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ILLINOIS POLLUTION CONTROL BOARD
March 10, 2025

IN THE MATTER OF:)
) R24-17
PROPOSED CLEAN CAR AND) (Rulemaking - Air)
TRUCK STANDARDS: PROPOSED)
35 ILL. ADM. CODE 242)

Hearing before the Illinois Pollution Control Board
Transcript of Proceedings

March 10, 2025

Reporter: Jude Arndt, CSR, CCR, RPR
CCR NO. 084-004847
CSR NO. 1450

1 The aforementioned proceedings were held
2 on March 10, 2025, at Illinois Pollution Control Board,
3 Springfield Office, 2520 West Iles Avenue, Springfield,
4 Illinois, before Jude Arndt, a certified shorthand
reporter and certified court reporter.

5 PRESENT:

6 ATTENDING BOARD MEMBERS:

7 Barbara Flynn Currie, Chair
8 Jennifer Van Wie
9 Michael Mankowski
10 Michelle Gibson
11 Angela Tin

12 BOARD STAFF:

13 Carlie Leoni, Hearing Officer
14 Vanessa Horton, Hearing Officer
15 Dr. Anand Rao
16 Essence Brown
17 Marie Tipsord
18 Anupama Paruchuri
19 Tim Fox
20 Chloe Salk

21 PROPONENTS - ATTORNEYS:

22 James Dennison
23 Robert Weinstock
24 Albert Ettinger
 Nathaniel Shoaff
 Chase Deatrck

 PARTICIPANTS - ATTORNEYS:

 Gina Roccaforte
 Dana Vetterhoffer
 Jason James
 Caitlin Kelly
 Melissa Brown
 Alec Messina
 Kara Principe
 Michael McNally
 Melissa Binetti

1 Okay. Great. Hard to hear? I'm sorry. I'll
2 do my best to project. I don't have a
3 microphone up here.

4 So here in Springfield, we have about
5 25 to 30 people who have signed up to offer
6 public comment in-person. We have one hour
7 allotted for in-person public comments today,
8 so we are going to cap each comment at two
9 minutes.

10 Please try to keep your comment to two
11 minutes in length. I'll be timing you and
12 letting you know. I'll signal you when you
13 have got about 10 seconds left.

14 If we do not get to everyone's comments
15 today, anyone is welcome to submit written
16 public comments to the Board through the
17 Board's Clerk Office On-Line, and I would like
18 to note that the Board weighs oral and written
19 public comments equally.

20 So with that, we'll proceed to the
21 in-person public comments.

22 I'm going to call you up two people at
23 a time, and if you could please file around
24 the back of the room along the side here,

1 behind the court reporter, and the first
2 person called can just sit right in the chair
3 at the end there, and the second person can
4 wait behind the court reporter. And please
5 spell your name for the court reporter. I
6 apologize for any mispronunciations on my end.

7 So first up, we have Larry Evans and
8 then Griselda Chavez.

9 Is Mr. Evans here?

10 Not here? Okay. Then we'll start with
11 Ms. Chavez, and then next Jason Dake. Okay.
12 Ms. Chavez, please come sit.

13 GRISELDA CHAVEZ: Hi. My name is
14 Griselda Chavez, and I'm an environmental
15 justice organizer with Warehouse Workers for
16 Justice. I drove two-and-a-half hours to
17 Springfield from Joliet to represent the
18 voices and lived experiences of families and
19 workers in Will County, Illinois, which is
20 home to North America's largest inland port.

21 Illinois Pollution Control Board should
22 adopt the clean vehicle rules, and the time to
23 act is now. I care about this issue because
24 air pollution is an equity issue, and it is

1 clear air pollution is a segregated issue,
2 especially in Will County, Illinois.

3 Black and brown and low-income
4 communities in and around Joliet are
5 disproportionately affected by diesel
6 pollution, large amounts of truck traffic, and
7 increasing growth of the warehouse industry,
8 which only means added stress and health risks
9 added to the burdens workers and families face
10 every day.

11 At Warehouse Workers for Justice, we
12 work to organize workers and community members
13 around labor rights and environmental justice,
14 because we believe our frontline workers and
15 their families deserve safe working conditions
16 and fair protection from harmful contaminants
17 and poor air quality.

18 We have seen our community show
19 enthusiasm and support for policies and
20 efforts that promote clean air and public
21 health equity, because their daily experiences
22 are quantified through community-led air
23 quality testing, where folks can see the
24 particulate matter levels in real time,

1 dealing with unsafe working conditions and
2 inequitable access to health care when
3 respiratory and other health issues arise.

4 We come together in solidarity to
5 listen to community concerns from people who
6 bear the most impact, while greedy
7 corporations are putting profits before
8 people.

9 Everyone consumes from these
10 industries, but not everyone is being impacted
11 by this consumption the same way. And
12 environmental justice means equitable access
13 to decisions that are being made and making
14 sure our people have access to these
15 decisions.

16 Elected officials at the local, state,
17 and federal level should advocate for our
18 communities now more than ever, as a matter of
19 human dignity and a matter of equity for our
20 families and children that are going to bear
21 the most brunt when those impacts continue
22 to -- continue in our community.

23 HEARING OFFICER LEONI: Ms.
24 Chavez.

1 GRISELDA CHAVEZ: With this, I
2 urge the Pollution Control Board and everyone
3 to take action, because the future and health
4 of those we care about most depend on it.
5 Thank you.

6 HEARING OFFICER LEONI: Thank
7 you.

8 Okay. Next up, Mr. Dake.

9 JASON DAKE: My name is Jason
10 Dake. I'm vice president of regulatory
11 affairs for Orange EV. We manufacture an
12 electric terminal tractor that's deployed here
13 in Illinois, and I appreciate the opportunity
14 to comment on the proposed Clean Car and Truck
15 Standards as they stand today.

16 To give you a little background about
17 Orange EV, we have more than -- we have around
18 1,500 electric terminal tractors deployed
19 across the United States. They are deployed
20 in 40 states. We have -- our first commercial
21 deployment of an electric terminal tractor was
22 in Chicago in 2015. That truck has been in
23 continuous operation on a 24/7 shift cycle
24 since 2015, and is in continuous operation

1 with the original battery pack.

2 I say that to establish that electric
3 vehicles in the heavy-duty truck space are
4 available, they are in the market, they are
5 successful, and don't let anyone tell you that
6 they aren't. So that should not be an
7 impediment to adopting this rule.

8 With regard to why adopt a clean trucks
9 rule: Our partner CALSTART has conducted
10 comprehensive studies of clean car and truck
11 standards across the U.S. Like these, they
12 are proving their feasibility in the myriad of
13 benefits, not the least of which is providing
14 certainty to allow for long-term planning and
15 investment by industry, as well as state and
16 local governments.

17 Programs like these set ambitious but
18 still cost-effective goals with manufacturer
19 sales requirements. By establishing the
20 manufacturer sales requirements, they are
21 creating the market for the purchase of these
22 vehicles and incentivizing OEMs to move away
23 from the industrial (sic) combustion engines
24 that they have built their whole industry on,

1 and move to the next generation of
2 zero-emission vehicles.

3 The advanced clean trucks programs like
4 these reduce pollution, improve public health,
5 and benefit both businesses and communities in
6 which they operate. And we -- Orange EV fully
7 supports this proposal of this regulation, and
8 would encourage the Board to direct the
9 Illinois EPA to move forward with adoption.

10 And we'll be submitting lengthier
11 comments after this, but feel free to contact
12 me with any questions on this, and thank you
13 for your time, and we really appreciate
14 everything you are doing here in the State of
15 Illinois.

16 HEARING OFFICER LEONI: Thank
17 you, Mr. Dake.

18 Next up, we have Virginia Woulfe and
19 Shreepade Tripathy.

20 VIRGINIA WOULFE-BEILE: Hi. Good
21 afternoon. Thank you for this opportunity.
22 My name is Virginia Woulfe-Beile. I'm a
23 staffperson at the Piasa Palisades group of
24 the Sierra Club.

1 I'm also a board member of the United
2 Congregations of the Metro-East, and I live in
3 Godfrey, Illinois, in Madison County, and
4 that's the St. Louis Metro-East area, and you
5 may be aware that Madison County has some of
6 the worst air quality in the state, and the
7 state is the seventh most polluting state in
8 the nation.

9 So -- and if you look at the U.S. EPA
10 air quality maps, Madison County is dark blue,
11 but only dark blue meaning high on the chart,
12 high numbers in PM2.5, PM10, as well as sulfur
13 dioxide and nitrous -- nitrogen oxide.

14 This air pollution has affected me and
15 my family and the community I live in in so
16 many ways. All three of my adult brothers and
17 my husband and my father all suffer from
18 asthma or COPD, all of them but one adult
19 onset, and none of these people were smokers.

20 So knowing that transportation is the
21 number one CO2 emitter in the state, I am very
22 worried every time I'm near the intersection
23 of I-255 and I-270 corridor in neighboring
24 communities of Edwardsville and Pontoon Beach,

1 where in the last decade acres upon acres of
2 warehouse distribution centers have been built
3 on river bottom farmland, with new facilities
4 that are always under construction.

5 The diesel tractor-trailer traffic and
6 gasoline delivery truck traffic have increased
7 exponentially over the years. This, combined
8 with the cumulative impacts of industrial
9 stack emissions, threatens the health of my
10 community.

11 More and more, my family, friends, and
12 neighbors suffer from red eye -- red watery
13 eyes, persistent sore throats, coughs, asthma,
14 and other respiratory problems, and it doesn't
15 matter what season. I worry more and more
16 about the long-term exposure to diesel
17 emission, such as lung cancer, bladder cancer,
18 heart disease, then the worsening asthma and
19 allergies and other lung diseases.

20 To protect my community's health and
21 the people who live and work there, the
22 drivers, the warehouse workers, the children,
23 and the elderly, we need more independent data
24 from downstate concerning diesel pollution.

1 We need --

2 HEARING OFFICER LEONI: Ms.
3 Woulfe, that's been two-and-a-half minutes.

4 VIRGINIA WOULFE-BEILE: Okay.

5 HEARING OFFICER LEONI: Thank
6 you. I'm sorry.

7 VIRGINIA WOULFE-BEILE: Well,
8 thanks very much for the opportunity.

9 HEARING OFFICER LEONI: Next up,
10 Mr. Tripathy.

11 SHREEPADE TRIPATHY: A lot of
12 people here. That's kind of cool.

13 HEARING OFFICER LEONI: Go ahead.

14 SHREEPADE TRIPATHY: So hi.
15 Thank you all for coming today. So my name is
16 Dr. Shreepade Tripathy. I did not find this
17 coat on the street; I am in fact a
18 pediatrician actually here in our community.
19 I'm a hospital pediatrician.

20 And my job is to care for children who
21 require hospitalizations for serious health
22 conditions, children who are often too young
23 to fully understand why they can't breathe,
24 why they are in pain, or why they are stuck in

1 a hospital bed instead of playing outside.

2 I'm here today to speak about a public
3 health crisis that is both preventable and
4 urgent, the relationship between air pollution
5 and childhood asthma.

6 Asthma is one of the most chronic
7 conditions among children. In Illinois, one
8 in every 13 children suffers from asthma, and
9 for too many of them, this is not a mild
10 condition. This can truly be
11 life-threatening.

12 On average, there are around 8,000
13 hospitalizations for asthma in Illinois, and
14 around 64,000 ER visits for asthma in
15 Illinois. These are not just numbers. Behind
16 every statistic is a scared child, gasping for
17 air, and a terrified parent holding their
18 hand, wondering if their child will ever be
19 able to breathe again without help.

20 And while most children do recover from
21 asthma, last year, there are children that in
22 fact died from asthma-related complications,
23 deaths that could have been prevented.

24 In a nation as advanced as ours, and

1 especially in a state like Illinois, it is
2 truly unacceptable that children are still
3 dying from a condition that is entirely
4 manageable with the right interventions.

5 One of the biggest and most preventable
6 factors making asthma worse is air pollution.
7 Research and my own clinical experience has
8 shown that there is a clear and undeniable
9 link between pollution levels and asthma
10 severity.

11 Simply put, when pollution levels rise,
12 so do hospital emissions. Poor air quality
13 makes asthma attacks more frequent, more
14 severe, and more difficult to treat. The
15 consequences are particularly devastating for
16 children who live in communities that are
17 already facing socioeconomic challenges, where
18 access to health care, nutritious food, and
19 stable housing is already limited.

20 We cannot afford to ignore the primary
21 source of harmful emissions driving this
22 crisis, vehicle pollution. That is why I'm
23 here today, to urge this board to take action
24 by adopting the Advanced Clean Cars 2,

1 Advanced Clean Truck, and Heavy-Duty Omnibus
2 NOx rules.

3 HEARING OFFICER LEONI: 10
4 seconds.

5 SHREEPADE TRIPATHY: These
6 policies directly impact -- directly target
7 our largest contributors of air pollution,
8 vehicle emissions, and will significantly
9 reduce the pollutants that worsen asthma and
10 other respiratory conditions. Thank you for
11 your time.

12 HEARING OFFICER LEONI: Thank
13 you.

14 Next up, we have Toni Oplt and Tracey
15 Gragg or "Cragg." If Tracey is not available,
16 then --

17 TRACEY GRAGG: I'm available.

18 HEARING OFFICER LEONI: Okay.

19 TONI OPLT: My name is Toni Oplt.
20 I live in Edwardsville, Illinois. I am a
21 resident of Madison County, the 11th-worst
22 county in the state for diesel engine PM2.5
23 air pollution, according to the Respiratory
24 Health Association.

1 Along the outskirts of my hometown,
2 warehouses line the 255 interstate for miles.
3 What was once farmland is now vast fields of
4 asphalted pads that accommodate a constant
5 stream of heavy-duty trucks arriving and
6 leaving the warehouse bays, idling for long
7 periods as shipments are loaded and unloaded.
8 These trucks, never once seen inside our city
9 limits, are granted further leniency for
10 through traffic every year.

11 Along with increased truck traffic has
12 come the increase in poor air quality for days
13 on end in our area. Over the past five years,
14 I have learned to continually check air
15 quality to see if it is safe to go outside, to
16 take a walk to town, to ride my bike, to work
17 in the garden.

18 For days on end, the air never improves
19 above moderate. Most days, like yesterday for
20 instance, it was poor.

21 Since I suffer from severe dust
22 allergies, particulate matter becomes a real
23 threat, but my complaints are pale in
24 comparison to the high levels of childhood

1 asthma in our county.

2 The hundreds of days children and
3 vulnerable adults spend in emergency rooms,
4 the lost work days and sometimes jobs for
5 parents, the lost school days for our future
6 generations, add up to a massive cost burden,
7 calculated in human suffering and economic
8 hardship.

9 But there is another factor of concern
10 here that is often left out of our political
11 and legal conversations: The devastation
12 caused by cumulative impact.

13 As someone who has stood before many
14 agencies to give public comment, including
15 this board, I have come to realize that
16 cumulative impact is never considered. There
17 are loopholes in permit language, there are
18 narrow definitions of what can be acknowledged
19 as relevant, and a myopic view of what really
20 needs to be done or changed.

21 HEARING OFFICER LEONI: 10
22 seconds.

23 TONI OPLT: Yet for people like
24 me, in counties like mine, scarred by heavily

1 industrial pollution as well as diesel exhaust
2 and agricultural drift, the loopholes are
3 important. For us, everything matters.

4 So I ask you to pass the Advanced Clean
5 Truck and Heavy-Duty Low NOx Omnibus rules as
6 a necessary and positive step toward making
7 life better for people in Illinois. Thank
8 you.

9 HEARING OFFICER LEONI: Thank
10 you.

11 TRACEY GRAGG: Good morning,
12 everyone. My name is Tracey Gragg, and I'm a
13 leader with Faith Coalition Environmental Task
14 Force. I'm here today because diesel
15 pollution is harming our air, our health, and
16 our communities.

17 As a bus rider, I have personally
18 experienced the effects of diesel pollution.
19 I live on the southeast side of Springfield,
20 where diesel trucks drive back and forth
21 through. As I'm waiting at the bus stop,
22 truck after truck passes, and the fumes from
23 the trucks give me a headache.

24 [Interruption by the reporter.]

1 TRACEY GRAGG: Even once the bus
2 arrives, there is no relief; I'm hit with a
3 strong smell of gas as it arrives. One time,
4 I was sitting at the back of the bus, and the
5 diesel fumes were so overwhelming, they made
6 me nauseous.

7 These experiences are not unique to me.
8 They are the reality for countless people like
9 me, living on the southeast side of
10 Springfield. Diesel is among the leading
11 causes of air pollution in Illinois and across
12 the country.

13 Diesel exhaust is especially dangerous
14 because it contains harmful compounds that
15 have been linked to serious health conditions,
16 such as asthma and lung cancer, and a
17 worsening of chronic heart and lung diseases.

18 Our most vulnerable, children, seniors,
19 and those with preexisting conditions, are at
20 even -- are at even greater risk.

21 To the Pollution Control Board, the
22 future of Illinois transportation must be
23 clean. Zero-emission trucks, buses, and
24 delivery vans are not just an option; they are

1 a necessity for protecting public health and
2 ensuring a sustainable future. The time to
3 act is now. Thank you.

4 HEARING OFFICER LEONI: Thank
5 you.

6 Next up, we have Anne Logue and Dale
7 Wojtkowski. Is Dale here? Yes. Okay.

8 And please spell your full name for the
9 court reporter.

10 ANNE LOGUE: Anne, A-N-N-E,
11 Logue, L-O-G-U-E, with the Faith Coalition for
12 the Common Good.

13 Why clean transportation? Five years
14 ago, I had the opportunity to scour
15 Springfield, Illinois's urban area, and I was
16 riveted by the challenges many faced in the
17 marginalized community. Car ownership was
18 cited as a luxury, and getting to work,
19 keeping a job, was directly connected to being
20 able to have regular public transportation.

21 Public buses, while essential to this
22 area, go up and down residential areas,
23 constantly pouring diesel emissions, and
24 diesel is directly related to childhood

1 asthma.

2 An SIU Med study in Springfield showed
3 that asthma rates in children in the poorest
4 ZIP codes are 15 times higher than the
5 wealthiest areas. We are not protecting our
6 children.

7 Asthma attacks affect many areas of the
8 child's life as well as the parents. As you
9 have heard, taking time off to take your child
10 to the ER due to asthma attack risk, the
11 parents' job, hours off their paycheck, vital
12 money that they could have been earning, and
13 days missed from school for the child.

14 These traffic emissions can be directly
15 related to asthma attacks. According to the
16 American Lung Association, exposure to diesel
17 exhaust can lead to serious health issues, and
18 children's developing lungs are especially
19 sensitive to these effects.

20 In a study, a cross-sectional analysis
21 of a multiracial cohort of children, areas of
22 high-traffic roadways have much higher levels
23 of pollution than the rest of the community.
24 Results show that the odds of having past or

1 current asthma/asthma-like symptoms among
2 children with reported high neighborhood
3 traffic were 101 percent higher than the odds
4 for children without reported high traffic.

5 There is also a marked racial ethnic
6 disparity in the prevalence of past or current
7 asthma/asthma-like symptoms.

8 In addition, transportation makes up 28
9 percent of greenhouse gas emissions, fueling
10 the ever-increasing dangers of climate change.

11 HEARING OFFICER LEONI: 10
12 seconds.

13 ANNE LOGUE: It is estimated we
14 have a short window to reduce global
15 temperature rise before it goes to an
16 irreversible escalation that will not support
17 life as we know it.

18 In the end, it comes down to the
19 children, and the ones here are exposed now
20 and the ones that will pay a much higher price
21 for our neglect in the future.

22 HEARING OFFICER LEONI: Thank
23 you.

24 Mr. Wojtkowski, please spell your full

1 name for the court reporter.

2 DALE WOJTKOWSKI: Excuse me?

3 HEARING OFFICER LEONI: Oh, could
4 you please spell your full name for the court
5 reporter?

6 DALE WOJTKOWSKI: Oh. Yes. My
7 name is Dale Wojtkowski. D-A-L-E
8 W-O-J-T-K-O-W-S-K-I, and I am the chair of the
9 Kaskaskia Group of the Illinois chapter of the
10 Sierra Club, and we represent many -- well, we
11 represent the St. Clair County area, which
12 includes East St. Louis and Belleville.

13 And we have -- I have personally seen
14 the testimony from the people living on -- in
15 the Metro-East that are affected by this type
16 of pollution, and how much misery it brings to
17 their lives, their children's lives, and their
18 grandchildren's lives.

19 And I myself have asthma, and when I
20 enter these areas, I have to make sure I bring
21 my respirator or my inhaler with me, because
22 I'm subjected to asthma attacks, too.

23 So that's why we are supporting the
24 Advanced Clean Truck and the Advance Clean

1 Cars 2 and the Heavy-Duty Omnibus -- well,
2 whatever, both those -- all those three things
3 that we support.

4 And that's all I got to say. I'm
5 sorry. I'm not very good at speaking in
6 public.

7 HEARING OFFICER LEONI: Just
8 fine. Okay. Thank you.

9 Next up, we have Sally Burgess and
10 Adelaide Zwick.

11 Adelaide is not here. Thank you.

12 Then next up will be Susan Mudd --
13 Mudd? Thank you. Yes. Cursive. Okay.

14 So Ms. Burgess, please --

15 SALLY BURGESS: I'm the downstate
16 organizing manager for the Illinois chapter of
17 Sierra Club, and have lived in the Metro-East
18 for the last 25 years -- 35 years, I'm sorry.

19 I live outside of Edwardsville, with
20 farm fields to the north, that's what you see
21 from my front porch, and to the west, so I get
22 wonderful sunsets almost every evening. It's
23 a lovely peaceful place, and I feel grateful
24 every day to live there, but I have noticed

1 over the years that the air quality has
2 worsened.

3 This morning, for instance, the first
4 thing I noticed when I let the dogs out at
5 4:30 was the smell of chemicals of some sort.
6 I call it chewable air.

7 Now, I can't trace it directly to
8 diesel fuel, though we are surrounded by
9 Amazon distribution centers in the Metro-East.
10 Most likely it's a cumulative odor of diesel,
11 refineries, and farm chemicals.

12 So though I don't know exactly what I
13 was breathing in this crisp cool morning, I
14 know it wasn't fresh country air.

15 As my colleagues and I carpooled here
16 today, we decided to count the number of
17 diesel semi trucks we saw along the highway.
18 From Hamel to the I-55 turnoff into
19 Springfield is about 65 miles. 320. In the
20 relatively short time we were on the highway,
21 we passed 320 diesel semis.

22 All along our route, on both sides of
23 the highway, farm fields, rustic barns, cows
24 and other farm animals, homes. Some would

1 refer to it as a bucolic rural setting, and
2 the highways were clogged with semi diesel
3 trucks.

4 Making the transition from smelly and
5 polluting diesel trucks to zero-emissions
6 electric vehicles would improve the air
7 quality in cities, for sure, but also in the
8 country.

9 So I join my friends and colleagues in
10 calling on the Pollution Control Board to
11 adopt the Advanced Clean Truck and Heavy-Duty
12 Low NOx Omnibus rules. It will be especially
13 beneficial for frontline communities and BIPOC
14 communities, and it will also benefit those of
15 us who live in rural areas.

16 Please, let Illinois be the next state
17 to state emphatically that clean air is a
18 unalienable right for all of us. Thank you.

19 HEARING OFFICER LEONI: Thank
20 you.

21 SUSAN MUDD: Good afternoon, and
22 thank you for this opportunity to comment on
23 Illinois adopting the ACT, HDO, and ACC2
24 rules.

1 I'm a senior policy advocate at the
2 Environmental Law and Policy Center, and we
3 strongly support adopting all three of these
4 rules, although I will focus my remarks on the
5 ACT rule.

6 Currently the overwhelming majority of
7 trucks and buses crisscrossing Illinois are
8 diesel. This includes some 22,000 school
9 buses.

10 Among those impacted are the nearly one
11 million Illinois schoolchildren who daily ride
12 diesel school buss. Riding old diesels buses
13 has been shown to impede their lung growth and
14 contribute to missed school days.

15 Thanks to Illinois EPA, VW, and federal
16 funds, in just the last few years, Illinois
17 schools and companies have been awarded 700
18 zero-emission school buses. Children on these
19 buses have a cleaner and quieter ride to
20 school, leaving them and their drivers
21 healthier, calmer from not having to breathe
22 diesel fumes nor yelling to be heard over the
23 diesel engine roars.

24 Adapting the ACT rule would lead

1 manufacturers to offer more such cleaner
2 choices to Illinois fleet owners, with
3 flexibility as to how to meet it. The daily
4 mileage of most school bus routes fits well
5 within the range of the 20 currently available
6 electric school bus models, so most buses
7 could run their daily routes on electric
8 buses, recharge overnight at schools, depots,
9 or bus drivers' homes.

10 Were manufacturers including
11 replacement of Illinois school buses as part
12 of their implementation strategy of ACT, it
13 would help children's health in learning,
14 improve air quality in communities, benefit
15 school districts from reduced operation and
16 maintenance costs, and accelerate Illinois's
17 ability to meet the state goal of a million
18 EVs on the road by 2030.

19 Illinois need not feel alone or afraid
20 in adopting ACT; it would join 11 other states
21 already doing so. NESCAUM, the Northeast
22 States For Coordinated Air Use Management, a
23 nonprofit association that guides and supports
24 state government efforts to accelerate the

1 nation's transition to clean transportation,
2 can provide regulatory and technical expertise
3 and support.

4 HEARING OFFICER LEONI: 10
5 seconds.

6 SUSAN MUDD: It has already
7 supported states in adopting such regulations,
8 conducted emissions testing for trucks,
9 analyzed benefits of a number of truck
10 standard adaptation scenarios, and is in an
11 excellent position to aid Illinois in adopting
12 ACT.

13 Steadily shifting to EVs by
14 implementing ACT and HDO and ACC2 will speed
15 up the day when Illinois children and adults
16 can breathe the clean air that all deserve.
17 Thank you.

18 HEARING OFFICER LEONI: Thank
19 you.

20 Next up we have Neda Deylami and Thomas
21 Serelus.

22 Is Thomas here? No?

23 Then next, we'll have McKenna Mason.
24 McKenna? Okay, great.

1 NEDA DEYLAMI: My name is Neda,
2 N-E-D-A, Deylami, D-E-Y-L-A-M-I.

3 I'm an attorney with the Environmental
4 Defense Fund. Today, however, I speak to you
5 as an Illinoisan, a renter, and an EV owner
6 since 2017, one of the first five percent of
7 Illinoisans to make the switch, so I want to
8 share why I think Clean Car and Truck
9 Standards are feasible for Illinois.

10 Charging infrastructure is keeping up
11 with EV sales. Most EV owners will charge at
12 home and rarely ever have to use a public
13 charger. Same for fleet vehicles that have
14 long dwell times in depots; it only takes five
15 seconds to plug in, and wake up to a full
16 tank.

17 Under the EV Charging Act --

18 [Interruption by the reporter.]

19 NEDA DEYLAMI: Sorry -- renters
20 and those in multifamily homes like me have a
21 right to charge, and every new home in
22 Illinois is now built to support future
23 charging needs.

24 For road tips, the range of EVs these

1 days tends to be much, much longer than the
2 average bladder. I drove 220 miles here
3 today. I stopped once, went to the bathroom,
4 and by the time I was done, my charge was
5 charged.

6 The standards actually help build
7 charging infrastructure by helping charging
8 providers and utilities plan for it.

9 ZEV sales are also booming. Battery
10 tech is improving at such a rapid rate that
11 the battery size in my first EV costs the same
12 now as a vehicle with at least three times the
13 range. States that have already adopted
14 standards have the widest availability of
15 vehicles and lower prices, and we know that
16 manufacturers are selling more ZEVs in those
17 states than they need to meet requirements
18 there, which means they can do it here, too.

19 I love my EV. I love not having to
20 think about oil changes or gas prices. I love
21 that the only maintenance I have done over
22 50,000 electric miles is wiper fluid and tire
23 rotation. I love warming up my car in a
24 garage on a freezing winter morning and not

1 poisoning anybody.

2 I want every Illinoisan to have the
3 opportunity to experience these benefits, and
4 these standards give them that choice.

5 This isn't a matter of technical
6 feasibility, but rather the will to meet the
7 people where they are in demanding choices,
8 demanding cleaner air, and demanding a
9 habitable planet.

10 It won't happen overnight, but the ZEV
11 revolution is inevitable. The question that
12 remains is whether the State of Illinois,
13 whether this board will meet its duty to
14 protect the health and well-being of
15 Illinoisans that you serve to take the action
16 needed, or will you dig us even deeper into
17 the hole of the climate and pollution crisis
18 that threatens all of us and kills hundreds of
19 Illinoisans a year. Thank you.

20 HEARING OFFICER LEONI: Thank
21 you.

22 MCKENNA MASON: Hi. My name is
23 McKenna Mason, and I have recently moved here
24 to Chicago from rural Missouri. I am the

1 manager of policy and advocacy of the
2 Respiratory Health Association, and I am here
3 in my own personal capacity today.

4 I've been thinking about these issues
5 quite a lot lately. Three weeks ago, I made
6 an eight-hour trip Weldon, Iowa. My
7 grandmother had been admitted to the hospital.
8 She was diagnosed with brain, liver, and lung
9 cancer, and she was given two weeks left to
10 live.

11 Lying in her hospital bed, you could
12 barely tell the small fierce woman was sick,
13 until she tried to draw in a breath, and her
14 lungs rattled and struggled with effort.

15 This past weekend, I repeated the
16 drive. This time, it was for her funeral.

17 We know that emissions from vehicles
18 are incredibly harmful. Toxic fumes enters
19 our lungs and increase our risk of cancer and
20 other respiratory illnesses. This issue is
21 also disproportional. People experiencing
22 poverty are exposed to 35 percent more air
23 pollution than the average American.

24 Statistics are easy to cast off in our

1 head as numbers. It's a different story when
2 you are watching your family member lying in a
3 hospital bed, dying from lung cancer.

4 This is a serious issue across our
5 state, but we have hope. We have a way to
6 solve this issue to prevent others from
7 watching their loved ones slowly pass away in
8 front of them.

9 I moved to Illinois to continue the
10 mission I began in Missouri. I worked to get
11 people elected who promised to work for a
12 better future for us all. I will continue
13 that fight today.

14 13 out of 23 counties in Illinois
15 received a C or lower on the State of the Air
16 report. We can do better for our people and
17 for our state. Illinois has the capability to
18 be a leader in EV technology and clean
19 emissions.

20 No one should have to go through what
21 my family did, adopt the ACT, HDO, and ACC2
22 rules for a better, cleaner future for our
23 state. Thank you for your time today.

24 HEARING OFFICER LEONI: Thank

1 you.

2 Next, we have Nick Dodson and Caroline
3 Wooten.

4 NICK DODSON: My name is Nick
5 Dodson, and I serve as the chair of the
6 Sangamon Valley Sierra Club here in
7 Springfield. I'm here today because Illinois
8 has an opportunity to take real action on one
9 of the biggest environmental and public health
10 threats we face, transportation pollution.

11 For years, locally we fought for
12 cleaner air and water in central Illinois. We
13 worked to shut down Springfield's municipal
14 coal plant, opposed dangerous CO2 pipelines,
15 and stood against fracked gas plant threats,
16 but we continue to make strides, especially in
17 transportation.

18 Illinois ranks as the seventh most
19 polluting state in our nation for CO2
20 emissions, with transportation as the number
21 one contributor.

22 And this isn't just about climate
23 change; it's about the air we breathe every
24 single day. Diesel pollution is choking our

1 communities.

2 According to the Respiratory Health
3 Association, in 2023 alone diesel pollution in
4 Illinois was projected to cause nearly 200
5 heart attacks and over 5,000 asthma attacks.

6 Think about what this means. That's
7 hundreds of families sitting in hospital
8 rooms, hoping their loved ones survive.
9 That's thousands of children struggling to
10 breathe, missing school, suffering lifelong
11 health consequences. And at what cost?

12 But we do have a solution. By adopting
13 the Advanced Clean Truck standard, the Heavy
14 Trucks Omnibus rule, and the Advanced Clean
15 Cars 2 standard, Illinois can cut pollution at
16 its source. We can get more electric trucks
17 and cars on the road, reduce dangerous
18 emissions, and invest in cleaner air for
19 everyone.

20 This is about more than just policy;
21 it's about justice. It's about holding
22 corporate polluters accountable instead of
23 letting them put profits over people.

24 Springfield sits at a crossroads of

1 I-55 and I-72. We know what diesel and gas
2 pollution do in our community. We feel it in
3 our lungs, we see it in our hospitals, and we
4 live with those consequences every day.

5 I urge the Illinois Pollution Control
6 Board to do the right thing. Stand up for
7 working families, and stand up for public
8 health.

9 HEARING OFFICER LEONI: Thank
10 you.

11 And I know we only have about two
12 minutes per comment, but if everyone could try
13 to speak clearly for the court reporter, that
14 would be great. Thank you all very much.

15 Ms. Wooten?

16 CAROLINE WOOTEN: So my name is
17 Caroline. I live in the Bridgeport
18 neighborhood of Chicago. I urge the Pollution
19 Control Board to use your power to ensure
20 Illinois adopts the Clean Vehicles Standards.

21 Despite some big strides forward on
22 building the clean energy economy, Illinois is
23 still the 7th most polluting state in the
24 nation, and transportation is the leading

1 cause of that CO2 pollution.

2 It feels like every season we witness a
3 new unnatural disaster, from devastating
4 hurricanes to wildfires to bitter and
5 extreme -- to bitter cold and extreme heat.
6 These disaster are exacerbated by our rapidly
7 warming climate and take lives, health,
8 livelihood, communities and more.

9 I remember how absolutely demoralizing
10 it was to walk outside with a mask on to
11 protect myself from the heavily polluted air
12 during the summer of 2023, when Canadian
13 wildfire smoke made the air quality in Chicago
14 dirty and dangerous.

15 Living in Chicago, summer is something
16 you look forward to, and it felt like so many
17 summer weekends were lost to poor air quality.
18 This is a small loss compared to what some
19 have lost and will lose to climate change, but
20 the feeling of hopelessness and powerlessness
21 is something I won't forget.

22 It's not just wildfires that pollute
23 our air. Cook County is the top one percent
24 of counties when it comes to diesel pollution.

1 In my old apartment, I wouldn't go on runs
2 because the pollution from the trucks going up
3 and down Halsted and in and out of the old
4 stockyards, as well as trucks coming and going
5 from the Norfolk Southern railway yard, just
6 made the air too polluting.

7 Being outside was unpleasant, and it
8 was -- it's about more than just enjoyment.
9 Diesel pollution is linked to many health
10 problems. Lung cancer, bladder cancer, asthma
11 attacks, heart disease, and more.

12 I'm lucky that I live further from
13 industrial zones than I did then, but not
14 everyone has that choice, and honestly, there
15 is still a lot of pollution in my
16 neighborhood, much of it from I-55 and I-90.

17 I urge you to use your power as the
18 Pollution Control Board to adopt the ACT, HDO,
19 and ACC2. Not only will it help us do our
20 part as a state when it comes to climate
21 change; these rules will quite literally save
22 lives in the short term. Thank you.

23 HEARING OFFICER LEONI: Thank
24 you.

1 Next up, we have Nicole Saulsberry and
2 Ann Schreifels. Schriver -- it's hard to
3 read. I apologize. Is Ann with Sierra Club
4 here? Okay.

5 NICOLE SAULSBERRY: Good
6 afternoon, ladies and gentlemen. My name is
7 Nicole Saulsberry. I'm the state government
8 representative of the Sierra Club Illinois
9 chapter. I am based here in Springfield, and
10 I'm honored to be here on this momentous
11 occasion to urge all of you to adopt the Clean
12 Vehicle Standards for the Clean Transportation
13 Package.

14 I am sure that all of you are aware of
15 the startling statistics regarding the top 12
16 counties in Illinois that suffer most from
17 transportation pollution, especially
18 particulate matter.

19 The health costs are extremely
20 disconcerting. Tailpipe pollution has been
21 the cause of so many ailments for many
22 Illinoisans.

23 A report entitled "The Dirty Dozen: The
24 impacts of diesel engine pollution in

1 Illinois," which was published by the
2 Respiratory Health Association, stated that
3 particulate matter 2.5 exposure has been
4 associated with asthma attacks, use of asthma
5 medications for children, and more frequent
6 visits to the emergency room.

7 Other ailments include acute
8 bronchitis, lung cancer, bladder cancer,
9 irritation of the eyes, nose and throat, and
10 the list goes on and on. I strongly believe
11 that that these respiratory illnesses can be
12 reduced if we transform the way we think about
13 the future of transportation.

14 By adopting the Clean Vehicle
15 Standards, you can alleviate the overburdened
16 health care system in Illinois. Fewer
17 hospital visits mean less time off from work
18 and school, hence more productivity. But the
19 most important result is that we are saving
20 lives.

21 Millions of Illinois residents will be
22 able to breathe cleaner air as a result of the
23 policies -- policies that we adopt this year.

24 Personally, I don't have a respiratory

1 illness, and I don't know of anyone who has.
2 However, I'm here to speak up for those who
3 suffer from such illnesses who aren't here. I
4 care about the future health of all
5 Illinoisans.

6 We are at a crossroads right now. We
7 have the ability and the power to act now.
8 There is enough information about the health
9 consequences stemming from transportation.
10 There needs to be a cultural shift in
11 achieving the goal of cleaner air.

12 I strongly you to adopt the Clean
13 Vehicle Standards this year. Clean air can't
14 wait and shouldn't wait. Just like clean
15 water, clean air is a non-negotiable human
16 right, regardless of race, socioeconomic
17 background, sexual orientation, age, or
18 religion.

19 HEARING OFFICER LEONI: 10
20 seconds.

21 NICOLE SAULSBERRY: Okay. If
22 Illinois wants to achieve its decarbonization
23 goals set forth in CEJA, we must continue in
24 the same vein and push forward and not cower.

1 Many people are counting on you, and the final
2 decision you make will determine whether or
3 not Illinois can look forward to cleaner air
4 in the future. Thank you.

5 HEARING OFFICER LEONI: Thank
6 you.

7 ANN SCHREIFELS: Good afternoon,
8 everyone. Thank you for hearing from the
9 public on this.

10 My name is Ann Schreifels, and I
11 retired from Caterpillar about five years ago.
12 And so I want to be clear, I'm not speaking on
13 behalf of the company, but it's relevant to
14 the story that I'm going to tell you.

15 And that is, in the early 2000s, my job
16 at Caterpillar, I was the launch manager for
17 emissions-reduction engines. This was back
18 when the Tier 1 through Tier 4 mandate was in
19 effect for heavy-duty diesel engines.

20 So my job as the launch manager is to
21 make sure that these engines made it into the
22 world. And I'm going to tell you, there was a
23 lot of complaining. There was a lot of
24 griping. Caterpillar didn't want to go

1 through this, but it was a mandate and had no
2 choice. But I also want to tell you that
3 Caterpillar could not have done this on their
4 own. They could not have responded to
5 customer demand, and there was customer demand
6 for cleaner-burning engines.

7 It took the mandate for this to happen,
8 because it took the fuel companies, it took
9 the fuel suppliers, it took the filter
10 manufacturers, the software engineers, the
11 turbo designers, it took everybody in the
12 industry to pull together to make this happen.

13 And since it was a phased approach,
14 this could happen step by step by step. But
15 had that mandate not been put in place, there
16 was absolutely no way that any one company
17 could have made a difference and could have
18 moved the needle that far.

19 So that's what I'm asking you today, is
20 that you as the Board make it easier for
21 everybody to work together and pull the
22 industry into a direction that makes life
23 better for everyone. Not only the people that
24 profit from the industry, the truck

1 manufacturers, the car manufacturers, the
2 charging infrastructure, but the people that
3 live here, too.

4 Now, I'm -- as part of the -- as part
5 of the launch manager's job, I needed to, you
6 know, sell the benefits of this new engine.
7 And honest to goodness, it was the best engine
8 that Caterpillar ever made, in terms of fuel
9 efficiency, in terms of reliability, in terms
10 of durability, but we could never have gotten
11 there unless this mandate was in place.

12 Also, as the launch manager, I had to
13 learn about the emissions benefits of this new
14 engine, and that's not something that I --
15 that I knew prior.

16 But learning about that -- you know how
17 science sometimes makes you less fearful of --
18 when you understand something, you are less
19 afraid of it? This was the exact opposite.

20 I started to understand particulate
21 matter, and I started to understand NOx, and I
22 became more fearful, because I'm a runner, and
23 I was putting a high quantity of air through
24 my lungs.

1 HEARING OFFICER LEONI: 10
2 seconds.

3 ANN SCHREIFELS: I started to
4 question, what was that doing to me?

5 So I ask you to support these
6 rulemaking processes and to make the air a
7 cleaner place for everyone to breathe and
8 operate in. Thank you.

9 HEARING OFFICER LEONI: Thank
10 you.

11 Next, we have Joyce Blumenshine and
12 Jenny Minnelli.

13 If Jenny is not here, we have Bill
14 Bodine.

15 JOYCE BLUMENSHINE: And I want to
16 thank the Pollution Control Board, all your
17 staff here today. I'm from Peoria.

18 I have a long connection to clean air
19 issues for Illinois, because I grew up in a
20 family where my father died of lung cancer, my
21 mother died of COPD, the chronic breathing
22 problems. So when you go through that with
23 family members for years, you value breath.

24 And I know that you, the Pollution

1 Control Board, value your role here in
2 Illinois. We, as citizens, certainly do. We
3 see that you have the power and the authority
4 to affect practical comprehensive rules that
5 will help not only people like me and my
6 family and my sister and her kids and
7 everybody here, but for generations in the
8 future.

9 And that's why I'm here today this
10 afternoon, because I really want to ask you to
11 please consider and proceed with your clean
12 truck and clean car tailpipe emissions,
13 because your leadership now at this time for
14 our state, and the country, will really make a
15 difference.

16 And it's not just a difference for our
17 health, and the budgets people pay on asthma
18 medicine, and the medicines I -- some of my
19 family have to take care of, but it makes a
20 difference for our economy.

21 Just 40 minutes from where I live is
22 Rivian. It is one of the new electric vehicle
23 producers here in Illinois, with thousands of
24 new workers. It has brought a booming economy

1 to that area, and we can see progress on
2 multiple levels in our state with clean
3 tailpipe emissions rules.

4 Those regulations can be done in
5 concert with the progress with the entities,
6 because the technology is here. The trucks
7 are here, the cars are here, and I as a
8 willing consumer is here. I drive a hybrid,
9 but I have got a plug-in now in my garage.

10 So I think it can -- this change can
11 happen, but, you know, change is hard for
12 regular people. It's hard for all of us. It
13 takes a push. And you have the authority and
14 the ability for that push with reasonable
15 regulations, which I'm here to ask you please
16 to do.

17 The clean act for trucks, the diesel
18 NOx concerns, and the Clean Car 2, because
19 those tailpipe rules will make a huge
20 difference for all of us. Thank you so much.

21 HEARING OFFICER LEONI: Thank
22 you.

23 Is Jenny Minnelli here? No?

24 All right. Then Bill Bodine.

1 BILL BODINE: Yes. Thank you.
2 My name is Bill Bodine. I'm director of
3 business and regulatory affairs for the
4 Illinois Farm Bureau. We are the state's
5 largest general farm organization, and we
6 represent more than 70,000 farmers and
7 landowners in Illinois.

8 [Interruption by the reporter.]

9 BILL BODINE: I'm going to
10 summarize a more lengthy public comment that I
11 will be filing in writing, due to our time
12 limitations today.

13 IFB members support market-based
14 solutions rather than state-mandated emission
15 limits or vehicle sales mandates to achieve
16 emission reductions from our transportation
17 sector.

18 The rule proposal before the Board will
19 disproportionately impact farmers and rural
20 residents, it will harm the ag industry, and
21 IFB urges the Board to reject it.

22 In its place, IFB would encourage the
23 Board to explore opportunities to reduce or
24 eliminate greenhouse gas emissions from the

1 transportation sector by increasing the use of
2 biofuels.

3 Farmers are facing their third year of
4 net negative returns, with no end in sight to
5 their financial stress. They are unable to
6 recapture increased costs, because they
7 participate in commodity markets, so they can
8 ill afford to absorb the higher upfront
9 investment costs for vehicles that this rule
10 will mandate upon them.

11 In information provided by proponents
12 of the rule, they clearly stated that rural
13 residents will likely be required to invest in
14 more expensive zero-emission vehicles than
15 their urban counterparts to meet their
16 increased mileage requirements for daily
17 driving activities.

18 This places an unfair and greater
19 burden on farmers and rural residents to meet
20 the requirements of the rule.

21 IFB is also concerned with the lack of
22 charging infrastructure in rural areas, the
23 inability of the rural electric grid to meet
24 increased electricity demand, and the lack of

1 resource adequacy for electricity generally in
2 Illinois. These concerns will also lead to
3 increased costs for our farmers that they can
4 ill afford to absorb.

5 Proponents again try to address these
6 issues by discussing programs and efforts of
7 the regulated utilities in Illinois, ComEd and
8 Ameren. However, IFB would point out that
9 many of our members are not served by the
10 regulated utilities in Illinois; they are
11 served by rural electric cooperatives.

12 Rural electric cooperatives may not
13 have the ability to offer the same incentives
14 for infrastructure, for chargers, for
15 zero-emission vehicles, that their regulated
16 utility counterparts could, again
17 disproportionately impacting rural residents
18 and farmers.

19 Rather than approve regulations that
20 mandate zero-emission vehicles and eliminate
21 consumer choice, IFB encourages the Pollution
22 Control Board to explore opportunities to
23 reduce or eliminate greenhouse gas emissions
24 from the transportation sector by expanding

1 the use of biofuels.

2 The U.S. Department of Energy's
3 Bioenergy Technologies Office has proven that
4 biofuels cannot only be net zero greenhouse
5 gas emission transportation fuels, but they
6 can be net negative greenhouse gas emission
7 transportation fuels.

8 HEARING OFFICER LEONI: 10
9 seconds.

10 BILL BODINE: So utilizing and
11 expanding the use of biofuels will reduce
12 greenhouse gas emissions, it will support
13 rural economic development, it will support
14 farmers in the ag industry that are the
15 economic engine for downstate Illinois.

16 So the Illinois Farm Bureau would,
17 again, urge the Board to reject this proposal
18 that disproportionately harms farmers and
19 rural residents and ignores the benefits that
20 biofuels could bring to Illinois's environment
21 and economic development.

22 HEARING OFFICER LEONI: Thank
23 you.

24 BILL BODINE: Thank you.

1 HEARING OFFICER LEONI: Next, we
2 have Ginny Wojtkowski and Noah Finley.

3 GINNY WOJTKOWSKI: Hi. I'm Ginny
4 Wojtkowski, and I live and breathe in the
5 Metro-East part of Illinois.

6 Kind of reluctant to get up here to
7 speak. It makes me uncomfortable. But a few
8 days ago, I woke up to an NPR report that the
9 U.S. State Department said it would stop
10 publishing global air pollution data.

11 This is a program that has set
12 worldwide standards for measuring air quality,
13 and has had the effect of reducing pollution
14 in many areas of world, just having the data.

15 So it is imperative that we act --
16 since we have to act locally, it's imperative
17 that we do so for our communities and our
18 people. We can't relax and assume that a
19 larger entity will take care of it, and
20 Illinois can be a mover in this area.

21 Data provided by the Clean Air Task
22 Force, Respiratory Health Association, was
23 able to identify the Illinois counties that
24 most -- counties most affected by diesel

1 engine air pollution.

2 An analysis of these data reveal that
3 12 of Illinois's 102 counties rank in the top
4 nine percent of all U.S. counties at risk of
5 the health, social, and economic impacts
6 caused by diesel fine particle pollution.

7 Illinois, by virtue of its location, is
8 a transportation crossroads and hub.
9 Metro-East, which shares highways and bridges
10 with St. Louis, another large city, is a
11 hotspot for the air pollution caused by
12 transportation. And this is part of our
13 danger.

14 Despite knowing that Metro-East is a
15 transport hub and hotspot, there is not much
16 accessible data on diesel pollution that is
17 specific to Madison and St. Clair Counties.
18 Health data for those cities within these
19 counties are limited and sometimes not
20 representative.

21 This shows an urgent need for the
22 independent data collection on truck count and
23 location, and accurate and complete data on
24 health risks for BIPOC communities in those

1 counties.

2 HEARING OFFICER LEONI: 10

3 seconds.

4 GINNY WOJTKOWSKI: Okay. So I
5 finally worked up the nerve to speak. We have
6 to -- we want to urge you to pass the Advanced
7 Clean Truck, Heavy-Duty Omnibus rules for Low
8 NOx, and Advanced Clean Cars 2.

9 Together, with better data, these rules
10 reduce pollutants in the air, bring health
11 benefits to communities living in areas
12 concentrated with diesel pollution, and can
13 bring more clean vehicles to the state, which
14 can have a wider beneficial ripple effect.
15 Thank you for your time.

16 HEARING OFFICER LEONI: Thank
17 you.

18 NOAH FINLEY: Good afternoon. My
19 name is Noah Finley, and I'm the state
20 director for the National Federation of
21 Independent Business, or NFIB. We are a small
22 business advocacy organization, the largest in
23 the state, with approximately 10,000 members
24 spread throughout Illinois.

1 NFIB member businesses are
2 independently owned and reflect the diversity
3 of Illinois's small business community. They
4 come from transportation, agriculture,
5 professional services, manufacturing,
6 hospitality. Pretty much any type of small
7 business, they are in our organization.

8 In a recent survey of NFIB members in
9 Illinois, an overwhelming majority, 99 percent
10 of them, opposed the banning of the sale of
11 new gas- and diesel-powered vehicles.

12 In a follow-up survey that we did for
13 our members, 90 percent of small business
14 respondents indicated that these rules that
15 are under consideration today would impact
16 their businesses. Many indicated that if
17 these rules were adopted, they would
18 reevaluate their current business practices,
19 and a significant percentage of them also
20 indicated that they would consider moving
21 out-of-state.

22 In NFIB's monthly small business
23 economic trend surveys, inflation and rising
24 costs consistently ranked as the number one

1 small business issue. These proposed rules
2 would make it more expensive for small
3 business owners to do business in Illinois,
4 and remove their ability to choose what is
5 best for their families, their employees,
6 their businesses, and their communities.

7 Small business owners want to invest in
8 their businesses, create thriving communities,
9 and build a better tomorrow; but top-down
10 mandates like these would put their small
11 businesses at a disadvantage compared to
12 competitors in neighboring states,
13 jeopardizing their investments in communities
14 across Illinois.

15 So on their behalf, I'm asking the
16 Board today to say no to these costly top-down
17 one-size-fits-all mandates, and preserve our
18 small business communities. Thank you.

19 HEARING OFFICER LEONI: Thank
20 you.

21 Next, we have the final two listed
22 comments, Jim Randolph and Zumbi Bayano.

23 JIM RANDOLPH: Thank you. My
24 name is Jim Randolph. I am the executive

1 director for the Illinois Ready Mixed Concrete
2 Association. I had 47 years in the ready
3 mixed concrete business, just in Taylorville,
4 Pana, outside of the Springfield area.

5 I'm here because I want to make the
6 Board aware of the consequences to our
7 industry, in that number one, we are probably
8 the most sustainable greenest product,
9 building product that's used by all today.

10 We have reduced our carbon footprint by
11 over 30 percent in just the last five years,
12 and we're on a fast track to reduce it even
13 more. We do that by capturing carbon within
14 our concrete, as well as building with
15 concrete construction that embodies and saves
16 energy, so we are doing our part in that.

17 When it comes to the trucking side of
18 it, our trucks do one thing: Mix concrete.
19 That's all they can haul. Our trucks sit
20 seasonally, much of the year not doing
21 anything. So they last, and they last a good
22 while.

23 I did a survey, and if this in its
24 current form was passed, over 80 percent of

1 our producers would have to ditch their
2 trucks. There would be no resale for it, and
3 it would be extremely expensive to replace
4 them. Just since 1999 to current, a truck
5 itself costs two-and-a-half to three times
6 what it did back in the day.

7 Another problem for us would be the
8 bordering states that have plants on the
9 borders that would not have to meet these
10 standards, and so that would be a totally
11 unfair competitive edge given that would
12 affect our employees, let alone our
13 businesses, and it would be a great number of
14 people.

15 So I would just say, in regards to our
16 industry, it would be very difficult, if not
17 impossible, to meet your standards, it would
18 put our businesses, many of them out of
19 business, many of them family-owned still and
20 otherwise.

21 So I hope that you'll reject the
22 standard in its current form and take all of
23 these consequences into consideration as you
24 move forward. Thank you.

1 HEARING OFFICER LEONI: Thank
2 you.

3 ZUMBI BAYANO: And I'm here to
4 speak on behalf of the community today, the
5 east side community, also Derek Groves (sic).
6 I was invited by a friend, Nick Dodson back
7 here, to speak on the issues of air pollution.

8 And I'm a person that has two kids that
9 have suffer from pulmonary obstruction
10 disease. They have been diagnosed with static
11 asthma, and so we have continuous dealings
12 with hospital issues. And what I'm seeing
13 today right now is, right, we have a dilemma
14 here.

15 We have capitalist-driven individuals
16 up there, trying to protect the well-being of
17 people that's up here describing the harmful
18 effects of this pollution in the air.

19 Now, the thing about this is, is like
20 how long are we going to continue to let
21 capital drive what's harming the rest of the
22 earth in the ground? And that's what going on
23 right here, is this capital-driven society.
24 It's always money.

1 Everybody in here should value air,
2 because if you hold your breath for 30
3 minutes, let me see if you can do it. Who can
4 in here survive without air?

5 So good air pollution should be a
6 primary there -- there should not be no
7 discrepancy, and we should not be driven by
8 capital, because the only thing we sitting up
9 here talking about is preserving money but not
10 the health and the well-being of the people,
11 and I'm standing on that. So that's where I'm
12 at.

13 HEARING OFFICER LEONI: Thank you
14 very much. And thank you again to everyone
15 who gave public comments.

16 I understand that we have a few
17 additional members of the public who would
18 like to give comments who didn't have a chance
19 to sign up. I think we'll extend the public
20 comment period about 15 minutes, 14 minutes.

21 So at 2:15, we'll take a brief
22 five-minute break, and then conclude public
23 comments and resume the questioning of Mr.
24 Doll and Mr. Stieren.

1 So since we don't have names on the
2 list, anyone who wishes to give public
3 comment, if you could just please line up
4 here. We can take about five more people, I
5 would say. Truly first-come/first-serve.

6 And again, please state your name and
7 spell your full name for the court reporter if
8 you are giving a comment.

9 SAM BEARD: Hi, my name is Sam.
10 I am a lifelong resident of Illinois. I have
11 lived in Naperville, Carbondale, and seven
12 different neighborhoods in Chicago.

13 According to its mission statement, the
14 Illinois Pollution Control Board recognizes
15 the constitutional right of the citizens of
16 Illinois to not only enjoy a clean environment
17 but also to participate in state
18 decision-making toward that end.

19 Thank you for taking seriously this
20 process of furthering our democracy and
21 protecting our state.

22 Just a few years ago, Chair Flynn
23 Currie, you said, quote, I am confident that
24 50 years from now the Board will be able to

1 point to a continuing record of protecting the
2 environment and the health of the people of
3 Illinois, end quote.

4 Your board is currently positioned to
5 cement that legacy.

6 Most of the speakers who spoke before
7 me already articulated very clearly the ways
8 in which adopting these Clean Vehicle
9 Standards will protect both the environment
10 and the health of the people of Illinois.

11 So over the next few months, I
12 encourage you, Madame Chair, and each
13 distinguished board member here, to take
14 seriously both the mission of your board and
15 the legacy it will leave behind.

16 I will leave you with a quote today.
17 Quote, the bulk of the air pollution problem
18 can be summed up in the following categories:
19 Particulate matter, such as smoke and dust,
20 largely from fuel combustion; and carbon
21 monoxide, lead, nitrogen oxides, and unburned
22 hydrocarbons, largely from motor vehicles, end
23 quote.

24 This quote comes from the inaugural

1 report by the first chairman of the Illinois
2 Pollution Control Board, David P. Currie,
3 drafted 53 years ago in 1971.

4 Your board and its predecessors have
5 acknowledged the centrality of internal
6 combustion vehicles as the primary source of
7 air pollution in the state for five decades
8 now, and your team right now has the
9 opportunity to make history by doing something
10 about it. Thanks.

11 HEARING OFFICER LEONI: Thank
12 you.

13 MIKE GALLAGHER: Good afternoon.
14 My name is Mike Gallagher, and I live just one
15 block east of Highway 47 in Morris, Illinois.
16 It's a community that includes families,
17 retirees, and a grade school. Grundy County
18 is one of the dirty dozen for poor air quality
19 in the State of Illinois.

20 I retired from veterinary medicine in
21 2020. I sold my practice in Douglasville,
22 Georgia, to return to Morris to take care of
23 my elderly mother, who has congestive heart
24 failure, and one of our neighbors is battling

1 lymphoma right now, and I too have survived
2 cancer. These are just a couple examples of
3 the effects of poor air quality, poor water
4 quality.

5 I also served in the Navy, and while
6 there, I decided to quit smoking and take up
7 long-distance running, only to find myself
8 breathing the exhaust fumes from all the
9 hangar equipment in -- on the aircraft carrier
10 where I served.

11 That space is like a giant warehouse,
12 with huge open doors, but even there, the --
13 you could -- the "chewable air" analogy was
14 very appropriate, and that's where I first
15 learned of kind of the exhaust pollution
16 effects on us.

17 I also would see, when we were on
18 coastlines by a city, I would see the city
19 obliterated by rust-colored clouds that kept
20 me from seeing the shore. All I would see is
21 this big cloud of smog.

22 Now, as a longtime cyclist and a
23 bicycle commuter, I have spent many years
24 sharing the road with cars and trucks, and the

1 impact of vehicle emissions is undeniable.
2 Our atmosphere functions like that giant
3 warehouse; it's just a lot bigger, but it
4 still accumulates all the pollution.
5 Everything that we burn, we do breathe.

6 When I lived in Georgia, I had to go
7 through the slight hassle of having annual
8 emission testing on my car. Since I moved up
9 to Morris, I'll see a truck that's spewing
10 black or gray smoke out of its exhaust, or
11 cars with oily exhaust, and I think to myself,
12 no emissions testing.

13 The evidence is overwhelming. Air
14 pollution harms our health, it harms our
15 economy by decreased productivity of workers,
16 it decreases the ability of children to learn
17 in school. That's all well documented.

18 HEARING OFFICER LEONI: 10
19 seconds.

20 MIKE GALLAGHER: Oh. My main
21 concern is what this means for our children
22 and our grandchildren. I want them to have
23 the same life opportunities that I have had.
24 I'm asking that you take action and pass the

1 Clean Vehicle Standards.

2 HEARING OFFICER LEONI: Thank
3 you.

4 MIKE GALLAGHER: Thank you.

5 LINDA TREY: I work for the Union
6 of Concerned Scientists. I also am a
7 voluntary member of the Chicago
8 Asian-Americans for Environmental Justice.
9 I'm a steering committee member, but today I'm
10 just speaking as an Illinois resident.

11 Illinois is a freight hub, as others
12 have referenced. It is an important location
13 in the transportation of products in North
14 America.

15 The heavy-duty trucks transporting
16 these goods create pervasive air pollution,
17 and Illinois was ranked fifth in the country
18 in dust from fine particulate matter pollution
19 per capita in 2023.

20 This air pollution is inequitably
21 experienced. Asian-Americans,
22 African-Americans, and Latinos are exposed to
23 32, 21, and 19 percent higher pollution than
24 the state average, according to research from

1 the Union of Concerned Scientists.

2 At a time when federal protections
3 against air and water are being rolled back
4 and dismantled, we need our state
5 decision-makers to step up and implement
6 safeguards for our state. The recent Supreme
7 Court decision has already put our water at
8 risk.

9 So please adopt the Advanced Clean
10 Trucks, Heavy-Duty Omnibus, and Advanced Clean
11 Car 2 rules this year to protect our air for
12 Illinois. Thank you for the opportunity to
13 comment.

14 HEARING OFFICER LEONI: Thank
15 you.

16 EVAN BROWN: Hello, everyone, and
17 there as well. So I'm here today as a
18 concerned community member.

19 I started a community garden here a few
20 years ago by Southeast High School, in the
21 neighborhood of Johnson Park. It's the
22 lowest-income, lowest-education level
23 neighborhood in Sangamon County. It's a food
24 desert.

1 There is no anything for the kids to do
2 after school, or, you know, no safe spaces.
3 So you know, those kids could really use some
4 clean air and not another issue on the things
5 that they can't control that they have to
6 worry about.

7 I also -- you know, I like the comments
8 that were made about the farm industry. You
9 know, taxpayers, we already heavily subsidize
10 the farming industry, and I think that to get
11 a little creative and phase out some, you
12 know, diesel tractors for some clean ones
13 isn't a huge hurdle. I think we can work
14 through that, for sure.

15 I think you guys have an obligation to
16 protect us, as citizens. We, you know, can't
17 just leave it up to the free market to protect
18 us, and I think everyone here enjoys clean
19 air, at least the clean air that we do have.

20 And in my career, I'm a photographer,
21 I'm a videographer, and I have gotten to
22 travel the world. I've been very fortunate
23 and very successful in my career.

24 I've been all over world. I've been to

1 countries that don't regulate air pollution as
2 strictly as we do here, and it's not
3 pleasurable to be there, to breathe in the
4 air; and I've been to places that regulate a
5 lot more strictly, and you can tell the
6 difference when you are in a place that does
7 that.

8 So I encourage you guys to, you know,
9 look at these -- the bills that everyone --
10 the aforementioned bills that everyone is
11 talking about.

12 It's very important to us that -- we
13 here in Springfield also have an Amazon
14 facility, a major distribution facility,
15 that's being put in, on the east side, of
16 course. And so, you know, it's really
17 important. Who knows how many more trucks and
18 pollution in the air that will add to our
19 community here. So thank you for your time.

20 HEARING OFFICER LEONI: Okay. If
21 there are no additional public commenters in
22 the audience, I think this is a good time for
23 us to take a five-minute break.

24 So we'll reconvene at 2:16, and we'll

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C E R T I F I C A T E

I, Jude Arndt, a Certified Shorthand Reporter and Certified Court Reporter, do hereby certify that the foregoing is a true and accurate transcript of the proceedings as taken stenographically by and before me on March 10, 2025, at the time and place hereinbefore set forth.

I DO FURTHER CERTIFY that I am neither a relative nor employee nor attorney nor counsel of any of the parties to this action, and that I am neither a relative nor employee of such attorney or counsel, and that I am not financially interested in this action.



JUDE ARNDT, CSR, CCR, RPR
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