

Rachel Molloy

I fully support the phaseout on the sale and use of combustion engines and greenhouse gas exhaust in Clean Vehicles Program and General Regulations for Air Pollution Sources. Fully non-combustion engines are already on par or exceeding the specs for older combustion models, negating the need for PHEV bridge models as well. We are seeing and directly observing the regional and global impacts and consequences of decades of inaction on warming and emissions. Currently experiencing the worst wildfire air quality in the world and record-breaking heat and drought conditions exceeding our record-keeping in this region. The science is here and coming at us fast, our response must be on par with the data and reality of the situation.

As a decades long EV owner and operator, I can attest personally to the cost savings, maintenance reductions, energy efficiency, and performance quality of modern zero emission technology. Global efforts to set similar standards, based on concurring national data findings, and favorable market trends, to address climate change; should be seen as confirming evidence of the conservative nature of this regulatory upgrade and the need to address the root cause. Air pollution exhaust doesn't necessitate our defense, financial losses, and safeguarding. Thank you for your decisive, evidence-based, action on these challenges.