

Ryan Crompton

First off thank you for seeking this input and for continuing to put a focus on finding ways for Washington to be a leader in reducing emissions that are harmful locally and globally.

For the next two to three years I think the state needs to help close the upfront cost gap for buyers who are buying cars with MSRPs under \$50k. I would suggest that the state offer \$3,500 point of purchase discount for all new EVs under \$50,000, this is much easier than trying to do means testing but still keeps the discounts flowing to those who need it the most. This will keep demand higher and help to create a second use market while only requiring ~\$50 million dollar allocation from the >\$1 billion dollars that the Climate Commitment auctions brought in this year. Regardless of specifics I think it's critical to have enough funding that this doesn't run out within weeks but is instead available to buyers and dealers for much of the year.

One area that I think states have overlooked is the marketing and promotion aspect associated with the owner benefits of an EV. This is something that automakers have also done a poor job with here in the US. Ecology could help reach people via a PSA campaign on TV, radio, tiktok/facebook, etc describing how EVs don't require oil changes, have far less parts to break, are fun to drive, and that it is way cheaper to fill up with a charge than a tank of gas.

I think the state needs to continue to help make public chargers more available, reliable, and affordable. More 9+ KW Level 2 chargers are needed in densely populated areas (especially curbside charging like SCLs program) and apartment buildings need support in retrofitting level 2 chargers. Level 3 EV chargers not just available, (and very reliable+not in some back corner) but common place at desirable locations all all freeway routes. Once people are seeing chargers everywhere, and as the latest generation of EVs all have ranges of at least 300 miles, I think range anxiety will largely disappear. It feels like we are within just a few years of reaching this and private industry is already starting to take more of a leadership/investment role but they still need help. In order to help them fully own this it's critical that state and city regulation is supportive, that there is targeting of charging gaps/critical sites and permitting is expedited to just a few months.

Thank you for your work and please take fast, definitive action with whatever projects you decide to move forward with.