

From: [Bruce Mainzer](#)
To: [Bryan, Bob](#)
Cc: [bryan.bob@clerkclerk.org; Tom COLEMAN](#)
Subject: [External] R24-17
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The following is my written testimony for implementing Clean Air For All for Illinois. I tried to submit testimony at the hearing yesterday in Chicago but was not able to submit my comments in the time period allotted for oral testimony.

I'm Bruce Mainzer, Co-Chair of The Climate Reality Project's Chicago chapter, a nonprofit organization with 700 members committed to advancing global solutions to the climate crisis. A key focus of our work has been addressing emissions from Illinois' transportation sector—the state's largest source of greenhouse gases, contributing nearly one-third of its carbon emissions.

As we confront record-breaking heat this year, the urgency of addressing climate change has never been clearer. Greenhouse gases like carbon dioxide can persist in the atmosphere for up to 1,000 years. The cost of inaction far outweighs the investment in solutions today.

We are living in a climate emergency, and immediate action is essential. Illinois has the opportunity to lead the way toward a sustainable future by adopting the Advanced Clean Cars and Advanced Clean Truck rules.

With Trump's election as President, it is clear that states must now take the lead, particularly in addressing transportation emissions. Since 1967, California has been at the forefront of establishing higher standards for cleaner and safer vehicles. Automakers have largely adhered to California's stricter safety and emissions standards. Why? Because building a single vehicle model that complies with California's requirements is simpler and more cost-effective than manufacturing different versions for the U.S. market.

Right now, Illinois is one of the only blue states that has not adopted ACCII or ACT. With Illinois joining these other states, this will represent 43 percent of all cars sold in the United States as of 2023.

Last week, automakers sent a letter to the Trump administration urging the preservation of existing regulations designed to reduce tailpipe emissions and drive the transition to electric vehicles. The letter emphasized that the industry thrives on "stability and predictability in auto-related emissions standards." Automakers, having already invested billions in electric vehicle research and development, are concerned about being undermined by internal combustion engine alternatives. Manufacturers need a level playing field. For automakers, the uncertainty of regulatory swings every few years is more disruptive than stringent regulations.

Illinois has the potential to play a pivotal role in the U.S. transition to clean energy and zero tailpipe emissions in the transportation sector. Illinois can support car and truck manufacturers in building a sustainable future for all. I strongly encourage the Illinois Pollution Control Board to adopt the Advanced Clean Trucks and Advanced Clean Cars II rules.

Best regards,

Bruce W. Mainzer
Co-Chair Chicago Metro Chapter
The Climate Reality Project
847 275 1309

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