

Kevin Bright

California has over 5 times the population of Washington state and the number of people per square mile in California is 250% larger than Washington's. More importantly, California's Gross Domestic Product (economy) is over \$3.6 trillion dollars. Washington's GDP at \$660 billion, is less than 20% of California's. In other words, Washington is not California. This is especially true with respect to the amount of automobile, transportation and greenhouse gas pollution each state generates.

Washington should not be adopting rules specifically designed for California that were developed to address the specific needs, strengths and weaknesses that California has. Washington should be charting it's own course with regard to clean energy and work to develop rules that address our demographics, our energy sources, and our economy. Adopting another state's rules on emission standards will cause numerous negative impacts to our economy, disproportionately effect lower income households in Washington and result in many unforeseen negative consequences. If adopted, California's ZEV standards will make new cars in Washington even more expensive than they already are, which will put them further out of reach of the largest segment of our population. Instead of buying a new car that meets California's ZEV standards, people will just drive their current vehicles and continue to buy used cars from elsewhere. I don't think that's the best course for Washington to take in trying to meet the needs of it's own citizens. Housing affordability in Washington is already approaching the "priced out of the market" challenge which California has been dealing with for decades and decades. Do we want to follow this lead with our personal transportation choices also? I don't think so.

I am all for clean energy but ram-rodging California's vehicle standards into our state is not going to work for Washington. Please go back to the drawing board, develop our own state specific rules which hopefully will be written with more realistic timelines for phasing in cleaner vehicles.