

From: [Vaca, Paulina](#)
To: [PCB.Clerks; Brown, Don](#)
Subject: [External] R2024-017: Public Comment
Date: Friday, November 29, 2024 10:45:22 AM

Dear Illinois Pollution Control Board,

I am writing in support of the policies 'Advanced Clean Trucks', 'Advanced Clean Cars II', and 'Heavy-Duty Low NOx Omnibus'. My name is Paulina Vaca, and I've been a resident of Illinois since 2018. I love to ride my bike to a gym in the town of Lincolnwood at least three times a week throughout the year, even in the midst of winter. On my ~20-minute route, I pass through the busy intersection of W Devon Avenue and N Kedzie Avenue just south of Lincolnwood. Often times, the smell of exhaust is so prominent in the air right by this roadway that I cover my mouth to feel more comfortable-- I can be there for minutes at a time waiting for my turn to cross the street. Like passing through second-hand smoke, I eventually go about my way seemingly okay although I am immediately disturbed. Yet, as the Center for Disease Control states, "there is no safe level of exposure to secondhand smoke" regardless of whether or not anyone seems to be immediately affected or not ([source](#)). Likewise, no amount of inhaling exhaust, especially diesel exhaust, is okay for the human body. Last year, there were state-wide projections of 5000+ asthma attacks, 199 non-fatal heart attacks, and 416 fatalities all directly related to air pollution from diesel exhaust ([source](#)). While this air pollution affects residents and workers of all kinds, low-income and communities of color bear over 25% more nitrogen dioxide pollution from trucks than more affluent populations ([source](#)). Beyond local air quality, the global climate is adversely affected by fossil-fuel transportation; just in Illinois, the transportation sector is the largest contributor of human-produced greenhouse gas emissions that contributes to the climate crisis ([source](#)). The three clean vehicle rules are as critical as clean air to sustain life.

As the aforementioned stats illustrate, diesel exhaust is up to 100 times more toxic to humans than gasoline exhaust ([source](#)), and in suburban and metropolitan areas in Illinois, there can be *a lot* of diesel-reliant trucks. For example, on a typical weekday in Archer Heights, a predominantly Latine community area, over 5000 trucks and buses pass through S Pulaski Road and W 41st Street ([source](#)). This same community area and other communities like it have the highest levels of poor air quality and health measures, as this exhaust compounds with many other sources of industrial and commercial pollution ([source](#) for Chicago). A significant part of the solution is electrifying roadway vehicles, which thankfully decision makers like you have the power to help codify. Illinois, and especially metropolitan Chicago, is key in the transportation logistics needed for goods manufacturing, storage, and distribution as part of domestic and international supply chains. To move forward as an economic engine, Illinois can adopt these policies for progress. All in all, I'm looking forward to the day I can ride my bike through busy intersections without a concern for dirty air.

Thank you for your commitment to pollution control and eradication.

Sincerely,
Paulina Vaca
(she/her)