

Thank you for providing the opportunity to testify on the topic of fuel efficiency standards. I am a retired environmental scientist with two beautiful grandchildren, and I would like to do whatever I can -- to improve their future. I believe that the stronger standards in Alternative 3 are better for that future. Past regulation has demonstrated its effectiveness in stimulating needed changes in the transportation sector.

These regulations can continue to play a critical role in the quality of life for all Americans in multiple ways. They can

- 1) mitigate climate change through reductions in carbon emissions
- 2) improve public health through reduced emissions from gas fueled vehicles,
- 3) incentivize and support domestic automakers to make a more rapid transition to hybrid and electric vehicles - keeping them globally competitive
- 4) reduce public health disparities with the overall reduction in air pollution, especially in the more racially diverse urban core
- 5) improve the US balance of payments by reducing oil imports
- 6) save consumers money through lower fuel bills and lower costs at the pump by reducing overall demand

Only through federal-level policy can US automakers be incentivized to re-prioritize short-term revenue in favor of their long-term competitiveness and economic viability, AND ALSO provide the public benefits that reducing fossil use can provide.

Decades of past NHTSA regulatory accomplishments, which in the past the industry has strongly resisted, have not resulted in the "sky falling" as the industry had warned at the time. Instead they, and their shareholders, have prospered in a level playing field. The current support by almost all domestic and international automakers for federal goals for electric vehicles and higher CAFE standards suggests that we are at a critical turning point in public-private collaboration to mitigate climate disasters and to respond to overall environmental challenges. We should seize the day to move forward as quickly as possible.

Please support the strong standards in Alternative 3 and the beneficial outcomes that these regulations can lead to.

Thank you again for this opportunity to comment on the proposed standards.

Deane Wang

Seattle, WA

13 October 2021

Presented at 3:00PM Public Hearing Session on:

Corporate Average Fuel Economy Standards for Model Years 2024-2026 Passenger Cars and Light Trucks