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Good afternoon. Thank you for allowing me this opportunity to comment on the proposed amendments to Chapter 126, Subchapter D, relating to Pennsylvania's Clean Vehicle Program. I support the proposed amendments, which postpone the compliance date from model year 2006 to model year 2008 and updates definitions in the substantive provisions of Subchapter D to reflect post-1998 amendments of the California provisions incorporated by reference to this program.

My name is Andrea Boykowycz, and I'm a resident of Oakland, one of Pittsburgh's busiest and most vibrant neighborhoods. Oakland is home to the University of Pittsburgh, Carnegie Mellon University, three UPMC hospitals, the main Carnegie Library and the Carnegie Museums of Art and Natural History, as well as Schenley Park, one of Pittsburgh's oldest and largest greenspaces. Our neighborhood is also bounded on one side by six lanes of I376, a main artery for transportation into and out of Pittsburgh from the East and South. Needless to say, we get a lot of traffic.

While our neighborhood is comparatively well-served by Port Authority buses and private transportation companies, our streets are still very heavily clogged with automotive traffic, virtually round the clock; and now that our local steel and coke mills have closed, it's clear what an enormous impact car pollution has on our air quality. Furthermore, with recent increases in the price of gasoline, it has become increasingly evident how fiscally prudent it is to ensure that our cars run as efficiently as possible -- and of course we recognize that clean vehicles are also more efficient than heavy polluters.

My neighbors and I are enthusiastic supporters of the Clean Vehicles Program, because we are concerned about our health, the cleanliness of our environment, and the sustainability of our local economy. Furthermore, we support the proposed amendments, which will not add additional costs and will ease compliance without compromising the emissions standards goals of the program.

Thank you.

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