

Allen Flaa

Clean Fuels Program Rule and Air Quality Fee Rule Comment:

One of the main focuses for revenue produced by this rule change should be expanding and promoting public transportation. Electric vehicles are still hard to access and afford. I won't be able to afford one for years, but I can utilize public transit today. That is, if there are enough routes and easy to navigate information about those routes. Increasing public transportation access reduces individual emissions, reduces traffic congestion, and increases access for those can't or don't drive.

Another option is to focus on promoting midtier electric vehicles. Vehicles that get ~50 to 60 miles on an electric charge before switching to other fuels. Most daily commutes fall within this range and the "back-up" fuel can help alleviate distance anxiety. This can also promote tech innovation and act as an entry point for those not willing to switch to electric or who live in more rural settings and need gas powered vehicles. Funding technology that can convert existing vehicles and drive trains to being partially electric would be cheaper and quicker than waiting on all of Washington to buy fully electric vehicles and would be more environmentally friendly than creating new cars whole cloth.

In essence, we need to focus on other options besides fully electric vehicles. Not only are fully electric vehicles inaccessible right now, but this is also the route that most other states and countries are taking, meaning the resources are strained. We need to focus on improving what we already have access to as it is cheaper, faster, and more sustainable.