



Transition the fleet of state and local government Vehicles– including transit and school buses– to Illinois-made, zero-emission electric vehicles.

Climate Jobs Recommendation

A 50% transition by 2030 and 100% transition by 2040 of all publicly-owned vehicles will reduce overall emissions and pollution statewide. This transition would reduce emissions by 390,000 metric tons by 2030 and 781,000 metric tons by 2040. An all-electric vehicle in Illinois produces 3,100 pounds of CO₂ equivalent, compared to 11,400 from a gasoline-powered vehicle. Vehicle emissions include both direct and “well-to-wheel.” Traditional gasoline vehicles produce direct emissions through both the tailpipe and the vehicle’s fuel system during fueling, while electric vehicles produce zero direct emissions. Well-to-wheel emissions refer to those produced during the fuel production, processing, and distribution process. Gasoline vehicles produce these through the extraction and refinement of petroleum and the distribution to fuel stations. Well-to-wheel emissions for electric vehicles are generated from the energy sources used to produce electricity ([Alternative Fuels Data Center, 2020](#)).

Background and Details

State and local governments are uniquely able to influence change as they collectively manage a large number of vehicles. Illinois is home to 852 school districts, 59 transit agencies, and more than 8,500 local governments, including townships, municipalities, park districts, counties, and more, many of which manage a large number of vehicles. Government agencies have the unique advantage of encouraging a transition to electric vehicles because the fleets are under the direct control of the public bodies. Furthermore, public agencies are able to manage and operate a central charging station, minimizing the burden of new required infrastructure ([Rogotzke, Eucalitto, & Gander, 2019](#)).

While public agencies should strive to make the electric vehicles a priority, funding incentives should also be offered to aid in the transition. Furthermore, it should be acknowledged that electric vehicles pose a threat to the existing motor fuel tax (MFT). Certain publicly owned vehicles are exempt– most notably transit and federally owned– but state, county, and municipal vehicles and school buses are not. Full consideration must be given to creating a transportation revenue structure to replace the MFT lost due to decreased petroleum consumption.

A Pro-Worker, Pro-Climate Illinois

Vehicle electrification presents the opportunity for the creation of Illinois jobs installing electric vehicle charging stations and manufacturing vehicles. Illinois workers are already active in the installation of charging stations and job opportunities would increase following a transition of publicly-owned vehicles. On the manufacturing side, Illinois has the opportunity to take advantage of Rivian, the new electric truck manufacturer located in Normal, Illinois. The plant is scheduled to produce its first electric vehicles in June 2021. It has confirmed its plan to build 100,000 custom delivery vehicles for Amazon, in addition to Ford’s first fully electric SUV ([Transport Topics, 2020](#)).

Illinois should further support the manufacturing of electric vehicles in-state, built by Illinois workers, benefiting Illinois communities. All manufacturers that locate in Illinois and accept any state subsidies or tax breaks should be subject to labor standards and labor peace agreements. Specifically, labor peace agreements should stipulate that the manufacturer cannot disrupt labor’s efforts to communicate, organize, and represent and, in turn, prohibit labor from work stoppages or other economic interference with the manufacturer. The state should also support the use of the U.S. Employment Plan, a federally-approved policy tool that incentivizes manufacturers bidding for public contracts to create good jobs and generate career pathways for women, people of color, veterans, and others ([Jobs to Move America, 2020](#)).