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Plan B to replace the California Waiver.

In Article I, Section 8, Clause 3 of the U.S. Constitution it says Congress has the power "to regulate Commerce . . . among the several States."

After enumerating the authorities of Congress, the Courts, and the Executive Branch, in the Tenth Amendment of our U.S. Constitution it says any powers not specifically delegated to the federal government, nor prohibited to the states, are reserved to the states respectively, or to the people.

Congress has asserted it's power to regulate tailpipe emissions and fuel efficiency standards, but Congress is silent regarding State's rights to provide for their own energy security, economic well-being, transportation affordability, grid efficiency, and maybe local air quality. We have the authority to secure those benefits for us as long we don't favor our own businesses over competitors from other states.

Energy security:

We are at risk of losing our supply of oil and gas, most of which comes from Canada. Canada could cut us off in a trade war. Trump could impose huge tariffs on Canadian imports of fuel. An earthquake could sever those pipelines. We are overdue for a major subduction event.

We need EVs and solar panels. Solar panels produce some electricity every day of the year and can power our cars and trucks. We should require manufacturers to provide more EVs for our energy security and during power failures.

Economic well-being

We have no oil or gas wells. We send approximately 20 billion dollars out of state every year to purchase oil and gas. We can keep that money in our own economy to employ our own citizens to build photovoltaic projects to power our cars, trucks, homes and businesses. We need manufacturers to provide more EVs for our economic well being.

Transportation affordability and reliability

Washington State has more hydropower than any other. Falling water makes cheap hydropower.

The fuel costs for an EV are about 66% less than the fuel costs for gasoline/ per mile.

EVs have very few moving parts, making maintenance costs for an EV much less than for a gasser.

The average EV is likely to last twice as long as conventional car. The owner won't need to buy a new car as often. Used EVs will be bargains.

We need manufacturers to provide more EVs, to make transportation more affordable. We should require vehicle manufacturers to provide an increasing number of vehicles that cost less than \$1.50 for fuel per 100 miles adjusted for the local utility prices?

Peak shaving: Keeping our electric bills affordable

Electric utilities are required to have the capacity to provide for the two-year peak load. The two-year peak is about twice the average load and lasts about 4 hours. That means the poles, wires, substations and transformers are underutilized most of the time. Electric vehicles can charge during off peak times and provide more income for electric utilities. Electric utilities are regulated monopolies.

We should require manufacturers to provide more EVs to make our grid more cost effective.

Ambient Air Quality Standards

Does Congress prohibit us from improving our air quality? Congress requires us to meet minimum ambient air quality standards but might not prohibit us from better standards.

We should require manufacturers to provide more electric trucks and cars to improve our ambient air quality standards.

Pollution magnets

The Indirect Source Rule within the Clean Air Act allows local clean air authorities, such as the Puget Sound Clean Air Agency, to impose conditions on entities that attract polluting activities. Warehouses, rail yards, ports and shopping centers induce activities that increase air pollution. The South Coast Air Resources Board of California is developing a policy to reduce air pollution between their ports and the inland warehouses. The State of California is considering a law to do that statewide, as is the State of New York.