

From: [Protect our children's future. Vote yes on 1287 and 1091](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Steinke's comments for tonight
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From Don Steinke
To the TMC

Sorry this I late.

Hello everyone, My name is Don Steinke. I taught math and science mostly at FVHS. Thanks for volunteering your time and expertise.

The City has established the official goal of reducing greenhouse gas emissions 50% by 2030, in all sectors. That means at least 50% of the trips we take now should be in transit or EVs by 2030.

I'm on Vancouver's Climate Action Citizen Advisory committee. Staff prepared a very comprehensive list of possible actions to consider in the transportation sector, including bike and pedestrian options. I was impressed.

Fortunately, our legislature has adopted the California ZEV mandates which includes the Clean Trucks Rule. That legislation will drive sales of EVs in all sectors.

On January 21, I attended the WSU Green Transportation webinar where I learned that:

Starting in 2025, Washington State Law requires that a steadily increasing percentage of sales by auto manufacturers in all weight classes are battery electric. The requirement is on the manufacturer, not the buying public. I assume the manufacturer will need to lower the price enough to make it happen or buy credits from manufacturers that have sold more than required.

Washington has already met the 2025 requirement for light duty vehicles such as cars, small pickups and vans, but the law will require a greater percentage of their sales to be electric every year until 2035, when their sales are required to be 100% electric.

The electric vehicle sales requirement varies depending on weight classification. For large pickups and vans, 7% of the sales must be electric in 2025 increasing gradually to 55% by 2035.

For delivery vans, bucket trucks, service vans, school and transit buses, 11% of the sales must be electric in 2025, gradually increasing to 75% by 2035.

For Class 7-8 Tractors, 7% of the sales in 2025, and 40% of the sales in 2035 must be battery electric.

Fortunately, large fleet operators and manufacturers seem eager to make the switch. Amazon, FedEx, UPS and Walmart are in the news with plans for 200,000 electric delivery trucks. [Amazon has said it wants 100,00 electric trucks.](#) FedEx plans to convert its entire feet of 87,000 to battery electric. Hertz has ordered 100,000 EVs. It is rumored that Walmart, UPS and Frito Lay are planning to electrify their fleets.

Those efforts alone are not enough. We need better transit and active transportation access.

I'm here mainly to ask that you evaluate all proposals in light to the official city goals. Particularly regarding capital projects. For example, will money spent there subtract from money needed for Transit and complete streets?

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