Transportation and Mobility Commission Meeting Agenda

October 7, 2025
5:00 PM

City Hall Aspen Room
415 W. 6th Street
Vancouver, WA

Join Teams Meeting
Dial: 1 347-941-5324
Meeting ID: 288 408 686 967

1. **Call to Order and Roll Call**
2. **Approval of Minutes**
3. **Workshop**
   a. Workshop: EV Charging / Electrification Strategy - Stacey Dalgaard, City Manager's Office, Laurel Priest, Associate Transportation Planner
4. **Break 6:00 – 6:30 pm**
5. **Community Forum**
   To provide public testimony, please see instructions below.
6. **Workshop**
   a. Workshop: TSP Near-Term Implementation Items Update - Kate Drennan, Transportation Planning Manager
7. **Commission and Staff Reports**

Adjournment

Members

Jeananne Edwards, *Chair*

Ken Williams, *Vice Chair*

Isaac Hamann
Mario Raia
Devan Williams
Thinh Phan
Melanie Katz

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Community Forum Instructions

The public is invited to speak regarding any issue. Members of the public testifying are asked to limit testimony to three minutes. There are three ways to provide comments:

1. In Writing: Public comments can be submitted in writing (name, address, contact information and comments) via email to TMC@cityofvancouver.us by noon on the day of the meeting.
2. Remotely: Complete the online form before noon the day of the meeting and join via phone or Zoom (details on each agenda). Staff will call on you to speak when it's your turn.
3. In Person: Complete the online form before noon the day of the meeting or a speaker request form in person prior to the start of the Community Forum portion of the meeting

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CITY OF Vancouver WASHINGTON

MEMORANDUM

DATE: October 7, 2025

TO: Chair Edwards and Transportation and Mobility Commissioners

FROM: Laurel Priest, Associate Transportation Planner, Community Development Department; Stacey Dalgaard, Climate Policy Advisor, City Manager's Office; Katherine Stanton, Community Engagement Coordinator, City Manager's Office

RE: **Citywide Electric Vehicle Infrastructure Strategy**

CC: Kate Drennan, Rebecca Small, Ryan Miles, Gabe Montez, Brian Taylor

Introduction

The Citywide Electric Vehicle Infrastructure Strategy (EV Strategy) will (1) define the role of the City in facilitating increased availability of publicly accessible EV charging stations in Vancouver, (2) clearly establish a prioritization framework and map to guide interventions, and (3) set targets and provide clear direction to City departments on actions and programs needed to meet those goals. This work is funded in part by a WA Department of Commerce climate planning grant, which is supported by the Washington Climate Commitment Act.

This memo provides an update on the planning process and community engagement findings from outreach activities conducted in May-June 2025, including a prioritization framework that will guide where public interventions will create the greatest community benefit. This work is shaped by feedback from internal stakeholders, community members and community-based organizations, local businesses, electric vehicle supply equipment (EVSE) companies, and City leadership. No action is required currently. These materials are informational.

Background

On-road vehicles are Vancouver's single largest source of greenhouse gas emissions contributing to global climate change.[1] For vehicle trips that cannot easily switch to public transit, bike, or other active transportation, shifting to electric vehicles (EVs) is

[1] In 2023, on-road vehicles contributed 37% of total community-wide greenhouse gas emissions in Vancouver. (City of Vancouver 2023 Greenhouse Gas Inventory)

one of the most impactful and immediate actions we can take to meet our 2040 climate goals.[2]

Local EV ownership has doubled in the past two years, and despite changes to federal incentives, the market for EVs is expected to grow as more options become available for a wide range of personal and commercial uses. However, a critical gap persists in the availability of charging infrastructure that the private sector alone is currently unable to bridge. This is a major barrier to fully realizing the potential of electrifying transportation in Vancouver and necessitates City-led intervention. The EV Strategy specifically aims to address the current gap in public EV charging infrastructure to accelerate the transition to EVs to achieve improved climate and air quality outcomes for our communities.

In February, staff presented to the TMC on the policies directing this work in the Climate Action Framework and Transportation System Plan, the project objectives and key considerations, and an overview of the project planning phases and community engagement strategy.

Planning Overview and Update

Between February and October of 2025, the project team has been working on project phases 1 and 2, a market assessment and business case to guide which public intervention strategies are best suited for the City of Vancouver, and a prioritization framework informed by community engagement to guide where those interventions will create the greatest community benefit. Moving into phase 3, City leadership will determine which model of intervention will be pursued and the project team will develop a 5-year implementation plan.

Phase 1: Market Assessment and Business Case

Objective: Determine the appropriate role for the City to increase publicly available EV chargers.

Electric vehicle ownership in Vancouver has demonstrated consistent growth over recent years, mirroring broader national trends. Vancouver's vehicle registration data indicates that 16% of 2024 model year vehicles were electric, a notable increase from 4% in 2020. To achieve the City's climate action targets, EV ownership in Clark County must increase at an annual rate of 20% over the next decade.

To adequately support this anticipated growth, Vancouver is estimated to need between 700 to 800 additional publicly available Level 2 (L2) charging ports and 10 to 15 additional DC Fast Charging (DCFC or Level 3) ports by 2030. As of January 2025, the existing public charging infrastructure in Vancouver comprises 113 L2 charging ports and 72 DCFC ports. The data illustrates a substantial and widening infrastructure gap between the desired annual EV growth rate (20% in Clark County) and the current, slower pace of charger installation (20-50 L2 and 10 DCFC per year). Washington state

[2] In the June 6, 2022, Climate Priority Resolution, City Council set a target to reach community-wide carbon neutrality by 2040.

building code requirements will ensure that new developments in Vancouver will be EV infrastructure-ready, but gaps remain for existing housing stock, particularly in areas with higher density of multifamily housing.

Interviews and surveys conducted with EV industry and local business stakeholders in March and April 2025 found that:

- Vancouver businesses are interested in owning chargers, but EV supply equipment (EVSE) companies are not leading investments. Installation costs and navigating the installation process are still major barriers for local businesses, and EVSE companies are limited by a shifting funding landscape, market consolidation, and few profitable locations for chargers.
- Utilities and local governments are the main drivers of charger development in mid-sized cities and play a critical role in addressing gaps in charger availability for renters, low-income households, and communities of color. The biggest gaps in Vancouver are currently in areas zoned for multi-family and neighborhoods with more low-income households.

Additionally, case studies of peer and leading cities provide models of the range of intervention strategies local governments are initiating to encourage transportation electrification, from city-owned and operated EV charging networks to enabling private development through permitting, incentives, and other strategies (see Table 1). Interviews conducted from April to September 2025 with peer cities in Washington and Oregon helped the project team identify intervention opportunities, better define departmental roles, estimate costs, and begin early implementation planning.

Table 1: Models of intervention by local governments

More direct  **Less direct**	Model 1: City owns or leases EV charging infrastructure, makes initial capital investments, sets rates and determines locations.	Examples: Bellingham, Hillsboro, Los Angeles
	Model 2: City licenses a public facility or right-of-way for private development but has less responsibility or control over operations, rates, or siting decisions, though can influence through policy guidance.	Example: Portland
	Model 3: City enables private development of EV charging infrastructure through code, permitting, incentives, technical assistance, or education and resources.	Example: Bellevue

The project team and City leadership are evaluating the appropriate role for the City of Vancouver to catalyze rapid EV charging infrastructure development. Recognizing the City's current budget constraints and economic forecast, new programs to promote EV charging access must be designed to be cost-neutral and be supported by grant funding.

Phase 2: Prioritization Framework

Objective: Set priorities and target areas for investments in EV charging infrastructure to meet community needs.

A framework for prioritization directs where and how public intervention will occur based on who we are trying to serve and why. The City's EV charging prioritization framework aims to support an equitable transition to electric mobility in alignment with the Climate Action Framework to support the City's goals of reducing greenhouse gas emissions, improving air quality, and promoting economic benefits.

Community Engagement

To define EV charging use cases that will create the greatest community benefit, a core part of Phase 2 was understanding community goals and priorities around electric mobility. Special focus was placed on reaching underrepresented voices in transportation planning and those most impacted by lack of charging access, specifically renters, low-income households, and communities of color.

The City of Vancouver collaborated with Columbia-Willamette Clean Cities Coalition and Clark Public Utilities to convene the Community Transportation Electrification (TE) Cohort to engage historically marginalized and underrepresented communities in local transportation electrification planning efforts. The cohort was comprised of local nonprofits Community in Motion, Odyssey World International Education Services (OWIES), and Vietnamese Community of Clark County. The group met regularly from February through August 2025 to participate in policy trainings and workshops, develop a shared goal for community engagement, and co-create recommendations for an equitable transition to electric mobility in Vancouver. Cohort members engaged approximately 400 community members at a total of 12 events in May and June 2025, and their final recommendations are presented in the attached report, "Vancouver Community Transportation Electrification Cohort – Final Recommendations."

In addition to engagement led by the Community TE Cohort, project staff also conducted an online survey in June 2025 to understand public EV charging needs and other TE options that could accelerate greenhouse gas reductions. The online survey was promoted at community events, on signboards and flyers at both community centers, and through City social media and e-newsletters. The survey received 243 responses, and an online mapping activity received 118 pins representing desired locations for public EV charging stations. The full survey results will be published in October 2025.

Key themes arose across all community engagement that inform the Prioritization Framework and overall EV Strategy. These guiding themes are as follows:

- **Confirmation of market assessment:** Community engagement confirmed that Vancouver renters and those living in multifamily properties have less access to charging, the cost of home charger installation can be a barrier for many households, and EV drivers feel that Vancouver currently lacks convenient and reliable public chargers.

- **Direction to balance investment in both necessity and convenience charging:** There is demand for public charging to serve both potential EV drivers that face significant barriers to charging access at home as well as those who have the option to charge at home but are looking for more convenient and reliable options during their daily routines. The Community TE Cohort emphasized the importance of balancing both audiences' needs. They recognized that continuing to enable middle- and high-income drivers to switch to EVs has a broad community climate and air quality benefit that should be advanced, while ensuring access for renters and lower income households is essential to promote equity and economic inclusion. See definitions of "necessity" and "convenience" charging below.
- **Installing charging stations is not enough:** The top priorities identified by the Community TE Cohort were community education and incentives/rebates. This suggests that a successful strategy must be holistic, addressing financial barriers to driving EVs and building public trust through targeted outreach, not just promoting installation of charging stations. Ensuring language access, accessible education in multiple formats, culturally specific outreach, and programs for people with disabilities were identified as key opportunities for inclusive and just access to electric mobility benefits.
- **Expansion of shared mobility options may help address network gaps:** Transportation system network gaps were identified as a major challenge for community members. Recognizing the importance of solutions that go beyond private vehicle ownership, micromobility and carshare options could be strategically deployed to address gaps in public transit service or bike/small mobility infrastructure. Community members shared a strong desire for more and diversified mobility options, particularly transportation options that support elders, low-income households, and disabled community members.
- **Environmental health and social impact are key community values driving this work:** Themes arising from open-ended community responses revealed that clean air; reducing fossil fuel use; protecting future generations; creating a sense of shared benefit; and making transportation easier for families, elders, and neighbors were all core community values held by supporters of transportation electrification initiatives.

Priority Use Cases and Metrics

The Climate Action Framework emphasizes an equitable transition to electric mobility by prioritizing services for renters, low-income individuals, and communities of color. Additionally, the City's ambitious greenhouse gas reduction targets necessitate that all current vehicle owners be engaged in the transition to electric mobility. To realize both priorities, the following two "use cases" for public EV charging are defined in the EV Strategy:

1. **Residents Facing Barriers to EV Ownership: "Necessity Charging"**

The Necessity Charging use case focuses on those who face the most significant barriers to EV ownership, particularly lower income households, renters, and residents in multifamily housing who lack access to at-home charging options. Strategies serving this use case would focus on increasing public charging near where people live, work and attend school to enable people without home charging to be able to make the switch to an EV. The Community TE Cohort recommended that 50% of public investment directly address necessity charging needs, and more than half of respondents to the City's online survey felt that installing public chargers near apartment buildings was an appropriate strategy.

2. **Residents in Need of Better Charging Options: "Convenience Charging"**
   This group includes all potential EV owners who, even with at-home charging, desire more options to address the concern that a vehicle may not have enough battery capacity (i.e. "range anxiety"). Drivers in this case would like to know that convenient and reliable public charging is available before they commit to an EV. The Community TE Cohort identified this use case as key to advancing broader air quality and climate outcomes community-wide, and the most popular strategy identified by online survey respondents was installing more public EV chargers where people shop, visit, and work.

Table 2 provides an overview of the criteria established to define each use case in Vancouver. When these metrics are combined, a composite score is generated, and spatial analysis provides an initial indication of geographic focus areas for City intervention. Maps illustrating high priority areas for each use case are presented in the attached 10/7/25 TMC Presentation.

Table 2: Charging Use Cases and Corresponding Criteria

Use Case	Target Population/Purpose	Key Prioritization Criteria
Necessity Charging	Renters, low-income households, areas farther from frequent transit and therefore more dependent on cars.	High # multifamily OR high # of rental housing Longer distance to frequent transit Higher Equity Index score
Convenience Charging	Residents or visitors seeking quick recharges during daily activities.	Closer proximity to: - Growth nodes/corridors - Retail/dining locations - Grocery stores - Community resources (parks, schools, community centers, libraries)

Using these criteria, the project team has identified target areas where public intervention may have the greatest community benefit. Additional filters may be used to

prioritize actions in specific zones, such as air quality-limited areas (WA State Environmental Health Disparities Map) or equity priority areas (Vancouver Equity Index).

Next Steps

With the market assessment and community engagement complete, project staff will work with City leadership and departments to finalize the City's preferred model of intervention to catalyze rapid EV charging infrastructure development. Throughout October and November, project staff will continue internal discussions to develop a 5-year implementation plan to present at our next workshop with the TMC in December 2025. The implementation plan will include EV charging infrastructure targets, roles and responsibilities for City departments, and a business plan and cost model to demonstrate program cost neutrality.

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Attachments:

- 10/7/25 TMC Presentation
- Vancouver Community Transportation Electrification Cohort – Final Recommendations

VANCOUVER COMMUNITY TRANSPORTATION ELECTRIFICATION COHORT

FINAL RECOMMENDATIONS
SEPTEMBER 2025

Overview:

The Community Transportation Electrification Cohort was a collaborative effort led by the City of Vancouver, Columbia-Willamette Clean Cities Coalition, Clark Public Utilities, with cohort members from local nonprofits, Community in Motion, Odyssey World International Education Services (OWIES), and Vietnamese Community of Clark County. Cohort members engaged historically marginalized and underrepresented communities in Vancouver for the Citywide EV Infrastructure Strategy and other local transportation electrification planning efforts. The cohort was convened from February through August 2025 to build organizational capacity and co-create recommendations for an equitable transition to electric mobility in Vancouver. Cohort-led community engagement activities took place between May and June 2025. This report outlines the cohort's final recommendations for transportation electrification priorities and programs to create the greatest benefit for their communities.

These recommendations have been shared with the City of Vancouver and Clark Public Utilities for further evaluation in their respective planning processes and will be shared with other local governments identified as potential actors in advancing these concepts. This project was funded by a Washington Department of Commerce Climate Planning Grant, National Renewable Energy Laboratory (NREL), and Clark Public Utilities.

Overarching themes:

Cohort members engaged approximately 400 community members at a total of 12 events, including a two-day Lao New Year Celebration, a Multicultural Resource Fair hosted by Latino Community Resource Group, a Vietnamese elder conversation group, a Meals on Wheels lunch and food bank, the Juneteenth Freedom Celebration, and more. Based on these conversations and engagement activities, cohort members identified the following overarching themes arising from community members.

1. **Lower costs:** For middle and low-income households, transaction costs to use electric mobility options was a major theme, including purchasing EVs or e-bikes, renting, replacing batteries, and finding a mechanic. People said that they would use EV options if they were less expensive. During engagement, many people said to target incentives for renters and low-income residents who would benefit most from the increased mobility options and cost-savings associated with EVs. People with disabilities face higher cost barriers because equipment designed or modified for disability accommodations are more expensive. Cohort members emphasized the importance of also making incentives available to middle income residents to encourage a wider transition to EVs to broaden community benefits.

2. **Education:** Community education was the top choice by community members who participated in the budgeting activity at community events, and it has been a major theme throughout the project. Cohort members highlighted the importance of trusted messengers (e.g. nonprofits), experts and education in communities' native languages, and trusted topic-specific experts in topics like ADA. Because of the technical nature of electric vehicles and current lack of trust in EVs among communities, mechanics that speak people's native languages were identified as a key audience and trusted messenger. Many community members said that they would likely use rebates if they knew that they existed.

3. **Mobility options:** Community members shared a strong desire for more and diversified mobility options, particularly transportation options that support elders, low-income households, and disabled community members. Engagement by multiple groups highlighted the need for accessible vehicles, bikes, and scooters. Not promoting ADA accessible options could cause harm for many community members by limiting access to public resources. Vietnamese elders want smaller rideshare options with fewer stops. Young adults and youth want micromobility options. People were broadly positive about any increase in transportation options, including carshare, e-bike/scooter share, personal e-bikes, and more transit service.

4. **Location:** Siting e-mobility options to achieve multiple goals was a common theme. For where to locate EV charging infrastructure, cohort members prioritized both "necessity charging" to meet the needs of underserved areas as well as "convenience charging" to help propel a broader transition and serve visitors to Vancouver from throughout Clark County. Community members highlighted the value of carshare and e-bike/scooter share for low-income households and identified libraries, schools, transit stops, and other resource hubs (social services) as ideal locations.

5. **Network gaps:** Transportation network gaps were identified as a major challenge for community members, which extended outside of the city of Vancouver boundaries. Gaps in public transit service could be filled or bridged by micromobility and carshare options. Addressing bike infrastructure and

safety gaps may help propel the success of e-bike/scooter adoption. And gaps in EV charging network infrastructure is limiting community transition to EVs because people don't fully trust the technology and range yet.

Recommended strategies:

Accelerate an equitable transition to EVs and low-carbon mobility options to realize air quality and economic benefits for our communities:

- Financial incentives that work for all:
    - Design sliding scale incentives and rebates for purchasing electric cars, bikes, and scooters with larger, upfront cost savings scaled based on need, including qualifiers like income, disability, family size, distance from services, and other marginalized status or demographic. Design incentives so that they do not count as taxable income when applying for social services, e.g. TANF, SNAP, VHA.
    - Partner with local financial institutions and car dealerships to make low-interest loans available for purchasing new or used EVs and replacing EV batteries. Design loan programs so that common challenges faced by low-income households are not barriers (e.g. poor credit scores, background checks), and provide education and outreach to target communities.
    - Develop trade-in (or "buy-out") program for replacing ICE vehicles with EVs that accounts for barriers including being behind on car payments or having an older vehicle that may have a low market value but high climate value for getting off the roads.
    - Ensure ADA vehicle accommodations and modifications are eligible for EV incentives and rebates to enable disabled community members to purchase a low-cost EV option that meets their mobility needs.
- Infrastructure to facilitate the transition:
    - Develop charging infrastructure in both high-traffic districts and low-income areas to support the transition to EVs across all income levels to improve air quality quickly and ensure economic inclusion for low-income communities. Set targets to serve an equitable balance of different charging needs, e.g. convenience vs. necessity charging. Aim for 50% of new chargers in necessity "zones" (low-income residential areas, at/near multifamily housing). Site charging infrastructure at park-and-rides on the outskirts of Vancouver and at visitor destinations (e.g. waterfront, central city, places for hiking).
- Nonprofit support to benefit community quickly:
    - Develop grant program for local nonprofits to purchase shared or individual EV fleet vehicles to improve their services to the community, reduce local air pollution, and improve organizational resilience by reducing operational costs.

Expand shared transportation options and price points to improve mobility for community members without the commitment of ownership, particularly for elders, low-income households, and disabled community members:

- Require electric mobility programs (e.g. carshare, e-bike share) to offer tiered or need-based pricing to ensure renters and low-income residents are truly able to benefit from cost savings and improved transportation options. This could include waiving up-front membership fees for income-

qualified users or setting lower rates in areas with gaps in transit access, but it is recommended to maintain a nominal fee for use at all income levels. Include the option in payment systems for users to add a donation or round up their total to support low-income programs.
- Create incentives for carshare and e-bike or e-scooter share providers to include ADA accessible vehicles in fleet options for community members, e.g. wheelchair and scooter lifts, wheelchair securement, driving hand controls, swivel seating.
- Prioritize carshare and e-bike/scooter share to address first/last mile transit gaps and in high density areas where people are more likely to use them.

Build on community engagement by the Community TE Cohort with continued community education initiatives to build awareness, confidence, and adoption of e-mobility options and resources as they become available to Vancouver households:

- Support nonprofits trusted by the community to conduct culturally relevant outreach and education about using and owning EVs, local electric mobility options and resources, the value of fleet electrification, and available incentives to expand access to underserved residents and reduce misinformation. This should include funding for nonprofits and may also include technical assistance, accurate and current information on EVs, convening of a cohort, co-creation of education materials, etc.
- Create a group study or classes for community members to learn about the benefits of EVs and e-bikes, understand new technology, mechanic support, and programs available to the community. Incentivize participation by offering a rebate or credit toward purchasing or participating in electric mobility offerings upon completion of the program.

Encourage inclusive planning to promote equity, community building, and climate-friendly travel options:

- Partner with C-TRAN to develop mobility hubs and safe waystations that include carshare and micromobility options in areas with the largest transit network gaps. Design mobility hubs as community hubs, with amenities such as wifi, charging for all types of devices (e.g. phones, e-bikes, etc.), restrooms, covered areas, space for small vendors or young entrepreneurs, lending libraries, and connections to transit.

Next steps:

The City recognizes that a successful Citywide EV Infrastructure Strategy must be holistic, addressing financial barriers and building public trust through targeted outreach alongside infrastructure investments. As the City finalizes its strategy, the project team will assess opportunities to advance cohort priorities within its implementation plan. The City will also work with other local jurisdictions to convey these priorities to those who may have a role in advancing them.

CITY OF Vancouver WASHINGTON

EV Infrastructure Strategy TMC Workshop

October 7, 2025

Laurel Priest
Transportation Planner, CDD

Stacey Dalgaard
Climate Policy Advisor, CMO

Aaron Gooze + Jeff Raker
Fehr & Peers

Agenda

- Project Background
- Discuss project strategy Phases 1 and 2.
  - Phase 1: Market Assessment and Business Case
  - Community Engagement Strategy and Feedback
  - Phase 2: Prioritization Framework and Spatial Analysis
- Phase 3 and Next Steps

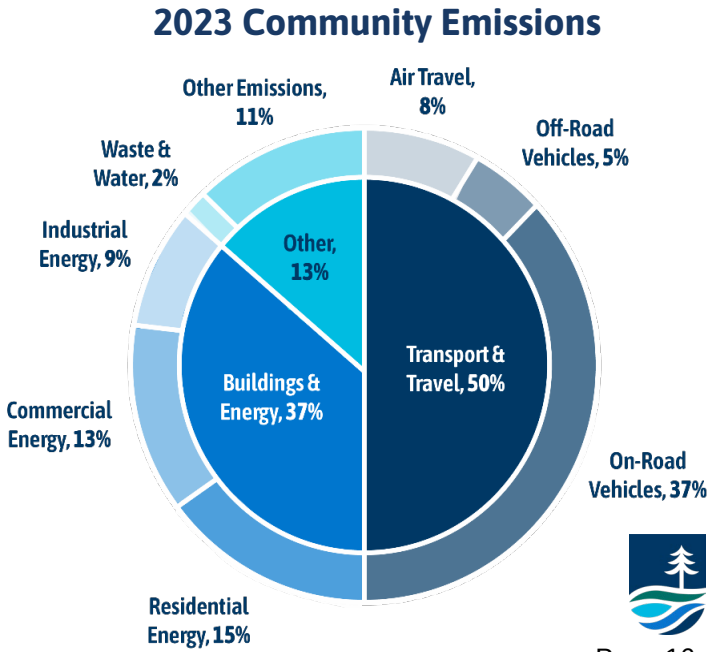
EV Infrastructure Planning

Directed by the Climate Action Framework

Develop and implement citywide EV infrastructure plans to promote and expand the installation of publicly available EV charging infrastructure.

- Transportation is the **single largest contributor of emissions** in Vancouver.
- Shifting vehicles to low or no-carbon fuels is a **top strategy** to achieve 2040 climate goals.
- 80% of potential EV owners feel that **charging availability is inadequate**.*

Survey by McKinsey & Company, 2024



Citywide EV Infrastructure Strategy

Project Objectives

1. **Determine the appropriate role** for the City to increase publicly available EV chargers.
2. **Set priorities and target areas** for investments in EV charging infrastructure to meet community needs.
3. **Define roles and responsibilities** for City over next five years to achieve goals.

Project Timeline

Phase 1: Business Case
Sept 2024 – April 2025
Determine the appropriate role for the City.

Phase 2: Citywide Framework & Priorities
Feb - Sep 2025
Outline priority strategies and model priority locations for intervention.

Phase 3: Implementation Plan
Oct – Nov 2025
Set targets and clear direction for City departments.

Fall 2024 – Spring 2025
Research and analyze EV market trends and roles
Summarize initial findings

Spring – Summer 2025
Public engagement and business outreach
Convene Community Transportation Electrification Cohort

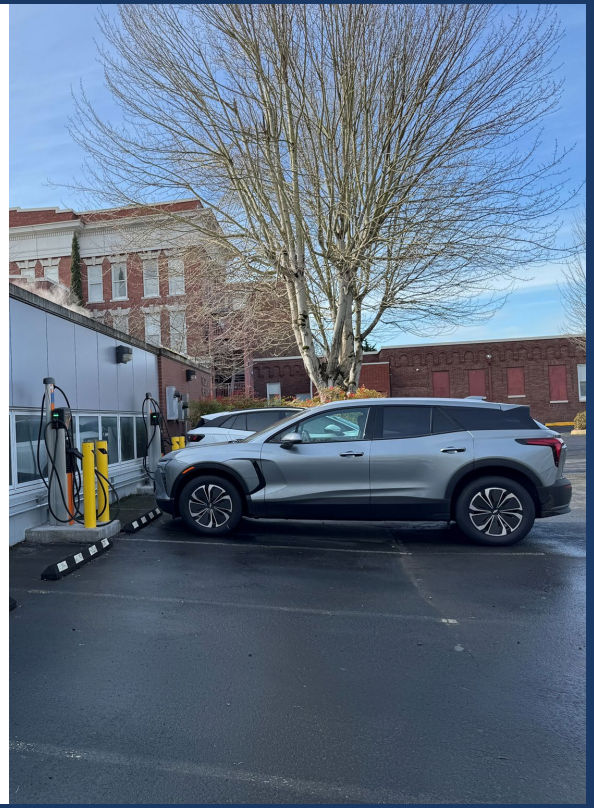
WE ARE HERE

Summer – Fall 2025
Identify priorities and framework for investment

Fall 2025
Develop 5-year implementation plan

Phase 1:
Market Assessment and Business Case

Objective:
Determine the appropriate role for the City to increase access to publicly available EV chargers.



EV Charging Forecast

More public EV chargers are needed to support broader transition

- EV Forecast:
  - Current EVs: 8,500 in Vancouver
  - **2030 Forecast: 12,000 to 25,000 EVs**
  - (10-30% annual growth)
- EV charger installations needed in Vancouver to accommodate EV growth:
  - **DCFC: 1 to 5 per year**
  - **L2: 30 to 100 per year**

Calculations based on EVI-Lite tool analysis of Portland-Vancouver Metro Area and scaled to Vancouver populations. Range of EV forecast scenarios guided by the CPUD Transportation Electrification Plan.

Potential Roles for the City

More directly involved

City **owns and operates** EV charging infrastructure.

City **partners with** agencies/private market to install and/or operate EV charging infrastructure.

City **licenses** a public facility (such as the right of way) but is not in charge of maintenance or operations.

City **enables** more private development of EV charging infrastructure through code, permitting, incentives.

Less directly involved

Who else might be involved?

- City of Vancouver
- EVSE companies
- Clark Public Utilities
- Property owners
- Community organizations

Community Engagement Phases 1 and 2

Phase 1 Engagement

Understand the market: EVSE companies and local business, organizations and housing providers

EVSE companies

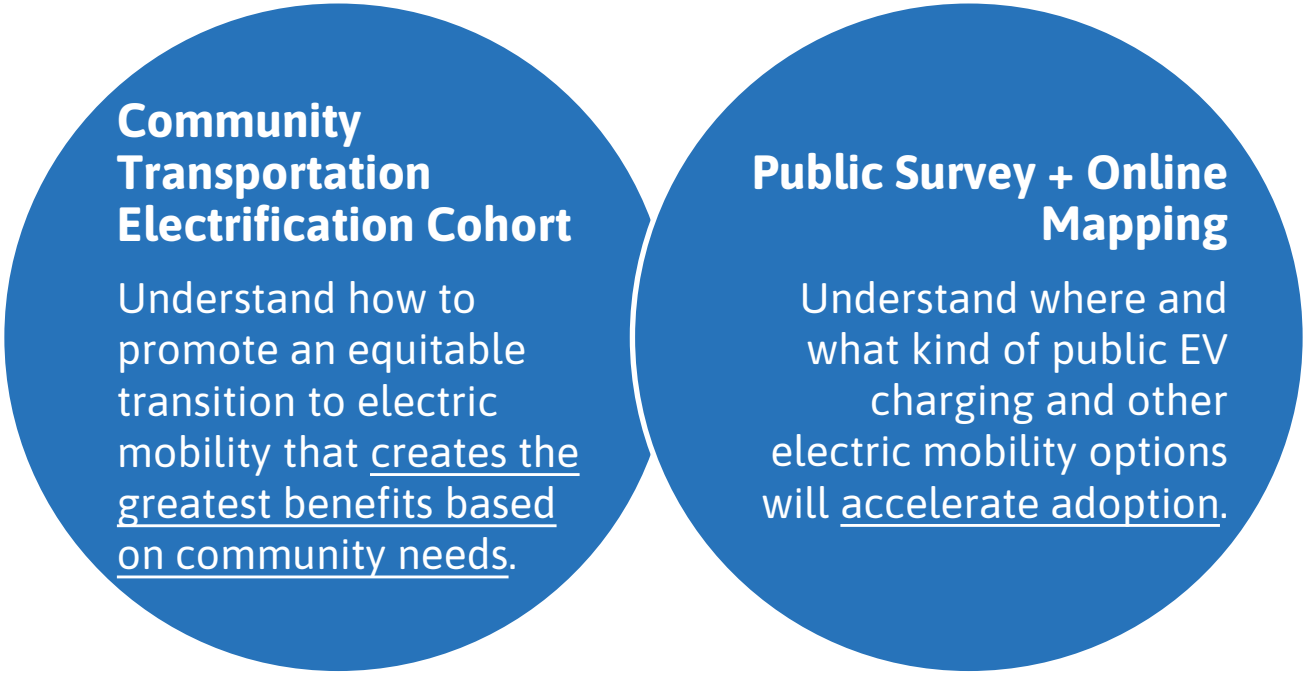
- See utilities and local government as drivers of charger development.
- Private investments target high traffic, high turnover locations; gaps in low-income and multifamily.
- Private charger development is slowing down because of changes in funding, installation complexity, and consolidation in EVSE industry.

Local Business and organizations

- Interested in EV charging but need technical assistance and support navigating funding opportunities.
- Motivated by climate concern, customer demand, and attracting new customers.
- Barriers include leased work sites, cost, knowledge of install process, finding an installer.

Phase 2 Engagement Approach

Understand community needs and priorities: Targeted and general community outreach to



Community TE Cohort

Build community capacity + ambassadors for TE program
January – August 2025

- 3 community-based organizations
  - Compensated for time and expertise
- Build capacity to identify TE solutions for Vancouver
  - Educational workshops + discussion
- CBOs led community engagement as trusted liaisons
  - Co-design questions; interpret results
- Advise/inform City and Utility

Community in Motion

VIETNAMESE COMMUNITY OF CLARK COUNTY
CONG DONG NGUOI VIET CLARK COUNTY

Odyssey World
International Education Services

CITY OF Vancouver WASHINGTON

COLUMBIA – WILLAMETTE WESTERN WASHINGTON CLEAN CITIES

Clark Public Utilities

Cohort Timeline & Workplan

Phase 2 Results: Cohort and General Outreach

Stakeholders	Engagement Activity	Responses
General communit		**59 participants** **118 suggested locations**
General community		**149 EV driver responses** **94 General responses**
Community TE Cohort outreach	In-person events, Paper mapping activity, Group discussions, Participatory budgeting	**12 community events** **403 responses** **365 budgeting participants**

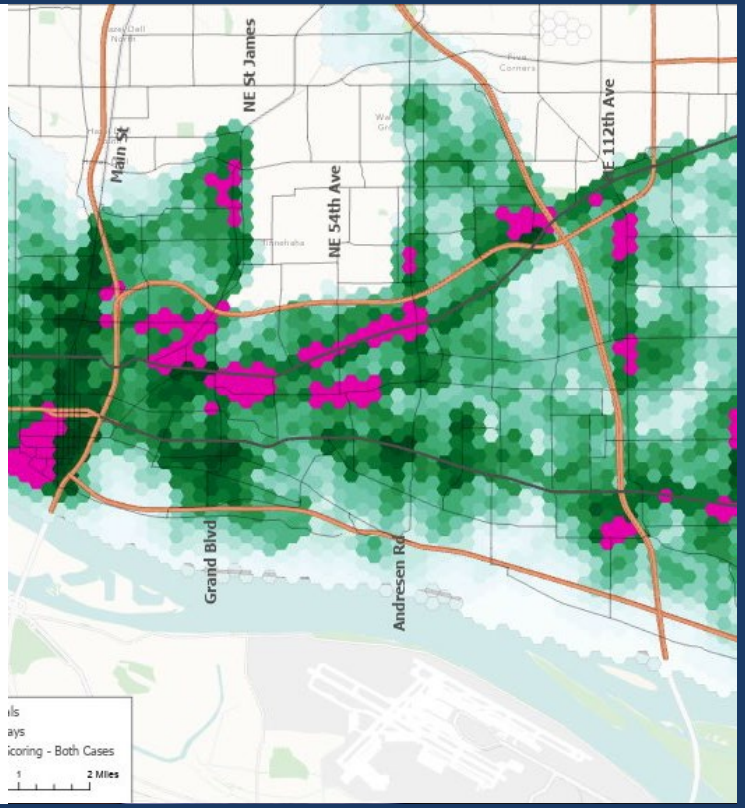
Phase 2 Feedback: Cohort and General Feedback

Key Takeaways

- Balance investment in both necessity and convenience charging
- Installing charging stations is not enough; holistic strategies are needed
- Expansion of shared mobility options may help address network gaps
- Environmental health and social impact are key community values driving this work
- Community education will support broader adoption.

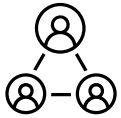
Phase 2: Prioritization Framework and Spatial Analysis

Objective:
Set priorities and target areas for investments in EV charging infrastructure to meet community needs.



Prioritization Framework

Overall Approach



Who

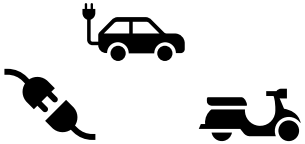
- Lower-income, overburdened communities
- Households in rental properties who likely can't charge an EV
- All residents facing challenges to electric transportation transition

Why

- More public charging would increase likelihood of transitioning to an EV
- Over 70% of EV owners use public charging now
- Lack of convenient and reliable chargers is a barrier

Where

- Areas with higher proportions of equity-focused populations and rental housing
- High-traffic areas with retail and dining
- Public destinations with longer dwell times like community centers, parks and libraries



How

- Public EV chargers, both L2 and DCFC
- EV carshare
- Micromobility and shared-mobility hub investments
- Curbside and off-street locations
- Public and private properties

Who/Why: Prioritization Framework

Use Cases - Necessity Charging

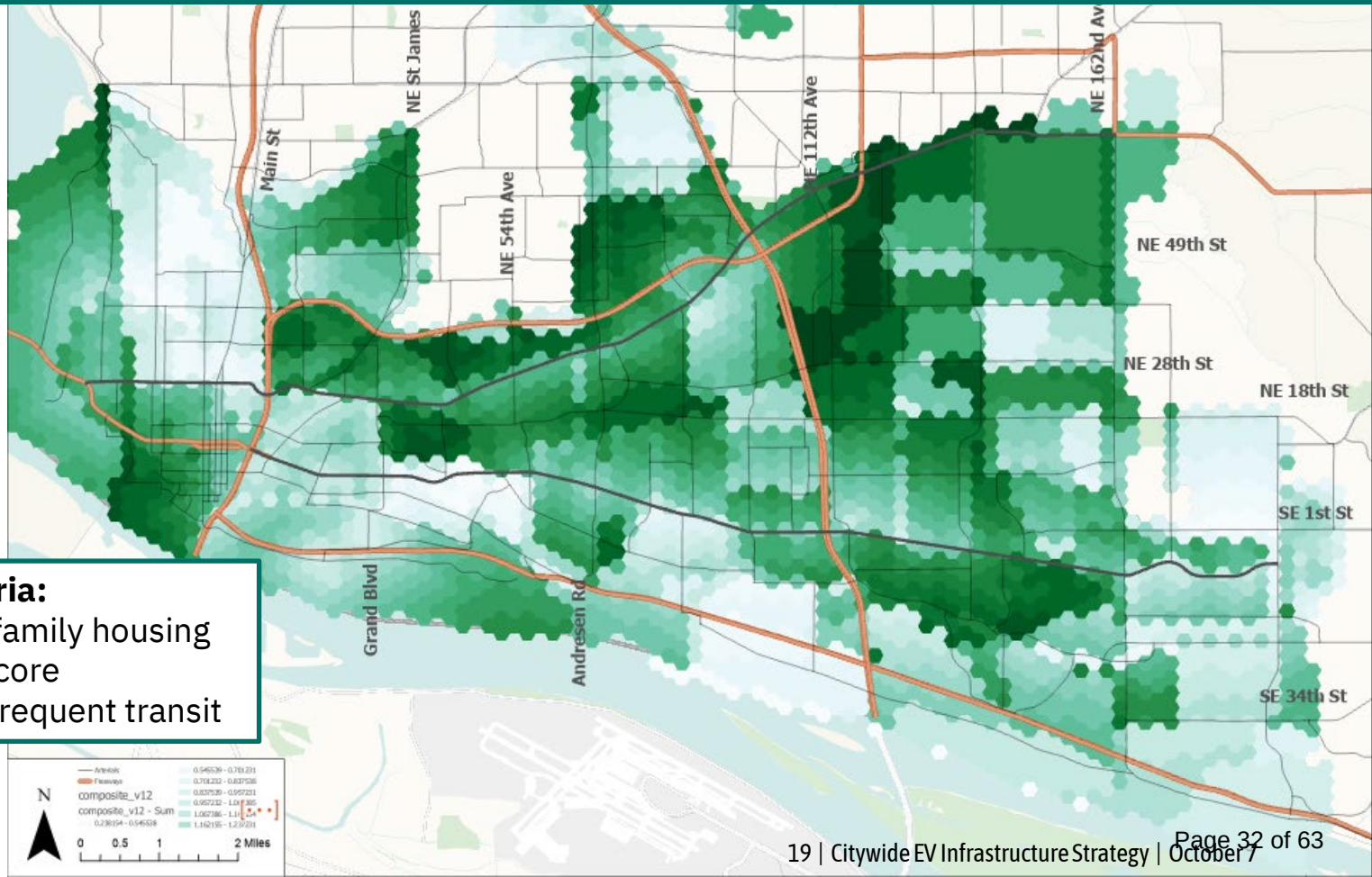
Focuses on those who face the most significant barriers to EV ownership due to limitations in at-home or accessible charging availability

Use Case	Target Population/Purpose	Key Prioritization Criteria
Necessity Charging	Renters, low-income households, areas further from frequent transit	High # multifamily OR high # of rental housing Longer distance to frequent transit Higher Equity Index score

45% said that more public charging would increase likelihood of switching to an EV*

*City's public survey Spring 2025

Use Case 1:Necessity Charging



Prioritization Criteria:
High rental or multifamily housing
High Equity Index score
Longer distance to frequent transit

Who/Why: Prioritization Framework

Use Cases – Convenience Charging

Focuses on all EV owners who desire more options to address "range anxiety" and have the convenience of charging

Use Case	Target Population/Purpose	Key Prioritization Criteria
Convenience Charging	Residents or visitors seeking quick recharges during daily activities	Closer proximity to: - Growth nodes/corridors - Retail/dining locations - Grocery stores - Community resources (parks, schools, community centers, libraries)

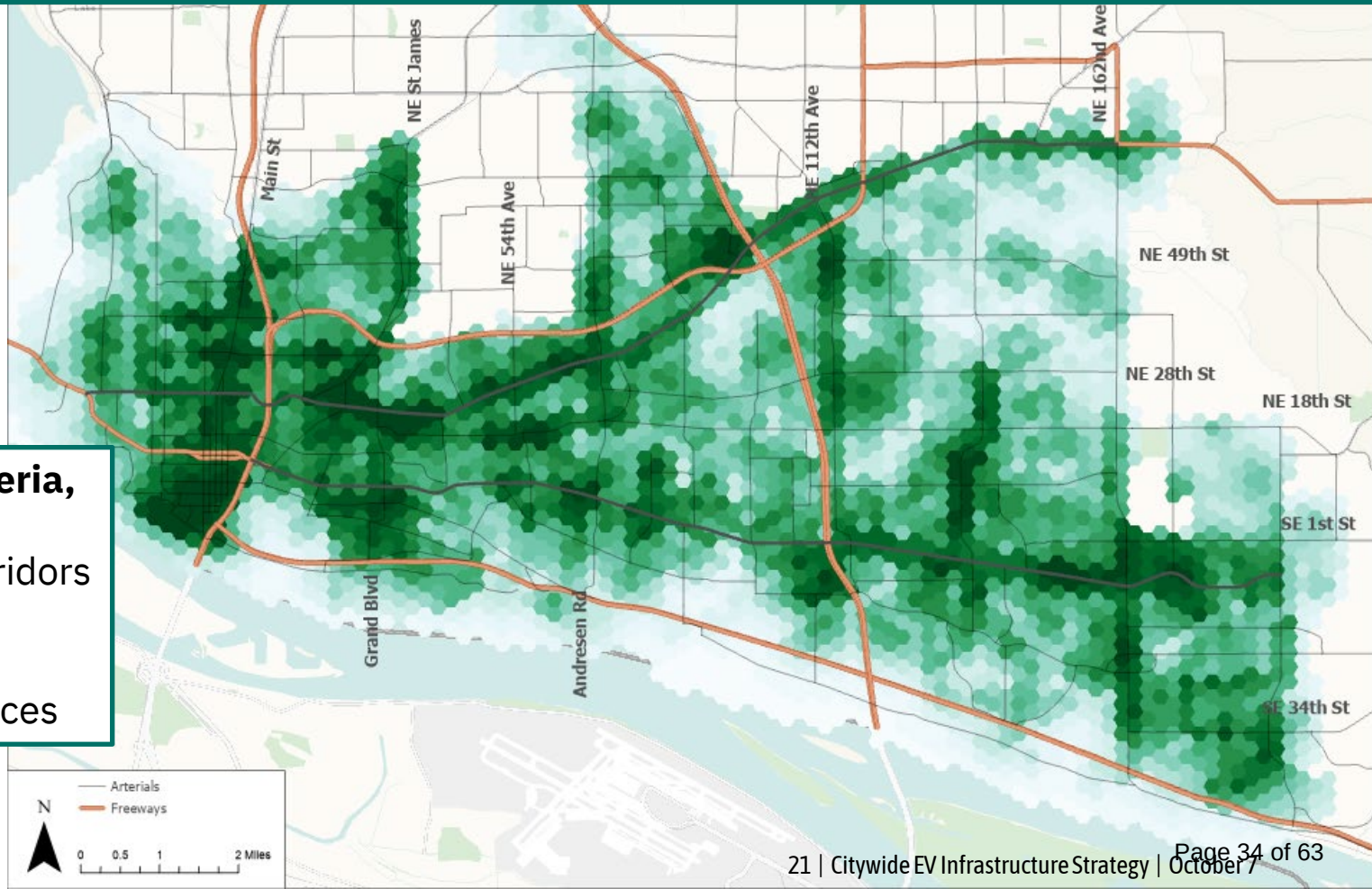
>50% said public chargers weren't in convenient places

Retail/Restaurants and public facilities were the top locations people wanted near chargers*

*City's public survey Spring 2025

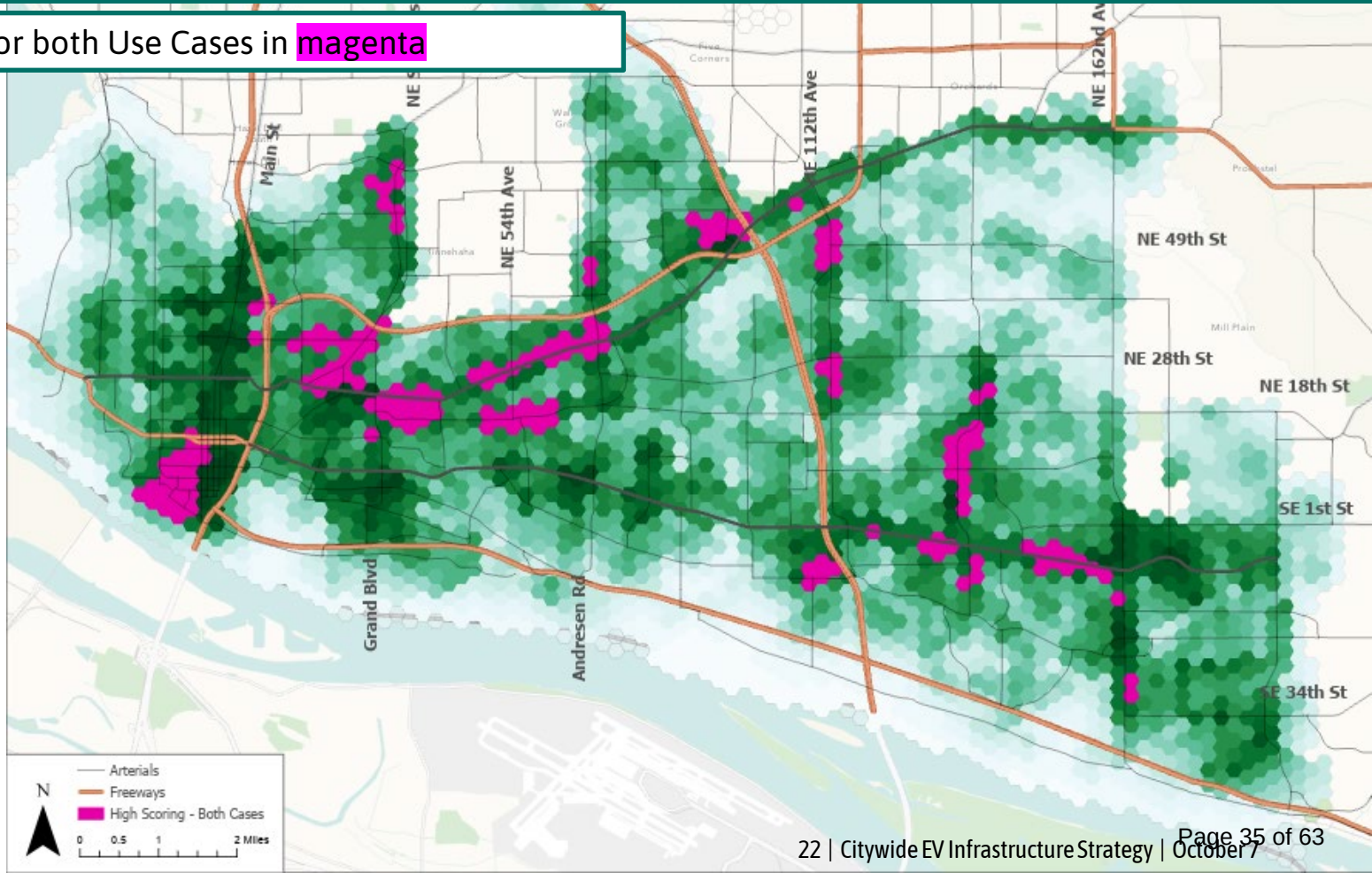
Use Case 2: Convenience Charging

Prioritization Criteria, Proximity to:
Growth nodes/corridors
Retail/dining
Grocery store
Community resources



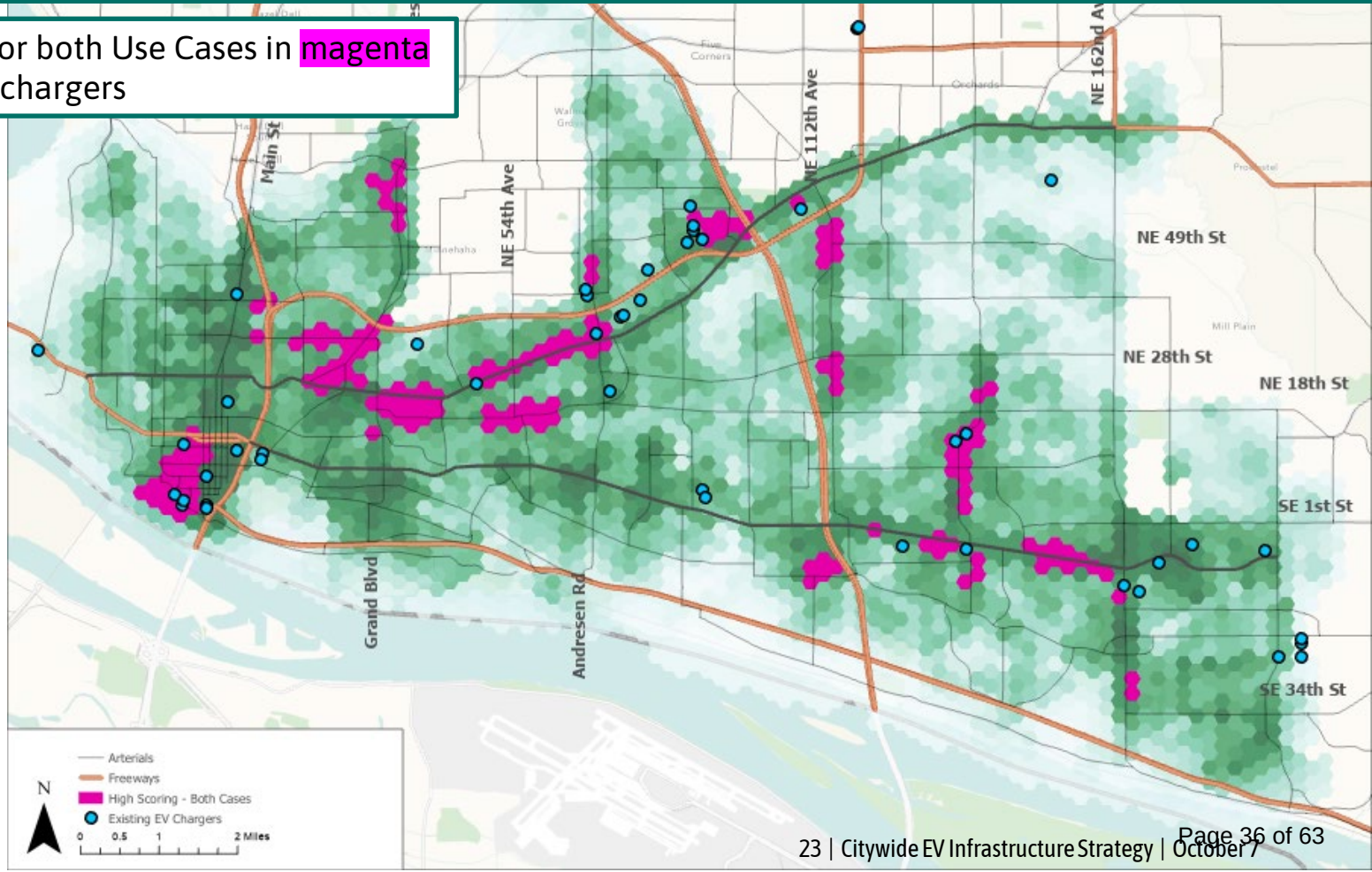
Combined Use Case: Target Areas

High scoring areas for both Use Cases in magenta



Combined Use Case: Target Areas + Existing Chargers

High scoring areas for both Use Cases in magenta
+ Existing public EV chargers



Questions?

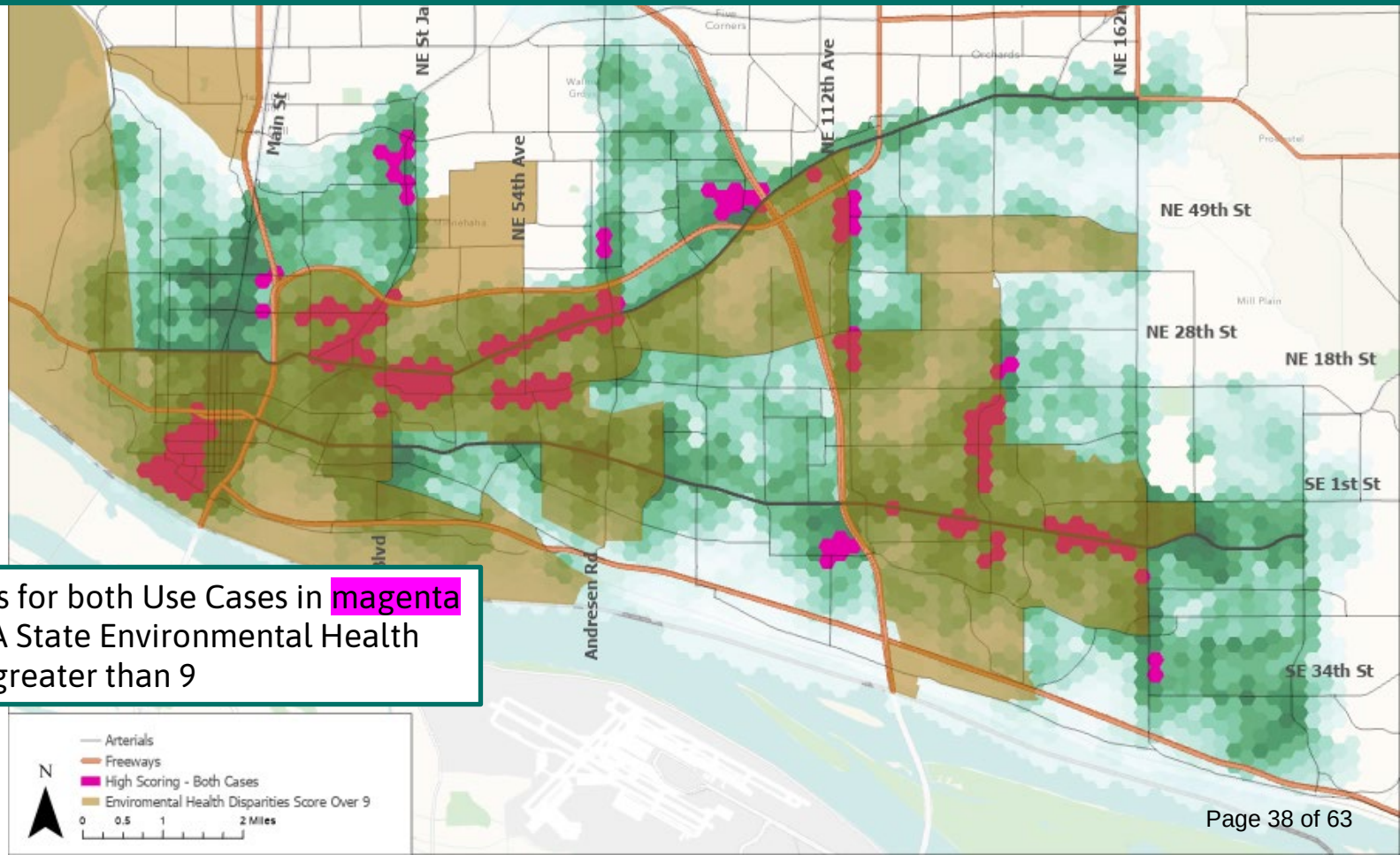
Prioritization Framework Criteria

Use Case	Target Population/Purpose	Key Prioritization Criteria
Necessity Charging	Renters, low-income households, areas further from frequent transit	- High # multifamily OR high # of rental housing - Longer distance to frequent transit - Higher Equity Index score
Convenience Charging	Residents or visitors seeking quick recharges during daily activities	Closer proximity to: - Growth nodes/corridors - Retail/dining locations - Grocery stores - Community resources (parks, schools, community centers, libraries)

Criteria evaluated and determined not meaningful in model:

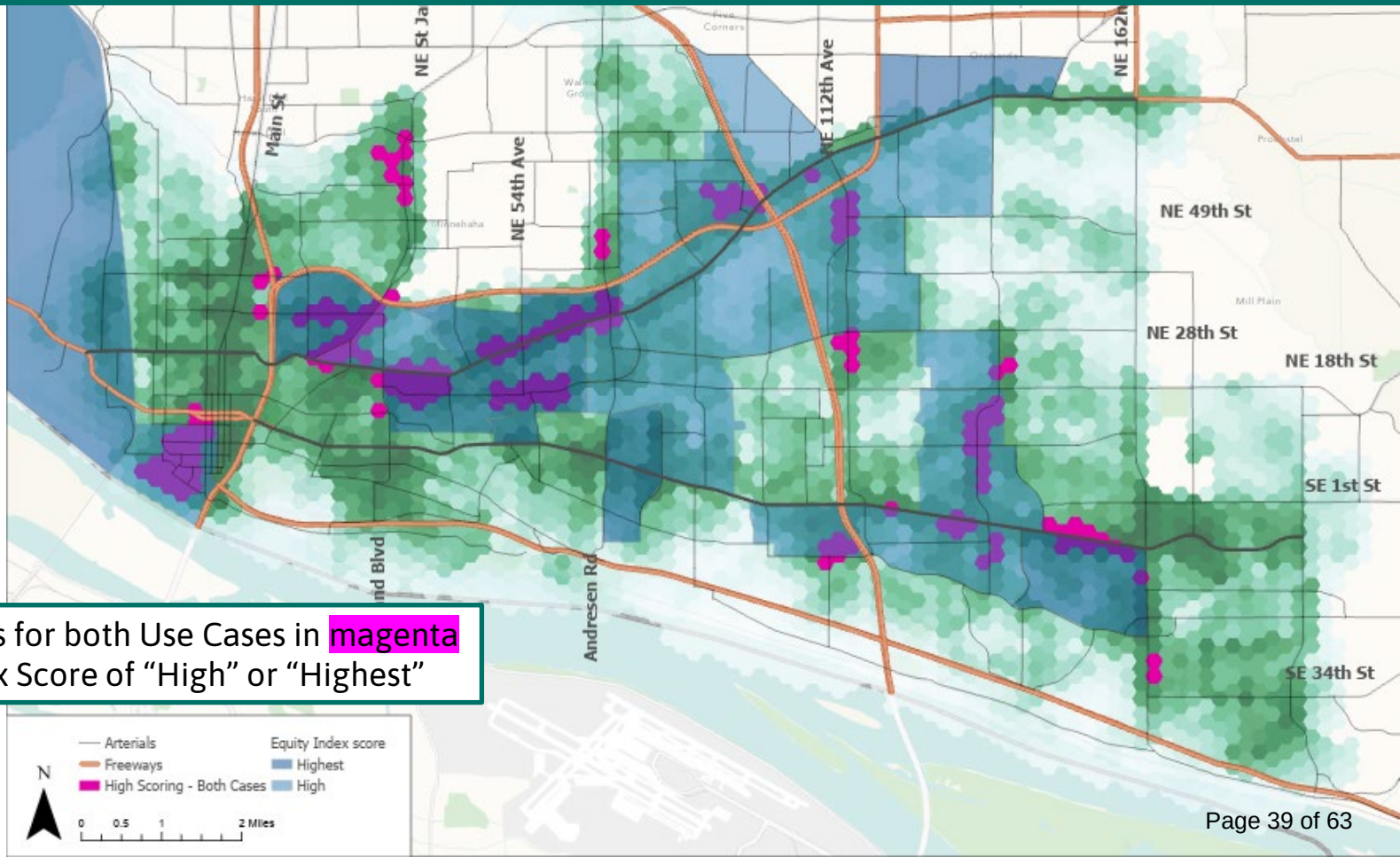
- Distance from existing chargers
- Rates of home charger ownership
- Rates of EV ownership
- Population/Employment growth rates

Combined Use Case: Target Areas + EHD



High scoring areas for both Use Cases in magenta + Overlay with WA State Environmental Health Disparities Score greater than 9

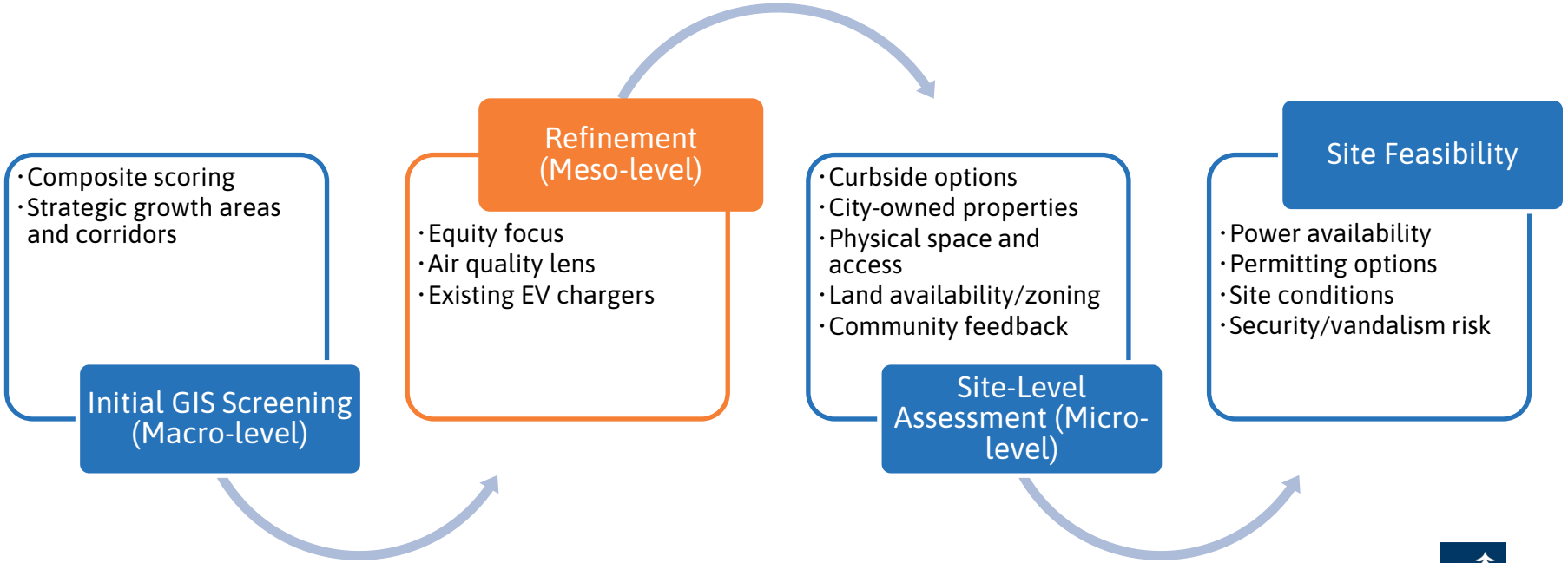
Combined Use Case: Target Areas + CoV Equity Score



High scoring areas for both Use Cases in magenta + CoV Equity Index Score of "High" or "Highest"

Discussion:

What other filters/lenses should be evaluated for the Meso-level? How should these lenses be prioritized?



Next Steps

- Finalization of Prioritization Framework and City's model of intervention
- Development of 5-year Implementation Plan
- December TMC workshop

Thank you

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CITY OF Vancouver WASHINGTON

MEMORANDUM

DATE: October 7, 2025

TO: Chair Edwards and the Transportation and Mobility Commission

FROM: Kate Drennan, Transportation Planning Manager

RE: Transportation System Plan Implementation Update

CC: Rebecca Kennedy, Deputy Director, Community Development; Ryan Lopossa, Transportation Manager, Public Works.

Background

In January 2024 City Council adopted the 2024 – 2044 Vancouver Transportation System Plan (TSP). The TSP is a guiding document that sets policy direction, outlines programs and projects, and prioritizes investments that advance the City's safety, equity, and climate goals. The Plan is ambitious – presenting a vision of Vancouver where people of all ages and abilities can safely move through the City to go to work, school, and meet their daily needs using many different modes of travel. The TSP speaks to the integral role of land use in shaping travel patterns, and how our transportation system impacts our health, pocketbooks, and the natural environment.

This memo provides a six-month update on the work staff has undertaken to begin advancing near-term priorities for implementation (p. 103) and an expansive number of policies and programs outlined in the TSP's Big Ideas (p. 30).

Priority Implementation Items

The TSP identifies four priority initiatives for the first two-years of work following adoption of the 20-year Plan. The initiatives speak to foundational elements that guide the design and function of our streets and demonstrate a commitment to safety.

Complete Corridors

The Complete Corridors 'Big Idea' is to "create complete corridors that connect growth areas, support business, serve transit, and maximize safety'. The TSP definition focuses on the city's arterial network due to the density of major destinations, presence of transit, and directness of travel for users. Much of the City's staff time is focused on advancing this priority area through a series of "Safety and Mobility Projects" advanced through pavement projects that implement the City's Complete Streets policy. These projects are focused on building out safe and accessible facilities for people on foot, bike, or using a small mobility device – and supporting transit speed and reliability on corridors where fixed-route or BRT investments exist or are planned.

The City began three corridor planning projects in 2025 (NE 72nd Avenue, NE 86th/ 97th, and NE 97th/ 98th) that were recently presented to the TMC. There are also four projects in the civil design phase (St. Johns/ St. James, Upper Main Street, NE 112th Avenue, and McGillivray Blvd.), and three that are wrapping up the construction phase (34th Street, Fourth Plain Blvd, and 29th/ 33rd) in 2025. Finally, two projects will begin the data collection and evaluation phase in early winter (Fort Vancouver Way/ Fourth Plain Blvd).

In addition to Complete Streets projects, four major Capital Projects are progressing to build out multimodal facilities on the corridors of NE 18th Street, NE 192nd, Jefferson/Kauffman, and Main Street. Recently, a fifth major Capital Project featuring new multimodal facilities was opened: SE 1st Street. These projects are integral to building out complete corridors that connect people to major activity centers in alignment with TSP-established priority modal networks.

Leveraging Development

This priority area focuses on how the City will measure the impact of new development on the transportation system. When new development occurs, the City has three processes that are triggered: concurrency evaluation, traffic impact analysis, and the application of the traffic impact fee program. Together, these assess how new trips added to the system will be calculated and addressed through proportional fees and required improvements.

The TSP calls for a shift to a more multimodal approach in measuring concurrency (a measure of transportation system capacity to support development) that measures level of service for travel modes beyond just vehicles. The Growth Management Act also requires that Comprehensive Plans now include multimodal concurrency within the transportation element. Staff has drafted policy language to meet these requirements, including creating concurrency measures for pedestrians, bicycles/ small mobility users, and transit.

The City of Vancouver draft Multimodal Level of Service (MMLOS) will measure network completeness and level of traffic stress. The network completeness assesses the existing facility against its proscribed facility type based upon the 2024-2044 Transportation System Plan[1] modal networks. The proscribed facilities are determined by the roadway

[1] Vancouver Moves: Transportation System Plan

speed, traffic volumes, and adjacent land use to ensure that pedestrians, bikes and small mobility users have LTS 1 or 2[2] on the primary and secondary modal corridors.

Staff is also engaged in work to update the transportation impact fee program to qualify projects that build infrastructure or fund programs to serve all types of trips on the network and meet concurrency on each of these modes. Finally, to ensure new and updated transportation infrastructure aligns with the standards adopted in the TSP, staff will soon begin updating the City's roadway standard details.

Vision Zero

Vision Zero is a policy grounded on the principle that serious injuries and deaths on our streets are preventable, and the TSP calls for employing the safe-systems approach to reduce the number and severity of crashes on Vancouver streets. The safe systems approach relies on building in design redundancies to prevent crashes and apply safety "countermeasures" that address contributing factors to crashes on the roadway.

In late 2024, staff published an updated Local Road Safety Plan, a report that evaluates crashes on city streets with a focus on crashes that resulted in a fatality or severe injury. The Plan identifies the top ten intersections and roadway segments with the highest crash rates and which countermeasures would address factors contributing to the crashes. Staff uses this data to prioritize projects and treatments for capital and repaving projects.

Vancouver staff have also been involved in development of the Safety Action Plan for Clark County, led by the Southwest Washington Regional Transportation Council. This Plan follows the same safe system approach. Two locations were selected within Vancouver to further analyze as part of the plan: the intersection of NE Burton Road and NE 86th Avenue and the intersection of SE Mill Plain Boulevard and SE 164th Avenue. Currently, the City is supporting a regional application for grant funds to address high priority locations within the Plans, including one of the Vancouver sites.

Finally, the City is working on implementing the most impactful tool of the safe systems approach: reducing roadway speeds. To implement updated street design guidance from the Transportation System Plan, staff is coordinating efforts to adjust speeds on major collectors and arterials as pavement work and other capital projects are constructed on them. Staff are also looking at implementing a citywide speed limit of 20mph for smaller, local roads.

Safe Routes to School

This priority item is focused on creating a City of Vancouver Safe Routes to Schools (SRTS) program. SRTS is a nationally funded program to encourage students and caregivers to walk, roll and bike to school along safe pathways. While the City has worked with Vancouver schools in the past to improve infrastructure and provide

[2] Level of Traffic Stress

written support for related grant applications, prior to TSP adoption, the City did not have a formal program.

Since TSP adoption, staff have been holding regular meetings with the Vancouver and Evergreen School Districts to understand school needs, priorities, and capacity to engage with a program. Staff have also been in touch with regional bike education and encouragement program providers, and practitioners at other cities. These meetings have helped shape the SRTS program charter goals and garner potential community partners.

On May 7th, City staff held their first official Safe Routes to Schools events by tabling at two elementary schools as part of National Bike and Walk to School Day. Staff were there to welcome kids who biked, walked or rolled to school with giveaway safety swag like reflective shoelaces, reflective stickers, and lights to help them be safe and seen. The next steps in the program are to create a broader set of educational materials and create an Action Plan to outline program tactics, tools, and processes. The City has received a Department of Commerce grant to aid in standing up the Vancouver SRTS program.

Policies and Programs

Within the TSP, the six "Big Ideas" act as the organizing framework for 93 different policies, projects and programs to advance the underlying idea. While many of these are on a longer implementation timeline, the City is currently making progress on several highlighted below.

Support Thriving Neighborhoods (TN)

Make walking and rolling, small mobility and transit options convenient for neighborhood travel.

The City is making progress on this big idea through creation of Connected and Accessible Neighborhoods (TN1) as a key outcome of the Comprehensive Plan. The City also focuses on safer and convenient neighborhood travel through the Neighborhood Traffic Calming Program (TN1.1) and creation of the Vancouver Safe Routes to Schools Program (TN1.2).

Create Complete Corridors (CC)

Create complete corridors that connect growth areas, support business, serve transit, and maximize safety.

The City has several policies and programs related to Complete Corridors in progress. As mentioned above, the City is planning and constructing safe and accessible facilities on several arterial roadways through implementation of the Complete Streets policy and capital projects (CC1). Staff are finalizing an internal guiding document that creates "street typologies" to guide roadway design and function based on land use and roadway classification (CC1.1).

Staff applied the new TSP prioritization criteria to the 2025-2031 Transportation Improvement Program (TIP)(CC2.3) and will continue to refine the process for the annual TIP update. The City updated the pedestrian crossing policy (CC3.2) and policy guiding street standards (CC3) at the time of TSP adoption, and these will be adopted into Title 11 later this year. City staff are also beginning to utilize user education materials (CC4.4) in the form of project- or infrastructure-specific materials such as pamphlets and signs on how to use the new bus and turn lanes (BAT) on Fort Vancouver Way or parking protected mobility lanes on the Mill Plain couplet and portions of Columbia Street.

Connect People to Transit (T)

Fill sidewalk gaps, add safe crossings and support speed and reliability projects that keep transit moving efficiently.

The City continues to collaborate with C-TRAN and support transit-focused improvements on our Enhanced Transit Network such as Mill Plain Blvd, Fourth Plain Blvd, and investments being planned for Upper Main Street in coordination with the HWY 99 Bus Rapid Transit (BRT) (T2 and T2.1). Staff are also coordinating on the next BRT extension of Fourth Plain Vine east to 162nd and south to Fishers Landing (T2.1).

Staff are also applying an access to transit lens when prioritizing project investments such as sidewalk infill, lighting, and crossings (T1) through both grant applications and complete streets projects.

Build Low-Stress Networks (LS)

Make the walking, rolling, bicycling, and small mobility networks inviting for all ages and abilities.

The City has implemented the key policy (LS1) to adopt a citywide low-stress Bicycle and Small Mobility Network through the adoption of the modal networks as outlined in the Transportation System Plan. Staff are using the modal networks to help inform the design of pedestrian, bike and small mobility facilities on these specified roadways. In addition, staff has begun to outline a bicycle and small mobility parking program (LS3.3) to outline processes and criteria for installing community-requested and City-initiated bike and small mobility parking. In 2024/2025 the planning team used grant funding to hire a part-time intern (LS4.1) to help with travel options education, training, and events (LS4 and LS 4.3) that highlight ways to move around the city outside a vehicle.

Make Growth a Benefit for All (G)

Manage growth by leveraging investments from new development and use parking and demand management policies to support livability.

The policies and programs in this big idea update development standards, right-size parking and recognize parking's impact on land use and travel behavior. Staff is making progress through the work of the Downtown Parking Plan which is updating parking codes, capacity, management, operations, and the experience of users downtown (G4, G4.1, and G2.3). Staff is also engaged in robust work implementing transportation demand management programs (G5) region-wide through the Commute Trip Reduction program (G4.2) – at the City through employee travel options benefit –, and in targeted neighborhoods through the recently piloted New Movers program.

Embrace the Future (F)
Adopt new technologies and track data to help meet our goal of carbon neutrality by 2040.
The City endeavors to employ new technologies to help manage resources like parking, better understand travel trends, and utilize data to track progress across a number of goals. In partnership with the Regional Transportation Council (RTC), the City has access to a contracted vendor for location-based services (F1.2) to calculate vehicle miles traveled within the city and region (F2.3). This data is vital for current efforts to calculate emissions from the transportation sector and report out on progress through the Climate Action Framework and other performance dashboards (F1.3).

Staff in General Services and Public Works are currently engaged in a process to convert the City fleet to zero-emissions vehicles (F4.1) and facilitate fleet charging infrastructure at existing and future City buildings. The Climate and Transportation Planning team are engaged in development of a City-wide Electrification Strategy to look at public charging infrastructure and determine the City's role in encouraging, regulating, owning or leasing public-serving EV chargers to accelerate a transition to EV vehicles.

Next Steps

Staff will continue to advance the four prioritization areas and other projects, programs, and policies to deliver on the safety, equity and climate goals of the TSP. The City will also continue to aggressively pursue grant funding to support planning, design and construction of projects and implementation of programs.

Staff Contact:
Kate Drennan, Transportation Planning Program Manager, Community Development
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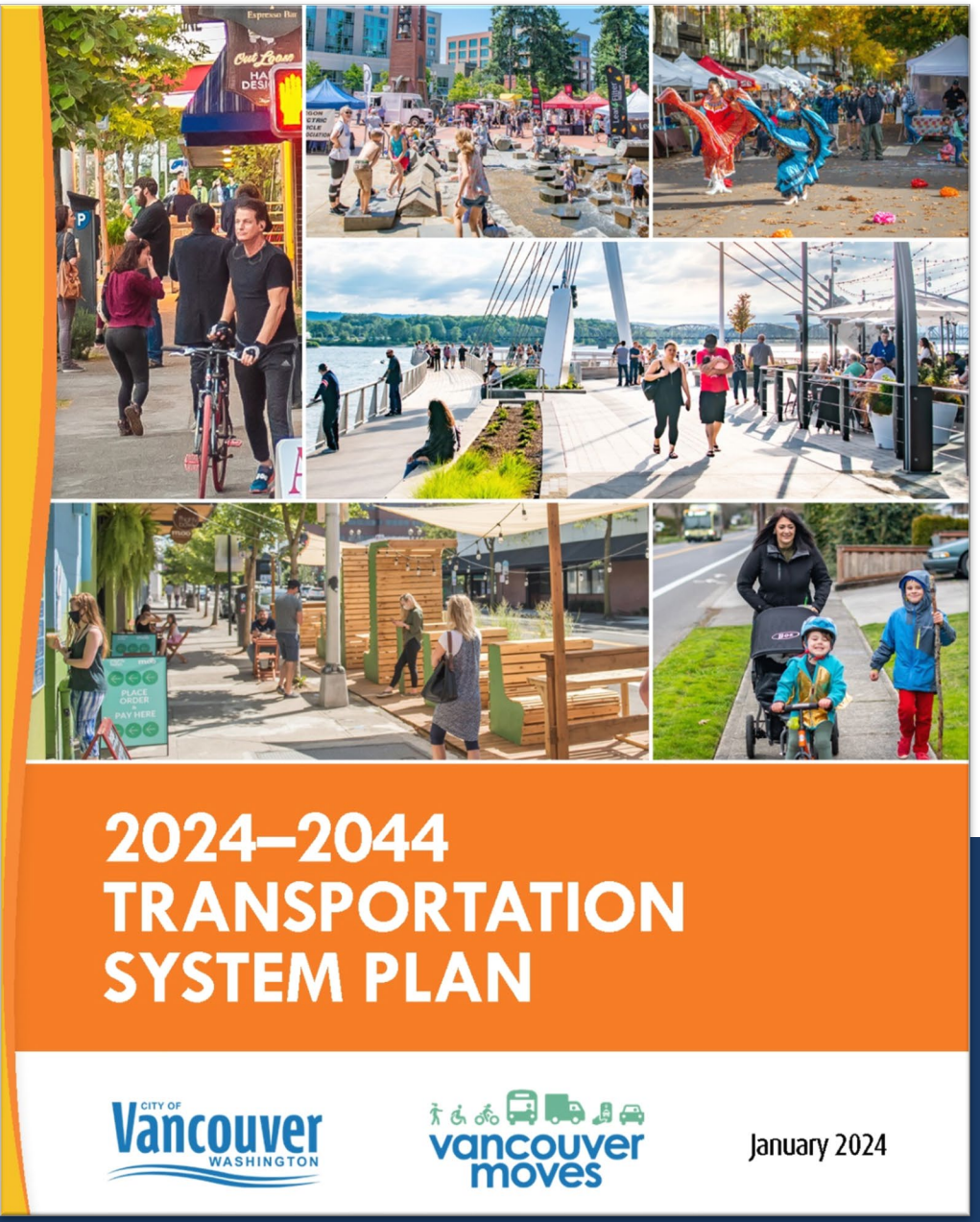


CITY OF Vancouver WASHINGTON

Transportation System Plan – Update

Kate Drennan
Transportation Planning Program Manager
Community Development
October 7, 2025

Agenda

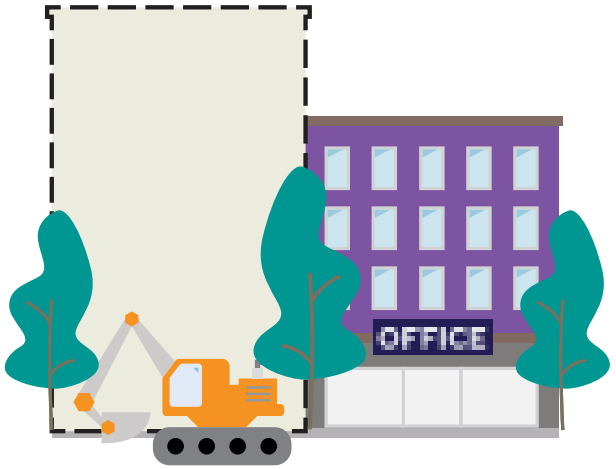
- Updates on:
  - near-term implementation priorities
- Advancing TSP policies, programs & projects
- Next Steps

Complete Corridors Program

Transportation Planning program
+ Major Capital Projects

- Analyze the Project Corridor: NE 192nd Ave; NE 18th Street; NE 72nd Ave; NE 86th/ 87th; NE 97th / 98th
- Develop Options: St Johns/ St James; 112th Avenue
- Design Solutions: Upper Main Street; McGillivray Blvd
- Implement Project Solutions: 29th/ 33rd Streets; 34th Street Main Street SE 1st Street
- Collect Data and Evaluate Project Impacts: Fourth Plain Blvd & Fort Vancouver Way
- Project Refinement and Monitoring: Columbia Street

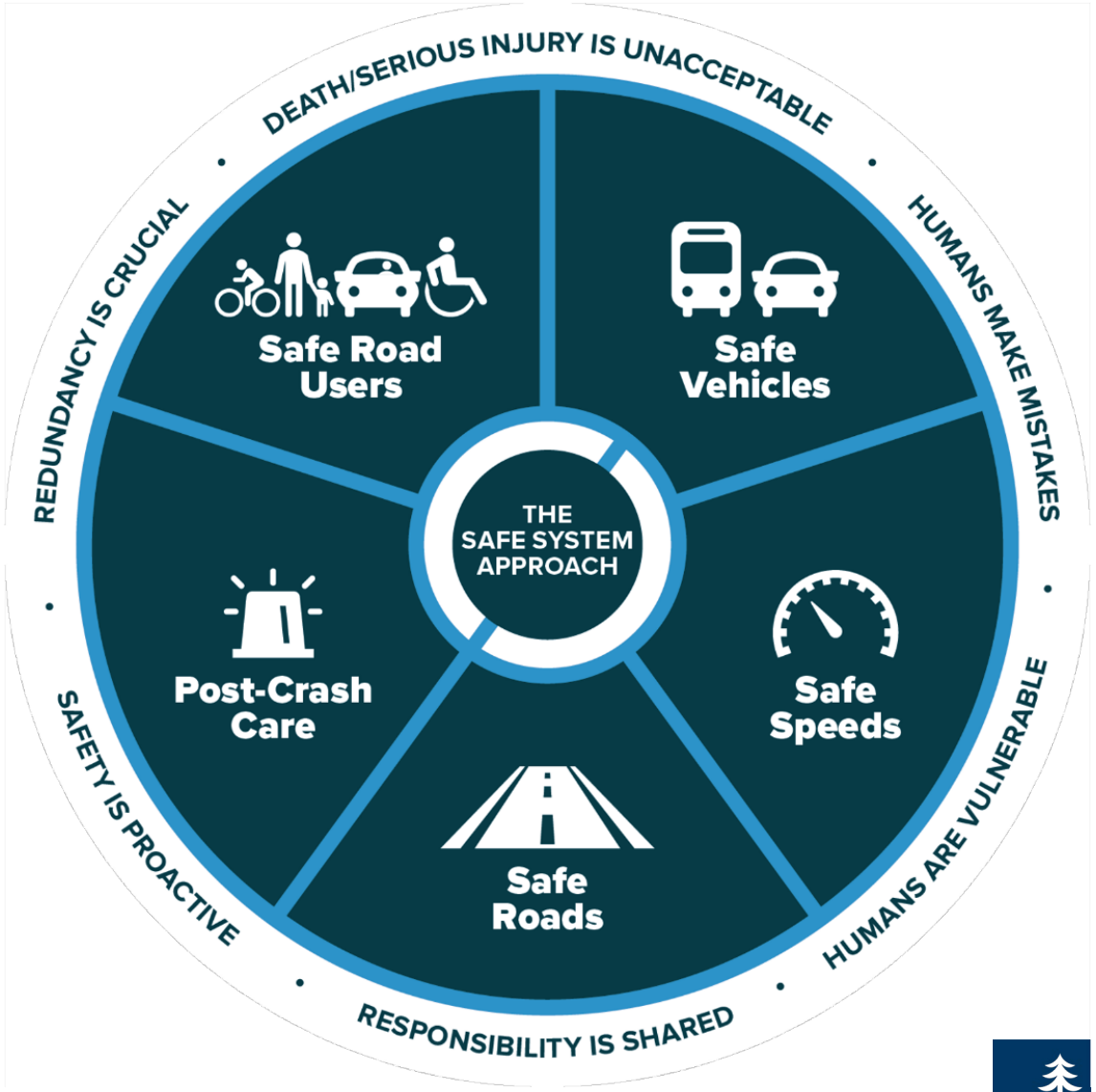
Leveraging Development



- Updating how we measure the impact of new development on the transportation system through:
  - Updated concurrency requirements through new Multimodal Level of Service (MMLOS) for pedestrians, transit, & bikes through Comp Plan Update
  - Traffic impact analysis & updating traffic impact fee program
    - This update requires code changes that will be in front of Council later this year
  - Updating roadway standard roadway details to match TSP adopted standards

Vision Zero

- Updated the Local Road Safety Plan with most recent crash data
- Applying Safe Systems approach and pursuing Safe Streets and Roads for All project funding
- Applying speed limit reductions in conjunction with roadway projects



Safe Routes to School

- Standing up new program, creating a project charter with goals, outcomes, and action items
- Connecting locally with school districts and bike educators
- Planning Bike to School Events
- Identifying priority projects near schools

Big Ideas

1. Support Thriving Neighborhoods
2. Create Complete Corridors
3. Connect People to Transit
4. Build Low-Stress Networks
5. Make Growth a Benefit for All
6. Embrace the Future

Big Idea #1

Support Thriving Neighborhoods

- Creating Connected + Accessible neighborhoods through Comprehensive Plan work
- Continued funding for Neighborhood Traffic Calming
- New Vancouver Safe Routes to School program

Big Idea #2

Create Complete Corridors

- Implementing Street Typologies
- Use prioritization criteria in Transportation Improvement Program
- Updating street standards
- Applying pedestrian crossing policy
- Utilizing street user education

Big Idea #3

Connect People to Transit

- Prioritizing access to transit in project investments
- Applying transit speed and reliability treatments on Bus Rapid Transit corridors
- Supporting Vine expansion
- Providing bus passes for community / employees

Big Idea #4

Build Low-Stress Networks

- Building out TSP Modal Networks
- Launched a bicycle and small mobility parking program
- Hosting travel options training and events

Big Idea #5

Make Growth a Benefit for All

- Updated the Downtown Parking Plan, beginning implementation work
- Ongoing transportation demand management program work
- Implementing Commute Trip Reduction (CTR) program and adopted new City and regional plans
- Implementing New Movers program

Big Idea #6

Embrace the Future

- Utilize data for measuring progress
- Using location-based services to understand travel trends and changes
- Transitioning to zero-emissions City fleet
- Undertaking a City-wide Electrification Strategy

Next Steps

- Continue securing grant dollars to fund planning, design and construction of projects and implementation of programs
- Continue staff work to update Vancouver Municipal Code, internal policy documents, and guiding standards

Questions?

Thank you!

Kate Drennan, Transportation Planning Program Manager
kate.drennan@cityofvancouver.us