

BEFORE THE ILLINOIS POLLUTION CONTROL BOARD

IN THE MATTER OF:)	
)	R 2024-017
PROPOSED CLEAN CAR AND TRUCK)	(Rulemaking- Air)
STANDARDS)	
PROPOSED 35 ILL. ADM. CODE 242)	

NOTICE OF FILING

TO: Don Brown	Vanessa Horton
Clerk of the Board	Carlie Leoni
Illinois Pollution Control Board	Hearing Officers
60 E. Van Buren St., Suite 630	Illinois Pollution Control Board
Chicago, IL 60605	60 E. Van Buren St., Suite 630
	Chicago, Illinois 60605

(VIA ELECTRONIC MAIL)

(SEE PERSONS ON ATTACHED SERVICE LIST)

PLEASE TAKE NOTICE that I have today filed with the Office of the Clerk of the Illinois Pollution Control Board, the ENTRY OF APPEARANCE of Lawrence Doll and TO PROPONENTS on behalf of the ILLINOIS AUTOMOBILE DEALERS ASSOCIATION, copies of which are hereby served upon you.

Respectfully submitted,
ILLINOIS AUTOMOBILE DEALERS
ASSOCIATION

By: /s/ Lawrence R Doll

Dated: October 28, 2024

Lawrence Doll
ILLINOIS AUTOMOBILE DEALERS ASSOCIATION
300 W. Edwards, Suite 400
Springfield, Illinois 62704
LDoll@illinoisdealers.com
PH: (217) 753-0220

CERTIFICATE OF SERVICE

I, the undersigned, on the oath, state the following: That I have served the attached

ENTRY OF APPEARANCE and **QUESTIONS TO PROPONENTS** via electronic mail upon:

Mr. Don A. Brown Clerk of the Board Illinois Pollution Control Board 60 East Van Buren Street, Suite 630 Chicago, IL 60605 don.brown@illinois.gov	Vanessa Horton & Carlie Leoni Hearing Officers Illinois Pollution Control Board 60 East Van Buren Street, Suite 630 Chicago, IL 60605 vanessa.horton@illinois.gov carlie.leoni@illinois.gov
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Electronic Filing: Received, Clerk's Office 10/28/2024

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Owen Morgan Navistar 1717 Pennsylvania Ave NW Washington DC 20003 owen.morgan@navistar.com	Marissa Wesley Illinois Environmental Regulatory Group 215 E Adams St Springfield IL 62701 mwesley@ierg.org

That my email address is LDoll@illinoisdealers.com

That the number of pages in the email transmission is 12.

That the email transmission took place before 4:30 p.m. on October 28, 2024.

Date: October 28, 2024

/s/ 
Lawrence Doll

BEFORE THE ILLINOIS POLLUTION CONTROL BOARD

IN THE MATTER OF:

PROPOSED CLEAN CAR AND TRUCK STANDARDS
PROPOSED 35 ILL. ADM. CODE 242

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R 2024-017
(Rulemaking – Air)

ENTRY OF APPEARANCE OF LAWRENCE DOLL

NOW COMES LAWRENCE DOLL and hereby enters his appearance in this matter on
behalf of the ILLINOIS AUTOMOBILE DEALERS ASSOCIATION.

Respectfully submitted,
ILLINOIS AUTOMOBILE DEALERS
ASSOCIATION

By: /s/



Dated: October 28, 2024

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BEFORE THE ILLINOIS POLLUTION CONTROL BOARD

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ILLINOIS AUTOMOBILE DEALERS ASSOCIATION'S QUESTIONS TO THE PROPOSERS

The Illinois Automobile Dealers Association (IADA) is an organization of 700 franchised new car and truck dealers founded in 1920 whose purpose is to promote an ethical, favorable business climate and to serve the common needs of its members through services, education, and representation. Illinois has 41,788 new car dealership employees, plus 50,225 indirect jobs, annual Illinois dealership sales of \$41.2 billion, and Illinois dealerships collect more than \$2.9 billion in State sales tax annually.

The IADA has several questions for the Sierra Club, Natural Resources Defense Council, Environmental Defense Fund, Respiratory Health Association, Chicago Environmental Justice Network, and Center for Neighborhood Technology's (collectively referred to as "Proponents") regarding the regulatory proposal filed with the Illinois Pollution Control Board entitled "Proposed Clean Car and Truck Standards: Proposed Section 35 Ill. Admin. Code Part 242" (the "Proposal").

Impact on Energy Infrastructure and Grid Capacity

1. What is the precise additional energy demand expected to be placed on Illinois' grid each year from when this Proposal would take effect through 2035 due to the ACC II rule, and how will this demand be met given Illinois' current energy infrastructure?
2. What specific grid upgrades, including timelines and associated costs, are required to handle the massive increase of EVs mandated through the ACC II standards?
3. What are the Proponent's estimated costs of upgrading and maintaining the grid to

accommodate this additional load, and who will bear these costs (consumers, utility companies, or the government)?

4. Can the Proponents provide an estimate of the increase in utility costs for consumers resulting from the higher demand on the electrical grid?

5. What specific strategies will be implemented to ensure grid resilience as Illinois transitions to 100% renewable energy under the Climate and Equitable Jobs Act (CEJA), especially during peak energy use times or adverse weather conditions, combined with the new demand with the massive influx of EVs mandated by the Proposal, potentially doubling or tripling electricity demand?

6. Given that CEJA mandates a transition to 100% renewable energy by 2050, with significant milestones along the way, how will Illinois' energy grid handle the additional load from widespread electric vehicle adoption, particularly between 2030 and 2035?

Economic Costs to Consumers and Industry

7. What is the estimated increase in new vehicle costs due to the ACC II mandates, particularly for consumers purchasing zero-emission vehicles (ZEVs) versus internal combustion engine vehicles?

8. Have the Proponents estimated how this Proposal will impact the affordability of used vehicles in Illinois?

9. How will the rule affect low-income communities in terms of vehicle affordability and access to electric vehicle charging infrastructure?

10. What programs or measures are in place or will need to be adopted to ensure that lower-income households are not disproportionately burdened or left out of the benefits of this transition to ZEVs? How are or will these programs be funded?

11. Do the Proponents have any models for how this Proposal might account for individuals who will choose to keep their older, less efficient ICE vehicles longer in the face of such mandates, and how do those older ICE vehicles affect GHG emissions?

12. What plans are in place to address possible non-compliance from automakers who cannot meet the ZEV quotas?

13. Commercial fleet users operate their vehicles very differently than private individuals. Many commercial vehicles operate for many consecutive hours each day. A Class 8 truck ICE vehicle has a range of 1,300 to 2,400 miles before it needs to refuel, compared to 150-340 miles for similar EV models, giving a diesel truck four to seven times the range of the comparable EV truck with the greatest range. Refueling time for an EV truck is hours compared to minutes for a diesel truck. How will the combination of significantly reduced range and increased refueling time add to the number of commercial vehicles needed to deliver the same amount of freight?

14. Heavy-duty EV trucks currently cost significantly more than their diesel counterparts. How will the increased vehicle costs and the reduced range increase affect the price of transporting goods?

Technical Feasibility and EV Market Readiness

15. How many EVs were sold in Illinois in 2023 and 2024? How many EVs must be sold for Illinois to meet the obligations in the ACC II rule? If those EV sales targets cannot be met, how much will the sale of ICE vehicles need to be reduced to meet the obligations in the ACC II rule? Can you provide a clear breakdown of vehicle sales targets through 2035?

16. Given the nature of the Proposal and its mandate for increasing ZEV obligations and the widespread consumer concern over vehicle charging, what is the average length of time an EV driver can expect for a paid fast charging session, from a low remaining range to 80%? What is the average time for similar free, fast-charging sessions?

17. Given the potential supply chain and production constraints, how will Illinois guarantee that enough EVs will be available for purchase? What specific agreements with manufacturers will ensure that Illinois will meet its sales mandates?

18. What contingency plans or partnerships are in place to ensure a stable supply of critical minerals (such as lithium and cobalt) necessary for EV battery production, especially given the global competition for these resources?

19. What data or models support the assumption that the State's infrastructure, both in terms of charging stations and service networks, will be sufficiently developed by 2035 to meet the needs of widespread EV adoption?

20. What are the backup plans in case of energy supply issues, such as grid failures or shortages in energy production, given the current energy transition directed under CEJA combined with the mandated increase in EVs in this Proposal, especially as it applies to first responders?

21. How does ACC II account for consumer preference for hybrid vehicles or other lower-emission options, such as plug-in hybrids, that are not fully electric? Will the rule limit consumer choice in a way that could hinder overall emissions reductions?

22. What are the exact numbers of public and private Level 1, Level 2, and DC fast chargers currently operating in Illinois? What specific targets have been, or will be, set for additional chargers by 2027, 2030, and 2035 to meet the ZEV obligations in the Proposal?

23. How many states have adopted California's ACC II standards? How many states have adopted these standards through Rules like are being proposed here, to adopt these standards?

24. Of the other States that have adopted California's ACC II regulations, how many are on track to meet their obligations in 2027, 2030, 2033, and 2035?

25. California has had several years to develop electricity generation and EV Charging infrastructure. Adopting ACC II would require Illinois to meet current California standards without providing time to develop adequate infrastructure. How will that impact Illinois' ability to meet

the ACC II obligations?

26. Given that Illinois would be adopting a California vehicle emission standard if this Proposal were to take effect, how many public chargers are currently operating in California, and how does that compare to Illinois?

27. How many of Chicago's 77 community areas in Chicago have publicly accessible EV chargers? What percentage of Chicagoans currently have access to a charger at their place of residence?

28. How many public chargers are available in Chicago? What is the ownership percentage of those public chargers?

29. Are the Proponents aware of any States that have adopted ACC II regulations but are now attempting to delay the ZEV sales requirements or slow down the enforcement of the ACC II regulations?

30. Have the proponents modeled any scenarios for how revenue in the Illinois Road Fund would be affected by the increase of EVs in Illinois and the decrease in ICE vehicles? What effect would less funding through the gasoline tax have on Illinois' Road Fund, which is used to maintain Illinois' roads and highways?

Environmental and Emissions Concerns

31. How much of a reduction in greenhouse gas (GHG) emissions is expected if Illinois adopts the ACC II Proposal, and over what timeframe would these benefits be realized?

32. How does the lifecycle environmental impact of producing EVs (e.g., mining for lithium, rare earth elements, battery disposal) compare to traditional internal combustion vehicles?

33. What lifecycle analysis has been done on EV batteries, including the extraction of raw materials for batteries, vehicle production, usage, and battery disposal, and how does this impact Illinois' environmental goals?

34. Has a full lifecycle environmental impact comparison between EVs and ICE vehicles been conducted, accounting for factors like production emissions, energy consumption, and end-of-life disposal?

35. How do the Proponents believe the State should prepare to handle the environmental impacts related to EV battery disposal and recycling?

36. Why does the Clean Car II rule focus exclusively on electric vehicles rather than including other emerging clean technologies, such as hydrogen fuel cell vehicles or advanced hybrid systems?

37. How does cold weather affect electric vehicle range?

38. How does cold weather affect charging times at charging stations?

39. Should the Pollution Control Board consider the climate of Illinois and its susceptibility to severe winter storms and compare it to California's milder climate?

Equity and Fairness

40. What concrete steps will Illinois take to ensure that EV charging infrastructure is equitably distributed, particularly in rural and low-income areas?

41. What measures will be in place to ensure that those who cannot afford to purchase a new EV by 2035, especially those who rely on a motor vehicle to commute to work, are not disproportionately disadvantaged during the transition?

42. What specific measures are in place to address the unique challenges faced by individuals who live in multi-family homes or apartments, especially those who rely on street parking and those without access to home charging?

43. How many Illinoisans currently live at a residence capable of providing a Level 2 charger? Does the Proposal address the concern that many Illinoisans currently do not or would not have direct access to such chargers and would rely on more expensive public charging?

44. What enforcement mechanisms are contained in the Proposal prohibiting Illinoisans from circumventing ACC II by purchasing ICE vehicles out-of-state and bringing them back to register in Illinois? How will sales lost to other states impact employment and tax revenue?

Other

45. What projections exist for long-term changes in vehicle ownership patterns (e.g., car-sharing, ride-hailing) as EV technology becomes more widespread, and how will this impact the overall energy and transportation infrastructure?

46. What measures will be in place to monitor and adjust the ACC II implementation over time to account for changing market forces, technological developments, and consumer behavior?

47. What strategies will be employed to educate the public about the benefits and requirements of the ACC II rule?

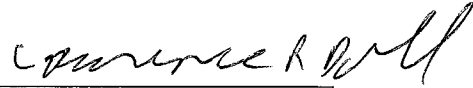
48. How do the Proponents plan to engage with stakeholders such as consumers, automakers, and vehicle dealers to ensure widespread acceptance and understanding of the rule?

49. What are the penalties for automakers who fail to meet the ZEV quotas under ACC II, and who will enforce these penalties—the Illinois Pollution Control Board (PCB) or California authorities?

50. Under the Proposal, how much flexibility would the PCB have to amend it to meet Illinois's unique needs? Would the PCB or Illinois Environmental Protection Agency be allowed to postpone targets if it is demonstrated that the market would not support them?

Respectfully submitted,
ILLINOIS AUTOMOBILE DEALERS
ASSOCIATION

By: /s/

A handwritten signature in black ink, appearing to read "Lawrence Doll", written over a horizontal line.

Dated: October 28, 2024

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