



Endorsement Form

By joining the Illinois Campaign to Clean up Diesel Pollution your organization pledges to support the following goals. Please check the boxes that apply.

State Goals:

• **Clean construction laws**

A significant portion of diesel pollution comes from construction. The Campaign is advocating for state and local governments to require clean technology on construction equipment used on public construction projects¹.

• **Clean technology on buses**

The Campaign is advocating for the CTA and Pace to install clean technology on their buses, which are far dirtier than other major cities' public buses². Additionally, the Campaign encourages schools to clean up their buses because children are especially at risk to diesel pollution³.

• **Clean engines on trains**

As the "rail hub" of the nation many Chicagoans live by rail facilities, putting these communities especially at risk. The Campaign is working to get railroad companies to use cleaner engines. Additionally, the Campaign is advocating for Metra to use cleaner engines.

• **Funding for clean technology**

The Campaign is advocating for the federal and state government to provide funding to clean up publicly and privately owed diesel vehicles and equipment.

National Goal:

- The Diesel Clean-up Campaign, a collaboration of organizations throughout the country, is committed to nine principles that act as guidelines to achieve the following goals: To reduce direct diesel fine particulate matter emissions 40 percent by the year 2012, 55 percent by 2015, and 70 percent by 2020. The principles can be found on the back of this form.

Organization: _____

Name: _____ Title: _____

Phone: _____ E-mail: _____

Address: _____ City: _____ State: ____ Zip Code: _____

Please return your completed endorsement form to:

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¹ Clean Air Task Force. Support Clean Diesel in the Transportation Reauthorization Bill. June 2, 2009.

² Respiratory Health Association of Metropolitan Chicago. Missing the Bus to Cleaner Air. February 2007.
http://www.lungchicago.org/site/files/487/23862/88817/270310/RHAMC_Missing_The_Bus_complete.pdf (February 24, 2009)

³ Clean Air Task Force. Diesel and Health in America: The Lingering Threat. February 2005.
http://www.catf.us/publications/reports/Diesel_Health_in_America.pdf (February 24, 2009)



Diesel Clean-up Campaign Principles

The Diesel Clean-up Campaign advocates that plans incorporating the following principles should be implemented to significantly reduce diesel pollution:

- 1. Plans should be designed to minimize risk to public health.** Acknowledging that there is no known safe level for exposure to diesel pollution, diesel emissions reductions should go beyond attainment of state and federal ambient health standards for air quality, and deeper diesel pollution reductions should be pursued as technology improves.
- 2. Plans should consider options to reduce diesel pollution from all sources.**
- 3. Plans should utilize the best pollution controls and management practices to guarantee the greatest possible reduction in diesel emissions.** Strategies could include: retrofits, rebuilds, replacements, cleaner fuel, implementing and enforcing no-idling policies, encouraging stricter inspection and maintenance practices, and implementing commercial and industrial environmental management systems.
- 4. Plans to reduce diesel pollution should target particulate matter, as its components have serious health and global warming impacts.** Particulate matter has been identified by public health and medical experts as the most dangerous component of diesel pollution. Targeting particulate matter will also reduce black carbon soot, a global warming pollutant, helping to reduce the serious economic, health, and environmental threats posed by global warming.
- 5. Plans to reduce diesel particulate matter should not significantly increase other air pollutants.** Policies that create other pollution, including net increases in nitrogen oxides (NOx) or other air toxics, should be avoided.
- 6. Plans should require that, to the maximum extent feasible, each sector contributing to diesel pollution share in the expense and effort of reducing this pollution.** A diversity of funding sources, public and private, should be utilized to achieve maximum pollution reductions. Innovative funding and incentive strategies (for example: loans, tax credits, and small-scale grants) should be pursued to encourage private fleet participation.
- 7. Plans should target reducing exposure to sensitive subpopulations,** especially the elderly, children, and environmental justice communities, where pollutant levels are highest and where the potential for human health benefits are greatest.
- 8. Plans should ensure that adequate pollution monitors exist to create an accurate inventory and to provide on-going tracking of emissions.** Comprehensive diesel emission inventories of all sectors (on-road, off-road and stationary) are an essential tool for identifying opportunities and assessing progress.
- 9. Plans should support engagement of all levels of government to pursue maximum diesel pollution reductions.**