

From: [Kathleen McFadden](#)
To: [Brown, Don](#); emilee.chacias@sierraclub.org
Subject: [External] R24-17
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Dear Pollution Board Members:

I'm Dr. Kathleen McFadden, Board of Trustees Professor and Dean's Distinguished Professor Emerita at Northern Illinois University's College of Business. Thank you for giving me the opportunity to offer my comments on the clean vehicle standards. To give you some background on me, I have an undergraduate degree in Economics, an MBA, and a Ph.D. in Business with an emphasis in operations management. For over 35 years, I've taught business classes including finance, economics, marketing, management, and operations. Based on my expertise, I urge the Illinois pollution board to adopt the Advanced Clean Cars (ACCII), Advanced Clean Trucks (ACT), and Heavy-duty Low NOx Omnibus (HDO) rules for Illinois.

Why do I care about this issue? I've spent my entire career researching ways to reduce bad public health and safety outcomes while approaching problems from a business perspective. I've published over 40 academic journal articles in this area. I also care deeply about the environment. That's why I drive an electric vehicle and have solar panels on my house. If we learn of ways to prevent or lessen the impact of bad outcomes, I believe we are obligated to take action.

I have looked over the research, facts, and statistics on the rules and understand that beyond the benefits related to the environment and public health, it also makes good economic sense, especially in the long run.

Several states have adopted clean vehicle standards, and major corporations such as Amazon, PepsiCo, and Walmart are already using electric trucks to transport products. I can assure you that these companies have run the numbers and know that the total operating cost of zero-emission heavy-duty vehicles will be significantly lower than their diesel counterparts, thus enabling them to increase profits and pass savings onto their customers.

Adopting clean vehicle standards in Illinois is projected to lead to major economic benefits of approximately \$170 billion by 2040. In addition, the rules are expected to add over 18,000 new jobs by 2030, with wages about 50% higher than the jobs they would replace. The overall direct cost savings to the consumers from the use of electric vehicles will be significant because of the savings in fuel costs, maintenance costs, and longevity improvements. The rules will result in less vehicle downtime, savings on operation costs, and reduced out-of-pocket costs for vehicle repairs. Sticker prices are also coming down on EVs. Almost all models of electric trucks are expected to cost no more than their diesel equivalents.

For all these reasons, I strongly urge you to adopt the clean vehicle standards for Illinois. Thank you!

Kathleen L. McFadden, Ph.D.
Professor Emerita of Operations Management