



SUPPORT THE CLEAN AND EQUITABLE TRANSPORTATION ACT (CETA)

A nation-leading package of comprehensive transportation and jobs bills that work together to provide Illinoisans clean, affordable, and equitable transportation options.

CETA provides a comprehensive, achievable, equitable path forward:

- 1. Transportation Choices Act:** Establishes targets to reduce emissions by 80% and achieve **net-zero emissions for the transportation sector by 2050** and aligns state spending to support **clean and equitable transportation**.
- 2. Metropolitan Mobility Authority Act:** Implements long overdue transit funding, service, and governance reforms to establish a unified regional agency capable of delivering the **safe, reliable, and frequent transit system riders deserve**.
- 3. Zero-Emission Vehicle Act:** Establishes standards that increase the availability and reliability of **zero-emission vehicles**, move our public fleets to zero emissions, and increase the **buildout of charging infrastructure while facilitating a race to the top for vehicle workers**.

CETA will help save and prolong healthy lives:

- **Designing and building roads that account for pedestrians, bikers, transit, and cars makes the roads safer for everybody**, including drivers; this will get people out of their cars, and into their communities, making Illinois' downtowns livelier and more prosperous.
- **Increased transit and active transportation options** would provide affordable options for households while reducing the sector's overall emissions.
- **Clean Vehicle Standards adopted in Illinois can avoid over 1,000 premature deaths due to cancer-causing tailpipe pollution** and provide cumulative public health benefits of nearly \$15 billion by 2050.¹

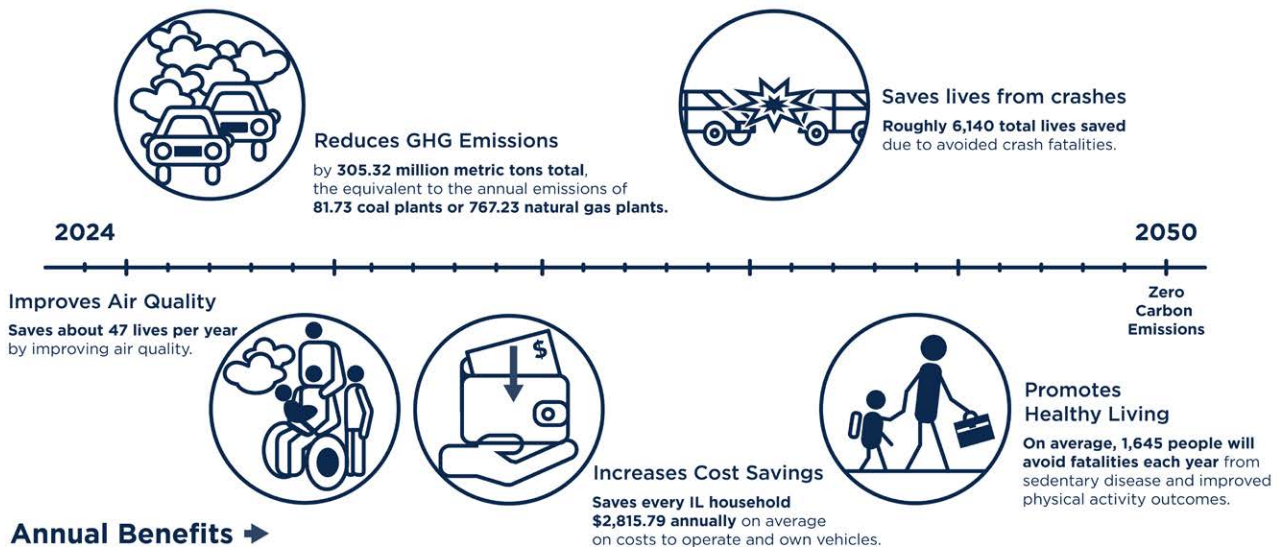
CETA creates and protects good-paying carbon-free jobs:

- Within "transportation infrastructure," **public transit and repair** (vs. new construction) of roads and bridges generate the largest number of jobs.²
- Transit generates **31% more jobs than new construction of roads and bridges** per \$1 billion spent.³
- Improving the way we spend public dollars and invest in EV manufacturing to ensure that we **create a race to the top for EV workers**. Adjust government purchasing requirements to **score bids on key job and equity metrics**.

CETA ensures affordable and clean transportation and expands consumer choices:

- If possible for a household to use public transit instead of driving, **hard-working Illinoisans can save up to \$13,000 per year** in car payments, insurance, maintenance, fees, and parking.⁴
- Switching to zero-emission vehicles will **save Illinois car owners \$19,000** over the lifetime of their vehicle in avoided fuel and maintenance costs.⁵
- Switching to electric vehicles will **save fleet owners an average of \$68,000** over the lifetime of their medium- and heavy-duty vehicles.⁶

Long-Term Benefits →



Annual Benefits →



"I drive now, I don't know how much longer I'll be driving, but taking public transportation to and about the city would be good."

Sandra, Lake County, 79

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¹ Illinois Advanced Clean Cars II Program, ERM, September 2023

² Move Minnesota: How to use the bonding bill to get the most out of Minnesota Jobs, May 12, 2020

³ Move Minnesota: How to use the bonding bill to get the most out of Minnesota Jobs, May 12, 2020

⁴ Transit Savings Grow as Auto Costs and Gas Prices Increase, APTA, 2023

⁵ Illinois Advanced Clean Cars II Program, ERM, September 2023

⁶ Illinois Clean Trucks Program, ERM, 2022

Graphic:

RMI Analysis: [Illinois is Leaving Money on the table Until it Embraces Clean Transportation](#), RMI, April 2024



Building a World Class Transit System for Illinois with the Metropolitan Mobility Authority Act

The legislation establishes a new, fully integrated Metropolitan Mobility Authority to deliver coordinated, regional transit service throughout Northeastern Illinois.

Transit is Essential to Illinois

EQUITY

A stronger transit system will enable equitable access to opportunities for all and improved public health

ECONOMY

Strong transit is a powerful tool to make the region and state more attractive to investment and boost economic health

ENVIRONMENT

Meaningful transit investment will reduce greenhouse gas emissions and mitigate climate change

Our Transit System is Facing a Pivotal Moment

While ridership is on the rebound from pandemic lows, service is not meeting rider or employer needs. The system is not sustainably funded, with a growing chasm in operations funding. Unless we act, we will see catastrophic service cuts and worse traffic.

Creating the Transit System Illinoisans Want and Will Use

This legislation will provide:

- **Exceptional Service** - Fund the system and modernize governance to support expanded, fast, frequent, reliable transit services that connect important destinations.
- **Safe and Comfortable Rides**: Implement policies, like transit ambassadors, that make transit safe, secure, & clean.
- **Unified Regional Vision**: Streamline operations and reduce overlapping, competing transit service for seamless transfers throughout the 6-counties of Northeast Illinois.
- **Integrated and Affordable Fares**: Integrate one fare system across all Chicagoland transit providers; provide affordable fares and passes for low-income riders.
- **Desirable Destinations Within Reach**: Incentivize transit-supportive development to foster vibrant, healthy communities with housing and amenities accessible via transit.



“The choice to take transit is made more difficult since it takes so long on transit. Students talk about commute times. Some are traveling over an hour to get to UIC from the suburbs and other parts of the city. Our systems are not set up to go to major destinations like the medical district and universities.” – Austin



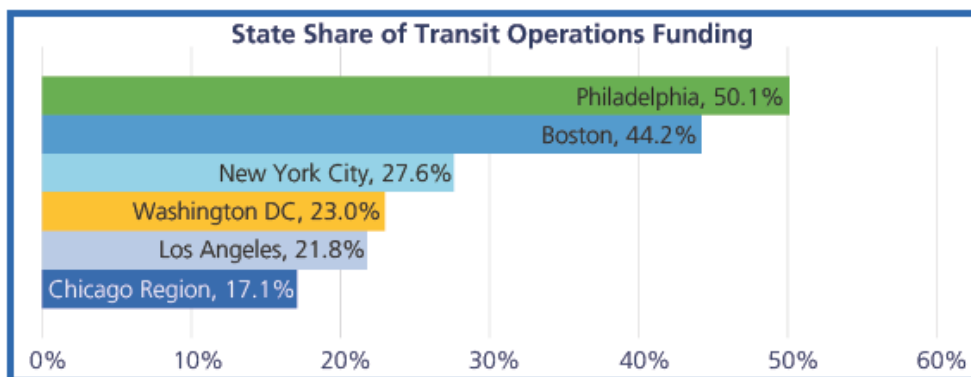
Empower Accountable, Transparent Regional Coordination

Instead of four government agencies (RTA, CTA, Pace, Metra) competing for funds, duplicating services, and ignoring decades-old requirements for integrated fares, this legislation establishes a unified Metropolitan Mobility Authority (MMA) to oversee all bus, rail, and paratransit operations and respond to the diverse needs of our municipalities, counties, and the state. It will encourage MMA directors overseeing the transit system to ride transit and add new representation from labor unions, people with disabilities, and the business community.

Growing the Pie Means Better Transit Statewide

Companion appropriations bills would set aside a minimum of \$1.5B per year in additional operating funds for Illinois transit agencies, which will help stabilize and grow our transit system. A bigger pie means bigger slices for every community in Illinois with transit service.

Illinois is Behind Peers in State Funding for Transit Operations



Transit across the Chicago region returns \$3.86 for every \$1 spent on operations and capital investment.

RTA Transit is the Answer

Support the Clean & Equitable Transportation Act (CETA)

This bill is part of the nation-leading Clean and Equitable Transportation Act (CETA), a package of comprehensive transportation and jobs bills from the Illinois Clean Jobs Coalition. These bills work together to direct state transportation investments to reduce emissions and increase affordable options (the Transportation Choices Act), implement long overdue transit governance and funding reforms for Northeast Illinois with statewide benefits (the Metropolitan Mobility Authority Act), and increase the availability and reliability of zero-emissions vehicles and their accompanying charging infrastructure (the Zero-Emission Vehicle Act).

“Seniors shouldn’t have to make two transfers and ride three buses that are consistently unreliable to get their prescriptions. The current public transportation experience turns trips into an endurance test of snail like bus speeds, and long, frustrating waits to make transfers.” – Robert, Chicago

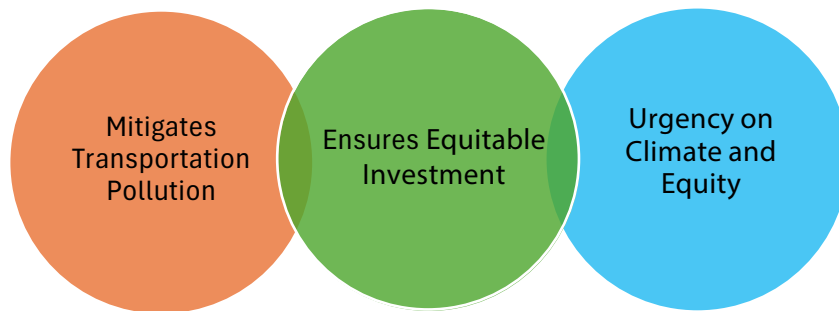




Support the Transportation Choices Act

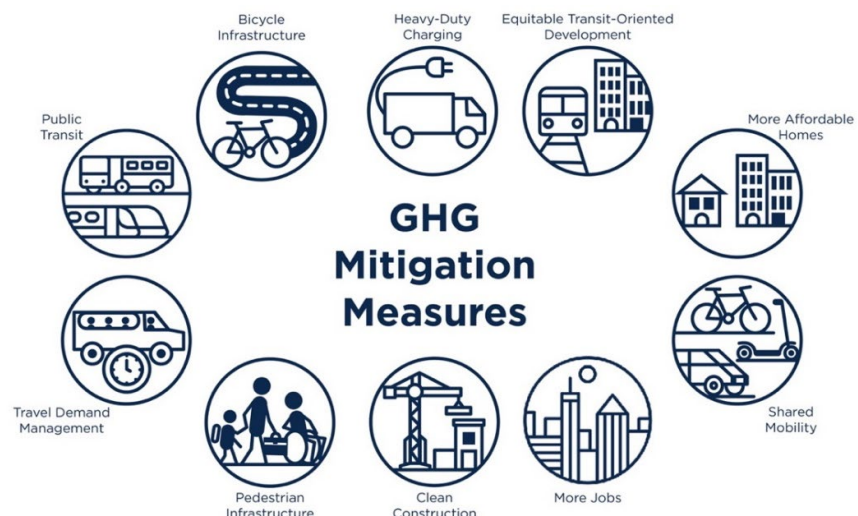
The Transportation Choices Act aligns state spending on transportation infrastructure to support clean and equitable transportation options by setting targets: to reduce greenhouse gas emissions by 80% and achieve net-zero emissions for the transportation sector by 2050.

We Need This Bill Now:



How the Policy Works:

- **Target:** Requires IDOT/MPOs to **implement state-set GHG reduction targets** for their regions.
- **Planning:** IDOT/MPOs show compliance with targets through existing public planning processes.
- **Project Scoring:** Projects that decrease GHGs while increasing affordable transportation options will be prioritized via a Climate Accessibility Score.
- **Enforcement:** Planning processes to be reprogrammed if they do not meet GHG target compliance.
- **Community Engagement:** A working group of diverse representation across community groups and industry will assist IDOT/MPOs in implementing the targets policy and determining mitigation measures alongside communities impacted by any expansion projects.
- **Flexibility:** IDOT/MPOs can use GHG mitigation measures to meet reduction targets.



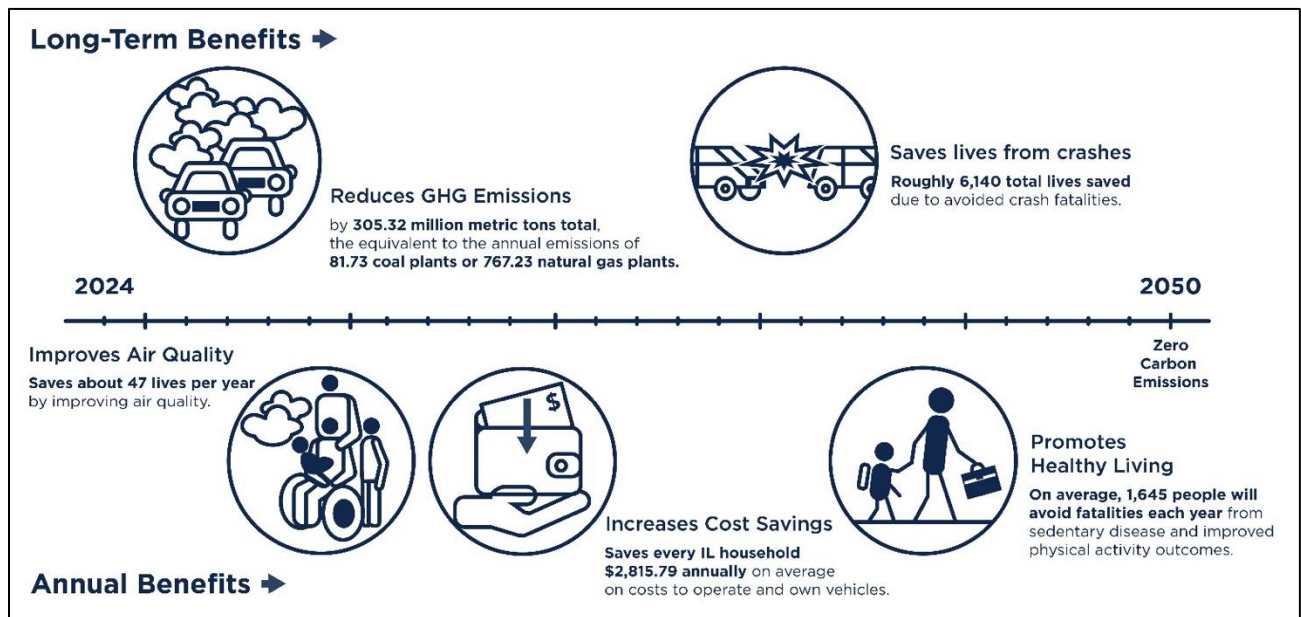


Benefits:

More reliable, faster buses and trains. Less time sitting in your car. Safe crosswalks for school kids. More affordable transportation options. Changes the way IL invests limited transportation funding to ensure reduction of greenhouse gases (GHG) and air pollution.

Establishes transparency and accountability. Those most impacted by highways and infrastructure investments have a seat at the table in the funding decision-making process.

Good Jobs. Within “transportation infrastructure,” transit and repair of roads and bridges generate the largest number of jobs. Transit generates 5,377 or 31 percent more jobs than new construction of roads and bridges per \$1 billion spent.



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"There's a lot of people who don't have access to autos... so why just only fund one particular group and leave out the other?"

Doris, Chicago, 69





Support the Zero-Emission Vehicle Act

Provides health, economic, and jobs benefits by increasing availability of zero-emission vehicles (ZEVs), reducing charging infrastructure cost, data to inform zero-emission vehicle investment, and transitioning the state fleet to zero-emission vehicles. This act will help reduce millions of cubic tons of harmful emissions annually, making Illinois a regional leader in clean transportation.

<h3>Charging Infrastructure</h3> <ul style="list-style-type: none">• Establishes a make-ready tariff that makes installing utility-side EV infrastructure supplementing line extension rules and reducing the cost of EV charging by up to 25%.• Creates pilot program for utilities to ensure more inclusive access to ZEV chargers.	<h3>Effective ZEV Investment</h3> <ul style="list-style-type: none">• Collects data on the number and location of zero-emission vehicles in Illinois.• Investments in infrastructure can then be targeted to areas that need them most.
<h3>Transitioning Government Fleets</h3> <ul style="list-style-type: none">• Transitions government vehicles and school buses to zero-emission vehicles in a phased approach, with exemptions developed to support extraneous circumstances for where there is unavailability of vehicle types needed.	<h3>Zero-Emission Jobs</h3> <ul style="list-style-type: none">• The government transition to ZEVs should support a race to the top for workers.• Public purchasing of ZEVs will ensure public funding supports good jobs in Illinois.

The Zero-Emission Vehicle Act also includes **Clean Vehicle Standards. Illinois stands to gain significant public health, economic, and jobs benefits thanks to three clean vehicle standards:**

1. Advanced Clean Trucks (ACT)

Manufacturers must ensure 50% of sales of new Medium- and Heavy-duty vehicles are Zero-Emission vehicles.

2. Heavy-Duty Low NOx Omnibus (HDO)

Requires diesel engine vehicles built and sold after model year (MY) 2027 to have more stringent nitrous oxide emission standards.

3. Advanced Clean Cars II (ACC II)

Requires manufacturers to increase emission standards for light-duty vehicles and meet 100% zero-emission sales by 2035.

Clean Vehicle Standards DO...

- Increases the overall availability of ZEVs.
- Sets manufacturer targets for an increasing percentage of new zero-emission vehicle sales and new light-duty vehicle sales until 100 percent in 2035.
- Increases choice and access to electric cars, trucks, buses, and vans.
- Supports local manufacturing and jobs.
- Reduces dangerous pollution and improve public health.
- Gradually increases the number of ZEVs, with flexibility. Manufacturers generate credits for ZEV sales. Early action is rewarded, and manufacturers may trade among themselves.

Clean Vehicle Standards DON'T...

- Ban gasoline or diesel vehicles.
- Make you buy anything.
- Affect used vehicles.
- Require specific brands or types of vehicles.
- Affect existing vehicles or engines.
- Immediately go into effect.
- Increase fuel consumption or CO2 emissions.

Heavy-Duty Low NOx Omnibus (HDO)

- Sets pollution limits for new diesel engines with more effective testing requirements and longer useful life and emissions warranty periods.
- Reduces harmful nitrogen oxide and particulate matter emissions by 90 percent. These pollutants cause cardiovascular and respiratory diseases like asthma.
- Improves air quality, especially for those living near warehouses and railyards with heavy truck traffic.

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"I've lived in nicer areas that people invest in. And I never had this issue with pollution before. It's a lot of trucks and pollution in the air, and it's caused my asthma to get worse, and now I've been diagnosed with bronchitis."

–Tori, Warehouse Workers for Justice Organizer

