

## Terry Menges

While I appreciate the effort to help the environment, this is not a "one size fits all" law implementation. In a city setting where a driver travels less than 50 miles round trip per day this might seem effective. For those that live in a rural location that requires greater than 50 mile commute makes this decision much more difficult for someone like me. I've seen a few charging stations here and there around town but they are not located anywhere near the major employment locations.

With this new law I understand that we would see better air quality. What are the studies of the impact of battery disposal? With a 100 percent increase of EV sales and the demand on our aging power grid, what are the impacts of rolling blackouts just like California? Additionally we hear reports of our leadership wants to breach dams and impact hydro power, that adds additional demand on the power plants. I see a lot of progress with the wind generation but what will the impacts be with the increase of wild fires? Will the wind farms survive the infernos? There needs to be balance! Put more effort into mass transit, light rails move millions in foreign countries. Why do we need 6-8 lanes of highway through Seattle/Tacoma? Building a reliable light rail between Bellingham and Portland, Spokane and Seattle would eliminate emissions. The rail needs to be timely, affordable and reliable! Amtrak is always late and expensive, some people use it but there's a lot of variables in there when the freight trains have priority. If you've ever traveled to Japan, Singapore or South Korea you can set you watch by the train and it's reasonably priced. You could travel 100's of miles for just a few dollars. This would seem to be a much wiser investment in our future than a 100% gamble on electronic vehicles.