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Climate Protection NW

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What is the **number one action** Washington should take to promote clean transportation and/or reduce transportation emissions?

1. Reach out to (lobby) counties, cities, school districts, and the State legislature to encourage and support them in establishing programs that very publicly broadcast Washington State's endorsement of electric vehicles. Examples:
 - a. Set up a friendly competition between schools and school districts to encourage them to do projects to increase EV ownership in their communities. Promise one school will be selected for each grade to be recognized as doing a particularly good job. Recruit Ferguson to attend a zoom event announcing the winners and send proclamations from Ecology and Ferguson's office. Ask our federal senators, Cantwell and Murray, whether they would be willing to zoom in for the ceremony. Use the opportunity to deliver lots of information to every grade at every school. Total cost would be about \$60,000 per year, mostly staff time. (Today, I like this idea so much, I might go ahead and do it myself. That would lower the costs to under \$1,000 by using a volunteer.)
 - b. Arrange for every local government that has paid parking to make the first half hour free for EV's. To protect revenues, they could add that an EV could park for half an hour longer than gas cars. That way, if a driver buys the maximum time available to them, they pay the same amount whether or not they drive an EV. Emphasize that the program should be run with very visible signage, saying something like, "Spokane is grateful to our EV drivers. As a special gift to show our gratitude, park your EV for free for 30 minutes. EV drivers get the first 30 minutes free and can park for 30 minutes longer. Spokane thanks you for your efforts to stop global warming."
 - c. Add information to the forms and websites of the Department of Licensing alerting people to the environmental damage of driving gas vehicles. Add a comment to the registration form: "This car is an EV and emits no greenhouse

gas emissions.” Or “This car is powered by gasoline. It emits greenhouse gas emissions, emits other air pollution that has been shown to cause asthmatic crises, and fosters American dependence on foreign powers that have, at times, hurt America by raising gas prices unreasonably.”

The point is the communication. The communicated message is that Washington State is grateful to our residents who drive EV’s.

2. Restart the tax break for EV’s. This time, don’t be so discreet about it. I’m in this field, and I did not find out until today that there was a tax break. Encourage state legislators to ask their constituents at town hall meetings how many took advantage of the tax break. How many plan to? How many support the tax break? Send out regular press releases about specific pairs of vehicles and how much extra someone buying the gasoline vehicle ends up paying and much the EV buyer saves. Include explanations about why Washington State is providing this tax break.

What **types of programs** would you like to see Washington State assess and possibly implement to meet air quality and climate targets for transportation?

Assessment

1. Metrics:
 - a. The percent of vehicles that are electric (already easily available)
 - b. Miles driven per year & MPG of registered vehicles
 - c. End-user gasoline & diesel sales
 - d. Washington State resident attitudes:
 - i. Already driving an EV, intend to buy an EV within 1 year, within 5 years, or never
 - ii. The Yale Climate Communication Six Americas Super Short Survey
 - iii. If you drive an EV, would you recommend doing so to friends & family? If you do not drive an EV, do you encourage other people to drive EV’s?
 - e. Geography and demographics for the above metrics
2. Either institute a program to take odometer readings of at least a random sample of vehicles (or all of them) or stop it with the currently unmeasurable VMT objectives.

Other Ideas for Programs

1. The group-purchasing idea for local government EV’s is a good idea. Combine it with banning the purchase of gasoline buses of any sort.

2. Provide a point-of-registration rebate for EV purchases. Could be something small, like \$200. The point is “we are grateful you bought an EV.” Administered by the Department of Licensing; could be in collaboration with Ecology or Commerce.
3. Make a newsworthy fuss over mayors and county executives who drive EV’s in their own lives.
4. Suspend the EV road tax until 50% of registered vehicles are EV’s.
5. Merge the Washington Green Bank with a large credit union (like BECU or GESA): The credit union would be required to avoid financing fossil fuels, in return, they are identified as the Green Bank of Washington State, which could bring in a lot of depositors.

Other information

- Currently, the state is working with a set of goals for the combination of BEV’s and PHEV’s. Recent research indicates that gasoline use in PHEV’s is quite high. I would update those goals to make sure that PHEV’s were not more than 10% of the count of BEV’s.
- The recent EV slowdown is related to the meltdown of Tesla. We now have two separate trends: Tesla down, every other EV continuing up. It’s a little confusing, but the bottom line is that enthusiasm for EV’s is not stabilizing. Instead what we have is continuing growth in EV enthusiasm and growing dislike of Cybertrucks and Elon Musk.
- I’m not seeing lower maintenance prices anymore. I think what is happening is that manufacturers see maintenance as a guaranteed income stream, and so they are requiring bullshit maintenance visits that they overcharge for. There’s nothing for Ecology to do here, but if you look at [Cost of Ownership](#), I think you’ll find that maintenance is no longer better for EV’s.