

The Honorable JB Pritzker
Governor of Illinois
401 S. Spring St.
Springfield, IL 62704

Dear Governor Pritzker,

On behalf of the undersigned organizations and our members statewide, we submit this letter urging you to join 17 other states and Washington, D.C. by signing the Medium- and Heavy-Duty Zero Emission Vehicle Memorandum of Understanding (MOU) and follow through on achieving those goals by quickly directing the Illinois Environmental Protection Agency (IEPA) and Pollution Control Board to adopt the Advanced Clean Trucks (ACT) and Heavy-Duty Low-NOx Omnibus (HDO) rules. Beginning the rulemaking process as soon as possible to adopt these medium- and heavy-duty vehicle (MHDV) regulations will maximize the public health, environmental, and economic benefits for Illinois residents.

Transitioning to zero-emission trucks is essential to cleaning up the dirty air plaguing too many of Illinois' communities. Despite making up only 7% of on-road vehicles, fossil-fuel-powered trucks are responsible for 67% of the smog-forming nitrogen oxides (NOx), 59% of the particulate matter (PM), and 36% of the greenhouse gas emissions from on-road vehicles. Besides the greenhouse gases that contribute to climate change, NOx and PM pollution directly impact public health; they lead to respiratory and cardiovascular diseases—including asthma, lung cancer, heart attacks, and strokes—and can cause premature death. In addition, the impacts of this pollution are not felt evenly. Communities near high-truck traffic locations, such as warehouses, industrial corridors, and highways, see significantly more tailpipe pollution. Because of historical and ongoing racial discrimination, the people who live, work, attend school, and play in these areas are disproportionately people of color and low-wealth communities.

Illinois must act quickly to create concrete, durable mechanisms that accelerate transportation electrification and develop policies that support and encourage the deployment of zero-emission MHDVs. With the passage of the Climate and Equitable Jobs Act (CEJA), reducing pollution from the transportation sector has been identified as a priority in Illinois; signing on to the multi-state MOU and adopting the ACT and HDO rules in Illinois will reinforce this commitment and put Illinois on track to meet CEJA goals while establishing the state as a leader in the Midwest and nationally for clean trucks.

The ACT and HDO rules work together to slash health-harming air pollution from new fossil fuel trucks while increasing the number of clean and zero-emission trucks manufacturers have to sell in Illinois. The ACT rule requires manufacturers to gradually sell an increasing number of zero-emission MHDVs, guaranteeing a minimum number of these clean, cost-saving vehicles are available in Illinois.

Meanwhile, the HDO rule establishes strong yet feasible NOx and PM emission standards for new fossil fuel trucks that will continue to be sold, slashing NOx emissions limits by 90% by 2027, compared to today's levels. The HDO rule also establishes testing and warranty requirements to ensure that emission control systems continue working throughout the vehicle's life.

As a commitment to signing on to the multi-state MOU, Illinois must adopt the ACT and HDO Rules to:

- **Send a strong market signal**, stimulate investments, support clean high-quality technology jobs, and increase zero-emission truck availability at a stage where market options are limited. The ACT rule supports existing Illinois programs like the Reimagining Electric Vehicles (REV) program by requiring manufacturers to produce more zero-emission MHDVs. Illinois has a unique opportunity to become the EV manufacturing hub of the Midwest, boosting the regional electrification economy and creating jobs at home.
- **Grow green jobs in Illinois**. According to the latest clean energy jobs assessment, Illinois has one of the nation's largest clean vehicle manufacturing workforces, directly supporting over 10,000 jobs—600 of which were added in 2021. Adopting these rules will support further growth in clean energy jobs in Illinois, adding almost 8,400 new jobs to the state by 2045. The largest number of added jobs are in electrical component manufacturing and charging infrastructure construction, requiring many well-paid electricians and electrical engineers.
- **Bring the state closer to an equitable future**. Diesel pollution is overwhelmingly concentrated in low-wealth communities and communities of color. Zero-emission MHDVs are crucial to public health and equity by improving air quality in these communities and ensuring access to clean transportation, regardless if residents own a personal vehicle. The ACT and HDO rules are initial steps that the state should take towards a more equitable transportation future, and future vehicle policies should holistically consider the needs of transportation pollution-burdened communities.
 - A 2022 study by the Respiratory Health Association found that exhaust from diesel engines in Illinois will lead to more than 5,000 asthma attacks, nearly 200 heart attacks, and 416 premature deaths across the state in 2023. It also revealed that 12 of Illinois' 102 counties rank in the **top nine percent** of all U.S. counties at risk of the health, societal, and economic impacts caused by diesel air pollution, along with the fifth-highest number of deaths from diesel pollution per capita. The deadly and proliferating effect of dirty trucks on Illinois citizens demands action.

In 2020, over a dozen states signed a Medium- and Heavy-Duty Zero Emission Vehicle Joint MOU, committing to a goal of 100% of all new medium- and heavy-duty vehicle sales being zero-emission by 2050, with an interim target of at least 30% by 2030. Five more states have since joined that effort. In March 2022, the MOU signatory states released a draft Action Plan that highlighted the adoption of the ACT and HDO rules as a critical strategy to reach the MOU's goals. Despite the clear negative impact that truck pollution has on Illinois communities, our state has yet to sign on to the MOU.

For these reasons, we strongly encourage you to sign the multi-state MOU and direct the Illinois EPA and Illinois Pollution Control Board to adopt the ACT and HDO regulations by the end of 2022. Given the slow rate of vehicle turnover, any delay hurts our state's ability to meet its climate and clean air commitments. To set us on a path to a clean and equitable transportation

system on a timeline that recognizes the severe climate and health impact of trucks. We urge you to take action for the good of your state.

Sincerely,

**Unitarian Universalist Advocacy Network of IL
Macedonia Development Corporation
Faith Coalition for the Common Good
People's Response Network
Environmental Defenders of McHenry County
People for Community Recovery
The Equitcity Racial Equity Movement
Advanced Energy Economy
Action for the Climate Emergency
Society of Helpers
Austin Coming Together
Climate Reality Chicago Metro
Go Green Illinois
Active Transportation Alliance
Faith in Place
Center for Neighborhood Technology
Foundation for Homan Square
Respiratory Health Association
POWER-PAC IL
YWCA Metropolitan Chicago
Chicago Asian Americans for Environmental Justice
Ceres
Climate Reality Project - Chicago Metro
Illinois Clinicians for Climate Action
Metropolitan Planning Council
Metro East Green Alliance (IL)
United Congregations of Metro East
Sierra Club Illinois Chapter
The Nature Conservancy in Illinois
Illinois Green Alliance
Environmental Defense Fund
Illinois People's Action
Warehouse Workers for Justice
Chicago Area Progressives
Avondale Neighborhood Association
Natural Resources Defense Council
Grassroots Collaborative
Garfield Park Community Council
Brighton Park Neighborhood Council**

Bridgeport Alliance
Fox Valley Citizens for Peace & Justice
Fox Valley Electric Auto Association
Little Village Environmental Justice Organization
CALSTART
Southeast Environmental Task Force
Bike Wilmette
Latino Union of Chicago
Illinois Green New Deal Coalition
WindSolarUSA, Inc.
Illinois Environmental Council
Climate Reality Project
Spanish Community Center
Gamaliel of Metro Chicago/Pilsen Neighbors Community Council
Chicago Environmental Justice Network
Union of Concerned Scientists
Environmental Law and Policy Center
Chicago Westside Branch of the NAACP
350 Chicago
Black Workers Matter - Chicago West Side
Mi Villita Neighbors
BIG! Blacks in Green