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From: [Jane Cogie](#)
To: [Brown, Don](#)
Subject: [External] Docket R 2024-017 PC
Date: Wednesday, May 14, 2025 10:55:45 AM

Dear Don Brown, Clerk of the Illinois Pollution Control Board:

As a retired teacher who cares greatly about the need to conserve and restore clean, breathable, and healthy air for all, I am writing to urge you to approve the proposed Clean Car and Truck Standards. given the extremely negative impacts of diesel exhaust's toxins on the health of Illinoisans, particularly those who thanks to their jobs and their income, find themselves living near highways with high diesel truck traffic.

I am also writing despite having already commented at the virtual comment period offered the public on March 10, to reply to the Illinois EPA's opposition to the IPCB adopting these standards for Illinois. First my reply to the IEPA's position.

I'm disappointed in the IEPA's stance against these standards. For one, their position runs counter to the IEPA's mission: "to safeguard environmental quality, consistent with the social and economic needs of the State of Illinois, so as to protect health, welfare, property, and the quality of life." And their position also seems to counter the agency's stated goals for forwarding this mission, including the goal of "charting a new course for clean air which is responsive to relevant needs in Illinois..." and the goal of "promoting pollution prevention." <https://epa.illinois.gov/about-us/introduction.html>

Additionally, I have difficulty following the IEPA's argument that a rule such as the Clean Car and Truck Standards should not be placed in the hands of the IPCB but rather the standard needs to be adopted through "a whole-of-government approach" if Illinois is "to build and support a robust ZEV (Zero-Emissions Vehicle) market in Illinois. As I understand it, approval by IPCB is indeed one of three designated paths for approving such rules. Also this argument doesn't seem to take into account that there definitely has been whole-of-government support for illinois transitioning zero fossil fuels, with the State legislature passing and the governor signing CEJA in September 2021. And CEJA was crafted with input from any number of community and stake holders groups, with environmental justice placed at the bill's center, particularly with an emphasis on environmental justice for communities most impacted by pollution from fossil fuels emissions .

It seems important to note that the Clean Car and Truck Standards are fully in line with the stated mission and goals of the IEPA, "to protect health, welfare, property, and the quality of

life” and in line with stated goals for forwarding that mission: “charting a new course for clean air which is responsive to relevant needs in Illinois...” and the goal of “promoting pollution prevention.”

Indeed lowering sources of emissions in Illinois is still greatly needed. Illinois is still the 7th most polluting state in the U.S. And transportation is now the highest source of CO2 emitted. Findings reported by the Respiratory Health Association, alert us to the alarming fact that a number of Illinois counties rank among the top 9% of counties in the US when it comes to toxic emissions from diesel engines. Those toxins include not only Greenhouse Gases, such as carbon dioxide and nitrogen oxides, but also particulate matter and volatile organic compounds, all of which have negative effects on our health.

Short term health impacts of diesel pollution include irritation to eyes, nose, throat, coughing, nausea and headaches and also less immediately visible long-term impacts including lung cancer, bladder cancer, asthma attacks, and heart disease. One driving force for me in deciding to comment this evening is my having seen first-hand the danger asthma can cause to children and adults alike. The example that perhaps hit me the most was the difficulty with breathing experienced by one of my daughter’s friends, who sometimes had to head to the hospital, when her inhaler had run out or wouldn’t do the job.

It's important to add that high emissions are bad not just for our health but also for the health of Illinois’ economy, since folks being sick themselves or needing to care for a family member translates into days off of work and lower productivity. Also illnesses, short and long term burden our public health and insurance systems with sometimes difficult to see but ever-climbing costs. We as Illinois residents should not have to pay for those costs.

Thus I urge the IPCB to adopt the Clean Car and Truck Standards, which will protect Illinoisans from the toxins of diesel exhaust and speed up the much needed transition to Zero-emissions to the benefit of all Illinoisans.

Thank you very much for your time and consideration.

Jane Cogie
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