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There are several issues with Washington's proposed rule to follow the California standard that has adverse impacts on the state of Washington citizens and rural locations.

1) Vehicle cost, range, and design limitations. Today's electric vehicles range between \$9,000 to \$13,000 above similar combustion-engine vehicles, depending on the model type and battery range. These higher upfront purchasing costs may be prohibitive for the adoption of EVs. Limited electric range in spread-out rural communities also creates concerns about being unable to make it to a destination. Electric pickup trucks, highly desirable among rural location, are in the works but not currently available. Federal and state funding for research on stronger load-carrying capacity batteries will support the development of electric pickup trucks and other vehicle models not currently available on the market.

2. Electric vehicle market uncertainty. The potential rollback of federal tax incentives for the purchase of new electric vehicles hinders vehicle investments and innovation. Market uncertainties disincentivize vehicle manufacturers to invest in high-capacity, long-range, and lightweight batteries for electric vehicles. These rollbacks will also cascade effects on investments towards charging station infrastructure. Fewer vehicles manufactured and adopted will result in lower utilization of charging stations. Maintaining planned incentives and phase-out schedules will give manufacturers a clear sense of the market and drive investments toward what will likely be the future mode of transportation in America.

3. High capital cost and remote areas for charging infrastructure. Electric vehicle charging is expensive to install and maintain, which lowers the willingness to invest in infrastructure. Low population density, remoteness of certain rural areas, and charging time make it more difficult to find optimal areas for public charging infrastructure. Collaboration between local and regional transportation agencies will need to be in place to ensure a connected network with higher utilization.

Washington is not ready for this and likely will not be ready by the proposed deadline without an influx of cash and infrastructure across the state. Supply chain issues will also need to be resolved it currently takes 9 months to a year to be able to order a new vehicle and charger and installation even longer. Let us recover from the COVID-19 issue that was imposed by the Governor before we even look at implementing this.

Additionally, I am more likely to support this if the Washington state fleet of vehicles is completely EV (explain to me how a State Trooper on 12-hour shift will keep their vehicle charged), the governor only uses EV transportation vs. gas guzzling SUV to be transported around, and the governor when coming to Eastern side of the state flies only commercial and in coach.

Do better for rural stakeholders of Washington this policy is driven by the dense population located along the I-5 corridor.