

Jenna Kay

From: Don Steinke <crvancouverusa@gmail.com>
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To: Jenna Kay
Subject: CAG and assets list

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From Don Steinke, CAG member representing The Environment

Hi Jenna, for the record.

Re the Asset list for our Climate work.

Missing from asset list:

Under Critical facilities/communications, consider adding the Partial available of Internet and smartphones. They are very valuable communications assets. However, they are not affordable for all members of the community.

Under Buildings and Energy, Although we have a gas power plant, it is not an asset. It is one of the largest ghg emitters in the state. The Clean Energy Transformation Act requires us to gradually reduce our dependence on it to zero by 2045. In terms of our mission it is a detriment, not an asset.

However, the gas distribution lines could be considered as an asset for Thermal Energy Networks TENs. Our legislature passed HB 2131 which is on the Governor's desk waiting for a signature. It:

- Allows gas and most electric utilities to own and operate thermal energy networks (TENs), with oversight from the Utilities and Transportation Commission (UTC) for investor-owned utilities (IOU) and with oversight from governing bodies for consumer-owned utilities.
- Establishes a TEN pilot project program in which the UTC must review projects according to specified criteria, the Department of Commerce may award grants to gas companies, IOU gas companies

must ask for pilot projects in requests for proposals, and the Joint Legislative Audit and Review Committee must evaluate and report on the program after three years.

Consider adding our solar assets: We have 3000 homes with net metered solar, with total capacity about 20 Mw. They sell electricity to the grid when their instantaneous supply exceeds their instantaneous need. (eg if no one is at home.) We're adding residential solar every year.

We have two community solar projects, totaling 1.1 Mw capacity.

We have at least two residential Tesla walls that can serve as small virtual power plants. We also have several EVs with vehicle to grid capability. More anticipated.

Consider adding our BPA assets. We get about 55% of our electricity from BPA. It wants to be the provider of choice, but we don't have enough transmission to bring their new resources to us.

Under economic development/revenue, consider adding as an asset that we have a large revenue stream from the Climate Commitment Act and from Congress for emissions reducing projects (unless repealed). It is essential that we have shovel ready projects ready to go when the funds become available.

Under economic development consider adding as an asset our Regulatory Framework: The Clean Fuels Program and the ZEV Mandate and our very strong building codes.

Several years ago, Clark PUD staff reported that the Clean Fuels Program would generate about \$225,000 for them based on the number of EVs registered in their service territory and percent of their resource mix that was clean at that time. They said it would accelerate the transition to EVs. The revenue is earmarked for their Transportation Electrification Program.

Since then, the number of EVs served in Clark County has grown 40% year over year, even though the Clean Fuels Program hasn't rolled out yet, but will soon. The more EVs they serve and the cleaner the resource mix, the greater the asset.

The sale of EVs will accelerate continuously because Washington State has also adopted the California clean air standards. Those standards require a gradually increasing percentage of sales for each auto manufacturer to be zero- emissions, starting in 2025. By 2035, that percentage will be 100% of the new car sales to zero-emissions.

The law also applies to all trucks and buses but with different timelines in each weight class. Right now, California is considering a similar requirement for locomotives. Our ZEV mandate includes whatever California does.

I assume the Clean Fuels Program will allow us to include electric trucks, buses and locomotives. Amazon and the Post Office are moving toward electric delivery trucks.

A week ago, our legislature allocated \$50 million statewide for the marginal cost of electric school buses and the associated charging infrastructure.

Building Codes: We have one of the strongest energy codes in the nation. It took effect in Mid March, 2024. That is an asset.

Under local transportation/sidewalks, consider inserting [very little in the way of connected] sidewalks and add [or safe bike lanes].

Sincerely

Don Steinke