 Minutes Draft](#)

A motion was made by Michael Leslie, seconded by Rory Davis, that the minutes from May 3rd, 2023 be approved. The motion carried by a voice vote.

3.0 New Business

3.01 Transportation Conformity Amendment 24-04 23-530

Attachments: [240111 conformityTCreport draft](#)

Russell Pietrowiak introduced the modeling results included in the 24-04 transportation conformity memo. Craig Heither explained the model improvements incorporated over the summer to assess the work mode share versus the census data. The model was adjusted to better fit census data, which resulted in more SOV work trips. These adjustments led to an increase in VMT, and subsequently NOx.

3.02 2015 Ozone NAAQS Update 23-531

Rory Davis of IEPA noted to the group that there's a chance for the region to be bumped to serious nonattainment based on 2021 data. The region still owes a moderate attainment demonstration to EPA to show reasonable further progress. We received a finding of failure in September just final in October which sets an 18-month clock rolling for sanctions, Tier II consultation is one of the final steps to get the submission of the attainment demonstration done. Michael Leslie of USEPA concurred.

3.03 The Motor Vehicle Emissions Budget (MVEB) for the Nonattainment Area 23-532

Attachments: [MVEB Revision](#)

Russell Pietrowiak introduced the development of a new MVEB by IEPA and CMAP. The group discussed the new MVEB and noted that in the latest data, the VOCs increased, and NOx decreased. The group had no concerns about working within the proposed budget. Given the model improvement for better data, it was agreed upon that the changes would be in line with regulations and air quality standards.

3.04 MOVES4 **23-533**

The group discussed the new MOVES4 recently released by the USEPA in mid-August. Russell Pietrowiak noted that CMAP won't move to this system until next year. It was noted by EPA staff that trainings are available for the MOVE4 system. Mark Jansen encouraged in person participation to troubleshoot modeling issues.

A concern was raised that running this software may take twice as long as the last version. A new component for EVs, in terms of growth rates and impacts, to emissions and new regulations will also be accounted for in the updated model.

3.05 Regulatory Updates **23-534**

To begin the regulatory updates, Michael Leslie of USEPA spoke to PM2.5 regulations, noting that in the end of the year or early next year a PM standard will be set. There will be technical memos on this and the notification will include key details on the regulatory standards.

A question was raised regarding CEQs for the NEPA process, however, Todd Schmidt of FHWA had no further information.

Finally, it was discussed that states and MPOs are anticipated to have to set GHG targets and report on performance measures effective February 1st, 2024. It was highlighted that the rule has not yet been added to the federal register that the goal doesn't have to be zero.

3.06 Transportation Emissions Modeling at CMAP **23-535**

Russell Pietrowiak shared with the group that there are other modeling efforts that can be done in CMAP. CMAP staff is trying to gain an understanding of how models other than MOVES can be leveraged. There exist a number of different model options that include a variety of inputs and output data. Pietrowiak also suggested that standardizing vehicle registration data for IDOT and could be a good benefit for IEPA. It was noted that anytime agencies can input the same data into the model, the results are more unified and increase benefit to stakeholders.

3.07 Potential Transportation Emissions Research **23-536**

Zac Adelman of LADCO has taken on transportation emissions research in the region and is looking into the potential of working with CMAP. LADCO conducted a field campaign convening a number of different researchers and region actors. This research included flying aircrafts around in addition to a car with instruments during some of the really bad air pollution events of Summer 2023. The chemistry required to conduct this data collection and analysis was complex. LADCO hopes that the findings from this study will improve our understanding of increasing wildfire smoke. LADCO also hopes to use the data collected to analyze non-road emissions, including rail. Further research into all emitting transit will include a mobile inventory, analysis of freight movement, and researching the use of diesel in Chicago and surrounding areas.

Russell Pietrowiak added that CMAP can better calibrate the model based on real world data. He also encouraged further field work on regional emissions. Pietrowiak suggested that the use of remote sensing can read license plates to better understand the composition of vehicles from Illinois versus out of state contributing to emissions. Overall, the Tier II group was very excited about the prospects of this completed, ongoing, and future research.

4.0 Other Business

There was no other business.

5.0 Public Comment

There was no public comment.

6.0 Adjournment

The meeting was adjourned at 3:29pm.