Lorinda Newton

I'm commenting on Chapter 173-423 WAC – Clean Vehicles Program, and Chapter 173-400 WAC, General Regulations for Air Pollution Sources.

The market and infrastructure are not prepared for such a switch to EVs.

EVs are out of the price range of most people and small businesses. So, many people may not have access to a vehicle at all. And the transit system doesn't work well outside of the Seattle Metro area. This could kill small businesses as well. We need to wait more years for the price of this technology to go down.

We used to own a community EV that was governed at 35 mph. First, it had lead batteries. Those blew. So, we had to buy lithium batteries. We left it unplugged for a long while, and those batteries went bad. Before we moved from Kirkland to South Whidbey Island, we gave it back to the dealer. Because the batteries were bad, we couldn't get any money for it. We couldn't drive it on Whidbey Island, where all the main roads are over 35 mph.

EVs make sense in the city but do not make sense in the rural areas where people must drive long distances to get to places, nor do they make sense for long haulers or people traveling cross country for either business or pleasure.

For example, when I was in college, I attended Whitworth in Spokane, but my family lived in Bellevue. First off, a college student can't afford an EV. Second, I would not have been able to drive from Spokane to Bellevue without spending time at a recharging station. A gas fill-up in Ellensburg is fast. That would have made the five-hour drive even longer. In addition to charging time, driving up hills and particularly over a mountain pass, greatly reduces the amount of power an EV has.

When I drove around the Eastside with our EV, I had to think through how to avoid some hills to avoid reducing my range. I often suffered from "range anxiety" with my EV.

My family likes to take road trips. You can't do that with an EV and pulling a trailer.

EV charging of semi-trucks will slow down the supply chain that is already suffering delays. Also, batteries don't perform as well in cold weather. So, in the winter, the trucks and other vehicles will experience an even shorter range. I experienced lower battery performance with cold weather around the Seattle area. It will be worse for cars east of the Cascades and trucks crossing the mountains.

Also, who's going to pay for all these charging stations? How will the electricity be delivered to them in the middle of nowhere? Gas stations can be farther apart because gas vehicles have a longer range. EVs have a short range. So more charging stations than fuel stations will be needed.

What happens when someone runs out of battery power in the middle of nowhere? You can't just fill a gas can with electricity.

EVs don't work for farmers. They leave their large equipment out in the field and carry fuel to the equipment. They can't afford to spend fuel money traveling to and from a gas pump. If they had an EV John Deere, they can't carry a large battery to it. They would have to bring a fossil fuel-powered generator. The bottom line is, EV farm equipment doesn't work.

EVs have their place as supplement transportation and work great for local driving. But in other situations, they are impractical.

Furthermore, do you know where the materials for lithium batteries come from? China and developing nations that don't have the same rules on pollution, environment, and child labor as we do in Washington state.

Sincerely,
Lorinda K F Newton