



## **Tier II Consultation Meeting**

**DRAFT Minutes – December 17, 2020**

**Computer, tablet or smartphone.**

<https://global.gotomeeting.com/join/916156493>

**Telephone:**

1 (646) 749-3122 Access Code: 916-156-493

### **Committee Members:**

John Donovan FHWA

Matt Fuller FHWA

Tony Greep FTA

Michael Leslie EPA

Mark Pitstick RTA

Chris Schmidt IDOT

Buzz Asselmeier IEPA

Russell Pietrowiak CMAP

### **Participants:**

Leroy Kos CMAP

Teri Dixon CMAP

Elliot Lewis CMAP

Sarah Buchhorn CMAP

Claire Bozic CMAP

Tom Murtha CMAP

Jose Rodriguez CMAP

Craig Heither CMAP

Mark Jansen LADCO

Matthew Harrell IEPA

### **1.0 Call to Order and Introductions**

The meeting was called to order at 1:30 p.m. All participants introduced themselves.

### **2.0 Agenda Changes and Announcements**

Item 6, the Lake Shore drive presentation was postponed to a future meeting.

### **3.0 Approval of Minutes – June 17, 2020**

On a motion by Mark Pitstick, seconded by Michael Leslie the minutes of the June 17, 2020 meeting were approved.

#### **4.0 Semi-annual ON TO 2050 TIP Conformity Analysis**

CMAP Staff, Russell Pietrowiak provided an overview of the Semi-annual ON TO 2050 TIP Conformity amendments and analysis memo, including the addition (for informational purposes) of Greenhouse Gas Emissions (GHG's) that was released for public comment on CMAP's website and that was included in CMAP's weekly email that is distributed externally, stating that no public comments were received and that the CMAP board and the MPO Policy Committee would consider approval of the Semi-annual ON TO 2050 TIP Conformity amendments at their January meetings.

#### **5.0 MOVES3 Model**

CMAP Staff, Russell Pietrowiak presented information about the new Mobile Vehicle Emissions Simulator modeling tool, MOVES 3 that US EPA recently in November, stating that the region has 2 years from the publication date in the federal register to switch to the new model and that the new model will need to be run at the county level and then summed to a regional total which is a change because CMAP currently runs the MOVES 2014a model only at the regional level. This change could result in CMAP spending a lot more time running MOVES. Michael Leslie stated that there is a 2-year grace period to transition, and the new SIP's will need to be done using MOVES 3. Buzz Asselmeier stated that IEPA has not begun to discuss moving to MOVES 3 but that counties such as Grundy and Kendall that are only partially in the nonattainment area, they run the model for the whole county and reduce the emission numbers to reflect the population of the county in the nonattainment area.

#### **6.0 North Lake Shore Drive Air Quality Modeling Presentation**

CMAP Staff Russell Pietrowiak, said that the consultants for the project wanted more time for internal discussions regarding how they would like to model GHG's emissions and that they will be invited to give a presentation at a future meeting.

#### **7.0 2008 OZONE NAAQS Nonattainment Reclassification Status Updates**

Michael Leslie provided an update stating that the redesignation is going now where and that the region is Serious nonattainment and that IEPA is looking at exceptional events, which if approved by US EPA, IEPA can move forward with a redesignation request for attainment of the 2008 Ozone NAAQs. If, however the exceptional event request is not approved then IEPA will need to do some work required for the Serious nonattainment designation and that we should know something in the next few months. David Bloomberg provided an update, stating that the redesignation request had been submitted to U.S. EPA. Buzz Asselmeier mentioned that a bump up to severe nonattainment was a possibility too. Michael Leslie said that a bump up would mean more rate of progress and reduced budgets. Russell Pietrowiak stated the CMAP has not switched to a new Motor Vehicle Emission Budget (MVEB) and asked if the current MVEB should continue to be used? Michael Leslie stated that CMAP should continue using the current MVEB and Buzz Asselmeier stated that IEPA was using the same MVEB too.

## **8.0    2015 Ozone NAAQs Development**

CMAP Staff, Russell Pietrowiak asked about the status of the court case for McHenry County as it pertains to being in the nonattainment area for the region. Michael Leslie stated US EPA is in the process of addressing the remand by the court regarding the designation of McHenry County's attainment/nonattainment status. The current plan is to add McHenry County back into the 2015 Nonattainment area. Buzz Asselmeier stated that IEPA is planning for McHenry County to be part of the nonattainment area and that the region, when it comes to meeting the current standard, is not doing that and is on the path to being bumped up to serious nonattainment for the 2015 standard. That would mean a new MVEB again, rate of progress work, etc. same as what was done for the 2008 standard, likely in 2021. Russell Pietrowiak asked what CMAP can do to help reduce the Ozone levels in the region. Michael Leslie stated that controlling the mobile source sector is something that could be discussed. Buzz Asselmeier did not have any specific suggestions, regarding actions CMAP could take but did state that there was no one industry type that stood out as a place where emission reductions could be garnered from.

## **9.0    AMPO Transportation Conformity Paper**

CMAP Staff, Russell Pietrowiak stated that the final version of the working paper was in draft form and that it should be ready for distribution in the next few months.

## **10.0    CMAP's Climate Mitigation Effort**

CMAP staff, Sara Buchhorn gave a presentation on on-road mobile source Greenhouse gas emissions that were modeled as part of the transportation conformity process. The analysis showed that emissions are higher on weekdays and the cars, SUV's, pickups, and combination long-haul trucks accounted for most of the GHG emissions, with trucks making an outsized contribution to emissions relative to the VMT they contribute to the region, with truck emissions peaking August-November. Committee members also expressed an interest in continuing the GHG discussion at this committee.

## **11.0    Other Business**

None

## **12.0    Public Comment**

None

## **13.0    Next Meeting**

The next meeting will be on call.

## **14.0    Adjournment**

The meeting adjourned at 2:40 pm.