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SENATE RESOLUTION

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WHEREAS, To protect the millions of Americans who live near roadways or live with a lung disease like asthma and to curb carbon pollution from the transportation sector, the U.S. Environmental Protection Agency must set a stronger clean truck standard; and

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WHEREAS, Heavy-duty vehicles on the road release 45 percent of the U.S. transportation sector's nitrogen oxide (NOx) pollution, which creates ozone, the main ingredient in smog, and 57 percent of the transportation sector's fine particulate matter pollution; and

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WHEREAS, Two-thirds of all Illinois residents live in areas that are designated by the U.S. Environmental Protection Agency as areas that fail to meet minimal air quality health standards for ozone under the provisions of the Clean Air Act; and

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WHEREAS, Fine particulate matter is associated with an increased risk of premature death, hospitalization, and emergency room visits, and numerous respiratory and cardiovascular diseases are linked to ozone and fine particulate matter, such as asthma, decreased lung function, heart attacks, and lung cancer; and

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1           WHEREAS, A 2020 study estimated that more than 20,000  
2 people die prematurely every year in the United States as a  
3 result of the health burden from motor vehicle pollution on  
4 roads and highways; and

5           WHEREAS, Residents living near ports, railyards,  
6 warehouses, and busy roads are exposed to such high rates of  
7 heavy-duty vehicle pollution that experts have labeled these  
8 areas "diesel death zones" because asthma rates and cancer  
9 risks are so drastically elevated; and

10           WHEREAS, Living within just one third of a mile of a  
11 highway or close to ports, warehouse distribution centers, or  
12 other freight corridors is devastating for lung health and can  
13 lead to early death; and

14           WHEREAS, Low-income and communities of color comprise many  
15 of the residents in these regions, causing significant  
16 aggravated health problems and risks for these Americans; and

17           WHEREAS, In Illinois, transportation has recently  
18 overtaken fossil fueled power plants as the largest emitter of  
19 carbon dioxide, the largest contributing factor to global  
20 warming and climate damage; and

1           WHEREAS, Poor and minority communities bear much of the  
2           brunt of climate change in Illinois, including damage from  
3           flooding and excessive heat, in addition to already being  
4           burdened by air pollution; and

5           WHEREAS, Trucks and buses only account for 4 percent of  
6           vehicles on the road, and yet, they are responsible for nearly  
7           25 percent of total transportation sector greenhouse gas  
8           emissions; emissions from trucks are the fastest growing  
9           source of greenhouse gases, and the number of truck miles  
10          traveled on the nation's roads is forecast to continue to grow  
11          significantly in the coming decades; and

12          WHEREAS, A strong clean truck standard will expand the  
13          market for new, advanced technologies and create jobs; and

14          WHEREAS, Over a quarter-million people were employed in  
15          the clean vehicle industry in 2019; and

16          WHEREAS, Electric trucks and buses, regardless of who owns  
17          them, can reduce electric bills for all customers by using the  
18          electric grid to charge when electricity demand is low; and

19          WHEREAS, Today, at least 70 electric truck and bus models  
20          are on the market, and manufacturers are expected to make many  
21          more new models commercially available over the next decade;

1 and

2 WHEREAS, Electric vehicles are being produced in Illinois,  
3 and Rivian has a contract to produce 100,000 electric delivery  
4 vans within this decade at a factory in Normal; and

5 WHEREAS, Navistar International, headquartered in Lisle,  
6 is already manufacturing and selling electric school buses and  
7 has begun building a facility to manufacture and sell electric  
8 trucks as soon as 2022; and

9 WHEREAS, The Multi-State Medium and Heavy Duty Zero  
10 Emission Vehicle Memorandum of Understanding (MOU), organized  
11 by the Northeast States for Coordinated Air Use Management  
12 (NESCAUM), calls for 30 percent of new truck and bus sales to  
13 be zero-emission by 2030 and 100 percent zero-emission by  
14 2050; and

15 WHEREAS, California, Connecticut, Colorado, Hawaii, Maine,  
16 Maryland, Massachusetts, New Jersey, New York, North Carolina,  
17 Oregon, Pennsylvania, Rhode Island, Vermont, and Washington,  
18 as well as the District of Columbia, have issued an MOU  
19 outlining a coordinated effort to expedite the deployment of  
20 zero emission medium and heavy-duty vehicles; and

21 WHEREAS, This multi-state initiative is vital for enabling

1 the policies with regulations, and it fosters cost-effective  
2 vehicle electrification needed to achieve state climate  
3 commitments and air quality improvement goals; therefore, be  
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5 RESOLVED, BY THE SENATE OF THE ONE HUNDRED SECOND GENERAL  
6 ASSEMBLY OF THE STATE OF ILLINOIS, that we urge the Governor to  
7 sign the Multi-State Memorandum of Understanding calling for  
8 30 percent of new truck and bus sales to be zero-emission by  
9 2030 and 100 percent zero-emission by 2050.