

# Don Steinke

Hello, my name is Don Steinke. I'm a retired high school science educator in Clark County. I'm also on the Clark County Citizens Advisory Committee tasked with recommending policies to reach the emissions reduction goals mandated by our legislature.

I support full adoption, without delay, of the California emissions standards such as the standards that apply to heavy duty trucks. I also support the use of public funds and policies to help the industry reach economies of scale and reach price parity.

So does China. They sold 65,000 medium and heavy-duty electric trucks in all of 2022, and sold the same amount in just the first half of 2024. Why are they subsidizing electric trucks? Because conventional trucks produce both health harming pollutants as well as climate pollution.

People that live near big ports don't live very long. The average life expectancy of a resident near a busy port like the Port of Seattle, is about 13 years less than in Northgate.

In order for us to be aligned with our climate goals, we need about a million electric trucks on U.S. roads by 2030, which amounts to about 45% of sales share.

Regarding the high upfront cost:

Conventional banks can't support leasing programs for electric drayage trucks because they don't know what the residual value of the truck will be. For that reason, Congress has established a Green Bank to purchase 500 electric drayage trucks and offer them for 4-year leases. That will give the banks enough data to continue the program.

Regarding Charging Infrastructure

Truckers need a place to park and charge their truck batteries. The company called Forum Mobility is busy acquiring land near surplus grid capacity and near drayage truck routes for truck charging stations. They have their eye on the Seattle Tacoma Market, as well as the Portland Vancouver Market.

Four years ago, Southern California Edison announced plans to invest \$350 million in truck charging stations. The world's largest warehouse company Prologis as well as the South Coast Air Resources board have each built facilities capable to charging more than 95 trucks at a time.

It's not necessary to build everything everywhere all at once. And it's not necessary to have a full build-out on day one. Go after the low hanging fruit first, one step at a time. Some of the first ZEV trucks maybe be able to charge at the loading dock.

Delivery trucks are low hanging fruit. Amazon already has 15,000 electric delivery vans on the road with 300 in Seattle. Next step up might be drayage -- big rigs hauling shipping containers from Ports to Warehouses within 100 miles. I support full adoption, without delay, of the California emissions standards such as the standards that apply to heavy duty trucks.

Regarding availability of suitable vehicles:

As I understand, the phase in period for this program is 20 years. There is no need to worry now about snowplows and forest fire-fighting equipment. The Advanced Clean Trucks rule will allow the sale of conventional equipment for many years to come. Such equipment if bought in 2039 could last for 20 years more. The price of batteries will continue to fall as the market develops and adding two auxiliary batteries to a snow-plow may make sense. Plug-in hybrids do earn partial credit and may be a good alternative.

If it turns out that there is no solution for the application, seek a waiver to allow biofuels.

Regarding pass-through costs:

The voters of Washington have spoken by a 24% margin in support of spending programs to accelerate the transition to a clean energy economy.

Regarding protecting our competitive advantage:

Ford's CEO Farley says that China's EV manufacturing industry is an existential threat. China copied California ZEV mandate and set more ambitious targets. Now China has about 200,000 zero-emissions heavy duty trucks on the road. That's because they supported that industry. We need to support the competitiveness of our truck manufacturers by incubating the market here.

Regarding impacts to State agency budgets:

I believe that most of the State Funding for agency acquisition of clean trucks will come from the Climate Commitment Act which was supported by our voters 5 weeks ago by a 24% margin. Our CCA provides about \$1 billion per year for clean energy projects. In addition, the Federal Inflation Reduction Act has authorized about \$1 trillion over the next ten years for clean energy projects.

The Trump administration may try to reverse those authorizations but Congress controls the purse. Re—the lack of infrastructure

Consider working with your local electric utility to seek grants. Our CCA provides about \$1 billion per year for clean energy projects. The Federal Inflation Reduction Act has authorized about \$1 trillion over the next ten years for clean energy project. The Trump administration may try to reverse those authorizations but Congress controls the purse.

Regarding Total Cost of Ownership

In order to achieve parity in total cost of ownership, we need to support the growth of the industry.

That's what the Advanced Clean Trucks rule is doing. The Federal Green Bank Program called Climate United will help. It is purchasing 500 electric semis, and will be offering them for four-year leases. At the end of four years, those truck will be available on the secondary market and the banking community will have enough data to establish a residual value and their own leasing program for new ZEV trucks.

Regarding the potential of forcing small business owners to go out of business.

There will always be demand for plumbing, roofing, and painting contractors. By adopting the Advanced Clean Trucks Program, we will help achieve total cost of ownership price parity between conventional and zero emissions vehicles.

There is no requirement that anyone purchase an electric vehicle. Contractors will (depending on weight class) be able to buy a new truck in 2039 and drive it for the rest of their life and then sell it in the used truck market.

The most cost-effective way to extend the life of people living near transportation corridors is to reduce emissions, particularly diesel emissions.

According to the EPA in 2019, each dollar spent reducing tailpipe emissions yielded at least \$10 saving in health care costs.

I agree with the organization Coltura which advocates that EV incentives should go first to super users, those that drive a lot such as contractors and farmers.

Regarding long-haul trucks, power supply

18-wheelers that carry containers from Ports to warehouses less than 100 miles away, are low hanging fruit.

The Organization called Forum Mobility is acquiring land on drayage truck-routes for charging stations.

Forum Mobility also plans to offer lease programs for 18 wheelers.

We don't need to have a full build-out on day one.

The Tesla Semi is intended for long haul trucking.

Conclusion

I support full adoption, without delay, of the California emissions standards such as the standards that apply to heavy duty trucks.