

## **Comment from Paige Wright**

Thank you for giving me the opportunity to comment and offer my opinion as a private citizen and a clean planet activist. Revised fuel economy standards for passenger cars and light trucks for model years 2024-2026 is a step in the right direction to address our current climate crisis. This rule ensures that our future cars will not contribute significantly to air pollution. Through these standards, the air can become cleaner which benefits both public health and the health of the planet.

Further work could come from addressing pollution produced by cars today. While admission standards for future cars will benefit the environment, how can we address present-day car emissions since individuals will likely continue to use those cars well into the future? Although I'm aware of the carrot-stick methods that have been used to reduce emissions, we should continue this conversation of how we can turn citizens to greener alternatives for travel (electric vehicles, public transportation, etc.) and ease automotive groups into green production.

I am also wondering if there is an overall air pollution the department of transportation is looking to reach; for instance, how to we measure clean air and how do we know we have reached it through limiting car emissions and production emissions.

I request that the agency overall takes its climate action another step further and works to address the current pollution caused by cars and light trucks, as well as automotive producers. I hope the agency will consider greater incentives for citizens and automotive groups to favor greener transportation or, at the least, more fuel-efficient transportation.