

From: [Matt Stutzman](#)
To: [Brown, Don](#)
Subject: [External] Public Comment on R24-17
Date: Wednesday, February 19, 2025 6:10:25 PM

Dear Clerk Brown,

I am Matt Stutzman of 27240 E 2600 North Rd, Lexington. I am writing to urge the complete rejection of the California emissions initiatives that have been proposed.

My brother Dave and I, along with our wives, operate SDM Farms Partnership, in the Lexington-Gridley-Colfax area. We are a fairly average sized corn and soybean commodity farm for our area, at around 2700 acres. Among other pieces of farm machinery, we operate 2 planters, 1 combine, 3 semi trucks for hauling grain, 1 heavy diesel service truck for hauling seed, spray and fertilizer to the field, as well as 2 pickups.

As in any mid-sized family farm operation, profitability and success for us depend heavily on both the timely and efficient completion of field work on our farm, and controlling our cost of production. One of the biggest costs we can control is our machinery cost.

The Clean Trucks initiative would have a disastrous impact on family farms, ours included, in both cost of production and timely and efficient completion of farm work. Farming is a vocation where the time flashing on the clock is just a number. You don't finish your shift and go home, you just go until the job is done. It's more than just "make hay while the sun shines," it's "plant corn while the conditions are good"—day or night. It is not uncommon for us to operate around the clock to finish the job. We need equipment that can work the same hours that we do. Even if our power grid in Illinois were up to reliably servicing the massive additional load imposed by electrified heavy transport, and even if there were a sufficient charging infrastructure throughout rural Illinois, and even if charging stations were available at our machine shed, we still could not afford to lose the range, payload, and refuel time of diesel trucks. Our semis and trucks are not just transportation pieces that can be scheduled to operate one shift and be down for the next, they are harvest and farm equipment that must be available whenever it is needed. When the trucks stop, the combine stops, or the planter stops, and everything stops. We cannot afford to stop harvest at 8pm because a truck needs to be charged. If we are in the middle of that one 30 hour stretch of good planting conditions before another rain, we can't stop the planter at 11pm, 1am, or even 3am to charge the service truck that is hauling seed and fertilizer. We have to be able to keep running. We also can't afford the time and cost of extra trips to the elevator due to reduced payload of electric trucks, and we can't afford to wait an extra hour in the morning to haul that first load to the elevator because a truck is still charging.

If we had to replace any of our trucks with a used truck the price of used diesel trucks would have skyrocketed due to the mandate limiting their availability. Even as long as we were able to continue operating our existing diesel trucks, the Clean Trucks initiative would dramatically raise our cost of production, due to increased trucking costs for the semi loads of seed, fertilizer, other inputs and services that would be passed on to us from all of our Illinois based retailers. This would put both them and us at a tremendous competitive disadvantage compared to neighboring states. It would likely eventually drive a lot of businesses that are not geographically constrained to relocate on the far side of the state line, causing a loss of tax base we can ill afford.

The Clean Cars act, while less specifically impacting family farms than Clean Trucks, would also have a very negative impact on farm families. The same issues regarding the strained power grid and lack of rural charging infrastructure would negatively affect our lives, as well as an increased impact to rural citizens due to limited range as compared to urban citizens. In addition, everything we purchase has a transportation cost baked into it somewhere, and so everything we purchase would get more expensive. Including the cost of any used internal combustion powered cars we might theoretically be allowed to purchase.

All of these assume that there will even exist production of vehicles that can meet these mandates, which I am given to understand is exceedingly doubtful. I will close by urging once again that we not allow special interest groups and regulators from a far-distant state—a state radically dissimilar in climate, industry, and populace--impose harmful, crippling, onerous, dubiously even possible, not to mention impractical, mandates on the long-suffering people of

Illinois, for no demonstrated gain.

Sincerely,

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