

MEMORANDUM

DATE: 10/25/22

TO: Mayor and City Council

FROM: Rebecca Small, CMO
Aaron Lande, CMO

RE: **Climate Action Framework – Transportation & Land Use section**

Purpose:

The purpose of this Memo is to provide Council with an early review of the **Transportation & Land Use** section of the draft final Climate Action Framework (CAF); to note where action descriptions have been edited for clarity or succinctness; and to highlight how action descriptions have been changed in response to feedback from Council, the community, or City staff.

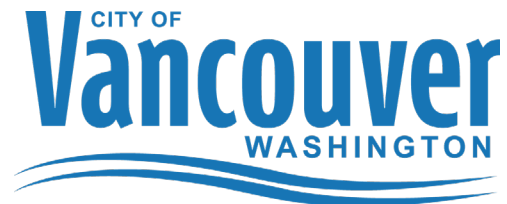
Background:

In preparation for the public hearing and final adoption of the Climate Action Framework on December 5th, and in response to Council's request for ample time to review the final CAF document prior to that adoption date, staff will be providing Council with a series of 6 memos to preview the content of the CAF.

Each memo will focus on one of the 6 sections of the CAF (Governance, Building Energy, Transportation & Land Use, Natural Systems, Equity and the Green Economy, and Solid Waste and Wastewater). Memos will present the sections' actions as currently worded for the final version that will come before Council in December alongside the draft text Council reviewed in August, along with an explanation for any changes made and how it reflects Council direction.

Schedule

These memos will be included as informational items in Council's weekly packet, starting Tuesday, October 11th. Councilmembers are encouraged to follow up with Rebecca Small and Aaron Lande with any questions or suggestions for how to clarify the proposed language. Ms. Small and Mr. Lande will also be available to answer questions during the November 7th and 21st Council Meetings under City Manager Communications. The complete revised CAF will be included in the November 22nd Council packet, two weeks prior to the December 5th public hearing as requested, to allow for a comprehensive review of the entire document.



Climate Action Framework – Transportation & Land Use Section

Introductory text

Vancouver’s residents will be able to reach their destinations safely, reliably, and efficiently, however they choose to travel. Electric and low-emissions vehicles will be affordable, common, and easy to charge. Our neighborhoods will be walkable, mixed-use, and of higher density, with secure affordable housing for current residents.

Strategy TLU-1. Create neighborhoods that support clean modes of transportation

Use land use, zoning, and anti-displacement policies to develop vibrant, mixed-use communities with abundant housing options and streets that safely support all modes of travel. Uphold the City’s equitable development commitment to prioritize transit investments in areas that increase access to essential places and pair this with other investments that keep people in place. Update annexation policies to align with CAF strategies, requiring all newly annexed areas to comply or immediately begin investments to align with City sustainability initiatives and policies.

| Action | Revised (Final) Action Description | Original Wording as of 06/06/22 | Changes explained |
|--------|--|--|---|
| 1 | Mixed-use, transit-oriented development Promote mixed-use development that is transit-oriented and supportive of walking, biking, using transit, and other active modes. This includes: <ul style="list-style-type: none">• Allow for and encourage small retail and commercial services in residential neighborhoods.• Incentivize housing developments based on affordability and proximity to active transportation corridors.• Include infrastructure to support bike parking, charging for electric bikes and scooters, and shared mobility programs (such as bike share). | Mixed-use development Promote mixed-use development that is dense, transit-oriented, and supportive of active transportation mode choices (e.g., biking, walking, scooter). This includes: <ul style="list-style-type: none">• Allow for and encourage small retail and commercial services in residential neighborhoods.• Incentivize housing developments based on affordability and proximity to alternative transportation corridors. Require secure bike parking, e-bike parking/charging, bike share and cargo bike share, scooter share, and other strategies in mixed-use development and zones. | <ul style="list-style-type: none">• Language modified to reflect that the City does not currently have shared mobility programs.• Minor edits for clarity. |
| 2 | Sustainable neighborhood-scale development Use tax and zoning incentives to promote development approaches and rating schemes for neighborhood-scale sustainable development (e.g., EcoDistricts, LEED for Neighborhood Development). <ul style="list-style-type: none">• New development should be located away from low-lying areas at increased risk of flooding and include provisions to maintain affordability and accessibility.• Pursue certification at the LEED for Neighborhood Development Gold standard or equivalent from an alternative rating system for all projects over 50 acres that enter into a development agreement except those for which the Planning Commission has already issued a recommendation. | Sustainable neighborhood-scale development Use tax and zoning incentives to promote development approaches and rating schemes for neighborhood- scale sustainable development (e.g., EcoDistricts, LEED Neighborhood Development). New development should be located away from low-lying areas at increased risk of flooding and include provisions to maintain affordability and accessibility. Consistent with Interim Green Building Policy, this includes certification at the LEED for Neighborhood Development Gold standard or equivalent from alternative rating system for all projects over 50 acres that enter into a development agreement except those that the Planning Commission has already issued a recommendation on. | Minor edits for clarity. |
| 3 | Diversified housing options Update Municipal Code and zoning as needed to provide abundant housing choices at a variety of affordability levels throughout the city. This includes: <ul style="list-style-type: none">• Allow and actively encourage the development of diverse housing types, including | Diversified housing options Update Municipal Code and zoning as needed to provide abundant housing choices at a variety of affordability levels throughout the city. Allow diverse housing types, including small and middle housing types, and actively encourage development. This includes: <ul style="list-style-type: none">• Allow internal home divisions and accessory dwelling unit construction to | <ul style="list-style-type: none">• Edited to eliminate redundant phrasing.• Removed item about providing density bonuses for affordable housing, since this is already required by state law. |

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| | <p>internal home divisions and small and middle housing types.</p> <ul style="list-style-type: none"> • Prioritize middle housing in existing single-family residential neighborhoods that are well-served by transit or that are planned as 15-minute neighborhoods. • Support the greatest variety of housing opportunities near commercial corridors and neighborhood hubs that have abundant transit and public services. • Provide education and incentives for homeowners to support ADU development/internal home division construction projects, such as homeowner development courses, information on financing options, and SDC waivers. • Partner with building industry partners to provide education for local developers. • Conduct an assessment of barriers to increasing residential variety and evaluate incentive options. | <p>provide more options for homeowners.</p> <ul style="list-style-type: none"> • Provide density bonuses for affordable housing. • Prioritize middle housing in existing single-family residential neighborhoods that are well served by transit/ services or are planned as 20-minute neighborhoods in the future. • Provide education and incentives for homeowners to support ADU development/internal home division construction projects, such as homeowner development courses, information on financing options, and SDC waivers. • Partner with building industry partners to provide education for local developers. • Support the greatest variety of housing opportunities near commercial corridors and neighborhood hubs that have abundant transit and public services. • Conduct an assessment of policy barriers to increasing residential density city-wide and evaluate incentive opportunities to encourage transit-supportive densities along key multimodal corridors. <p>Provide more opportunities for people to live near existing and future employment and education nodes, or in close proximity to reliable, frequent high-capacity transit that serves these areas.</p> | |
| 4 | <p>Concentrated development along retail and commercial corridors Update Municipal Code, Title 20 Land Use Code, Title 19 Parking Code, and the Comprehensive Plan to support concentrating development along corridors and neighborhood hubs, consistent with other actions in this CAF, the TSP, and related City plans, policies, and activities. Priorities include:</p> <ul style="list-style-type: none"> • Allow for greater development intensity along commercial corridors and major transit stops. • Upzone and develop strategies to promote mixed-use development. • Connect corridors and hubs with a high level of transit service. • Prioritize outstanding facilities for walking and cycling in these areas. • Ensure safe, comfortable, and complete connections between corridors and centers for walking, biking, and other active modes of transportation. | <p>Concentrated development along retail and commercial corridors Update Municipal Code, Title 20 Land Use Code, Title 19 Parking Code, and the Comprehensive Plan to support concentrating development along corridors and neighborhood hubs, consistent with the “sustainable neighborhood-scale development” (Action TLU1.2), “mixed-use development” (Action TLU1.1), Strategy TLU-2, the TSP, and related City plans, policies, and activities. Priorities include:</p> <ul style="list-style-type: none"> • Allow for greater development intensity along commercial corridors. • Upzone and develop strategies to promote mixed-use development. • Increase density near major transit stops and stations. • Connect corridors and hubs with a high level of transit service. • Prioritize outstanding facilities for walking and cycling in these areas. <p>Ensure walking and biking connections between corridors and centers are safe, comfortable, and complete.</p> | Minor changes to simplify and improve clarity. |
| 5 | <p>Parking management plan Develop a city-wide parking management plan that includes right-sizing parking requirements and establishing parking densities and rates by district to support denser, walkable environments.</p> | <p>Parking management plan Develop a city-wide parking management plan that includes right-sizing parking requirements and establishing parking densities and rates by district to support denser, walkable environments.</p> | No changes. |
| 6 | <p>Annexation policy updates Consider existing land use patterns and their potential for transition to sustainable urbanized areas when evaluating potential annexations.</p> <p>Through the Comprehensive Plan Update, further explore an annexation</p> | <p>Annexation policy updates Consider existing land use patterns and their potential for transition to sustainable urbanized areas when evaluating potential annexations. Through the Comprehensive Plan Update, further explore a coordinated and strategic annexation strategy that targets key growth and job areas within the Vancouver Urban Growth Area</p> | Minor changes to improve clarity. |

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| | strategy that targets key growth and job areas within the Vancouver Urban Growth Area (UGA), increases housing and job density, and diverts both work and non-work trips to non-vehicular modes in these areas. | (UGA), develop strategies to increase housing and jobs density, and divert both work and non-work trips to non-vehicular modes in these areas. | |
| 7 | Annexation incentives Beginning at least five years before the expected annexation date, work with Clark County and local leadership of annexation areas to identify sustainability initiatives to align with City of Vancouver policies. Develop and implement incentives, education, and outreach to support the transition. | Annexation incentives Beginning at least five years before the expected annexation date, work with Clark County and local leadership of annexation areas to identify high-priority and/or high-feasibility sustainability initiatives to align with City of Vancouver policies. Develop and implement incentives and other voluntary efforts (e.g., education, outreach) to support the transition. | Minor changes to improve clarity. |

Strategy TLU-2. Shift driving trips to clean, active modes of transportation

Help shift driving trips to cleaner ways of getting around and create a more connected, walkable, and bikeable city. To do so, support pedestrian- and bike-friendly infrastructure, permanent sources of transportation funding, and anti- displacement best practices.

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| 8 | Improved pedestrian infrastructure In alignment with the TSP, Complete Streets program, and other relevant City plans, increase the abundance, safety, and connectivity of infrastructure for people walking and using mobility devices (such as wheelchairs or walkers). Include the following activities: <ul style="list-style-type: none">• Factor climate impacts into the design, materials & full life-cycle costs of projects.• Continue implementation of the Sidewalk Management Plan (2017), prioritizing areas of infill by equity concern.• Complete and connected networks of high-quality pedestrian facilities that provide safe, accessible, and comfortable routes.• Identify areas of the city (e.g., Fourth Plain, East Vancouver) where pedestrian facilities could be prioritized.• Expand lighting and other safety features on pedestrian pathways.• Plan for and implement multi-modal and “first-last mile” infrastructure. | Improved pedestrian infrastructure In alignment with the TSP, Complete Streets program, and other relevant City plans, increase the abundance, safety and connectivity of walking and rolling infrastructure. Include the following activities: <ul style="list-style-type: none">• Factor climate impacts into the design, materials & full life-cycle costs of projects (e.g., facilities, amenities).• Continue implementation of the Sidewalk Management Plan (2017), prioritizing areas of infill by equity concern.• Complete and connected networks of high-quality walking and rolling facilities that provide safe and comfortable routes.• Emphasize accessible, equitable design consistent with 8-80 design principles and American Disabilities Act (ADA) compliance.• Identify areas of the city (e.g., downtown, East Vancouver) that could be prioritized for pedestrians.• Expand lighting and other safety features on pedestrian pathways. Plan for and implement multi-modal and “first-last mile” infrastructure. | Minor changes to remove unnecessary implementation details. |
| 9 | Transit ridership improvements Partner with C-TRAN to increase transit ridership by developing transit-supportive neighborhoods, providing convenient connections to destinations throughout the city, and ensuring safe, accessible infrastructure . This can include: <i>City Actions:</i> <ul style="list-style-type: none">• Support code updates that increase density, infrastructure, and amenities near current and planned transit routes, in alignment with the TSP.• Provide connections between transit facilities and bicycle/trail networks.• Improve sidewalks, curb ramps, and street crossings near transit stops. | Transit ridership improvements Partner with C-TRAN and other transit agencies to address barriers to using transit, improve access, and maintain safety across the city. This can include: <i>Policy and planning</i> <ul style="list-style-type: none">• Prioritize access for overburdened communities.• Support code updates that increase density, infrastructure, and amenities near current and planned transit routes, in alignment with the TSP.• Factor climate impacts into the design, materials & full life-cycle costs of projects (e.g., roads, EV charging network); similarly, include climate adaptation and mitigation criteria in entitlement reviews. | <ul style="list-style-type: none">• Integrated T&LU2 Action #18 into this action description.• Re-organized to reflect City’s supporting partner role in transit planning.• Removed unnecessary implementation-level details. |

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| | <ul style="list-style-type: none"> • Include plans for high-capacity transit and transit corridors that provide safe, reliable, and climate-resilient services, consistent with the Enhanced Transit Corridor analysis developed as part of the TSP update. • Promote awareness and expansion of C-TRAN's existing fareless Youth Opportunity Pass and Education Opportunity Pass programs. <p><i>Advocate for C-TRAN Actions:</i></p> <ul style="list-style-type: none"> • Prioritize access for overburdened communities. • Factor climate impacts into the design, materials & full life-cycle costs of projects; similarly, include climate adaptation and mitigation criteria in entitlement reviews. • Provide transit circulators in activity nodes and centers. • Enhance secure bicycle parking at transit stations and major bus stops. • Provide weather shelters in public transit. • Ensure transit vehicles are equipped with air filtration and air conditioning. • Provide education and outreach to increase comfort and familiarity with the transit system, with a focus on youth and "choice" riders. | <p><i>Service changes</i></p> <ul style="list-style-type: none"> • Provide convenient connections to destinations throughout the city. • Provide transit circulators in activity nodes and centers. • Ensure sufficient transit connections to higher density areas with currently low or limited access. <p><i>Infrastructure and amenities</i></p> <ul style="list-style-type: none"> • Enhance secure bicycle parking at transit stations and major bus stops. • Provide connections between transit facilities and bicycle/trails networks. • Provide weather shelters in public transit. • Improve sidewalks, curb ramps, and street crossings near transit stops and stations. • Ensure transit vehicles are equipped with air filtration and air conditioning. <p><i>Education and outreach</i></p> <ul style="list-style-type: none"> • Provide education and outreach to increase comfort and familiarity with the transit system (i.e., "travel training"), with a focus on youth and "choice" riders. <p>Promote awareness of C-TRAN's Youth Opportunity Pass and Education Opportunity Pass programs.</p> | |
| 10 | <p>Driving trip reduction for local schools</p> <p>Support initiatives to reduce driving trips related to school activities.</p> <p>This can include:</p> <ul style="list-style-type: none"> • Work with the school districts to promote school bus ridership and explore options for increasing services. • Encourage active transportation through participation in a Safe Routes to School program. • Dedicate increased local funding to a local Safe Routes to School program. • Work with the school districts to encourage carpooling to schools and after-school activities. • Support Bike Clark County to expand and fully integrate bicycle skills and safety curricula in all school districts (i.e., into all school curricula). • Adjust traffic signals to prioritize pedestrians and bicycles around schools. • Education for students on how to use public transit with C-TRAN's Youth Opportunity Pass program. | <p>Driving trip reduction for local schools</p> <p>Support initiatives to reduce driving trips related to school activities. This can include:</p> <ul style="list-style-type: none"> • Promote school bus ridership and exploring options for increasing services. • Encourage active transportation through participation in a Safe Routes to School program. • Dedicate increased local funding to a local Safe Routes to School program. • Encourage carpooling to schools and after school activities. • Support Bike Clark County to expand and fully integrate bicycle skills and safety curricula in all school districts (i.e., into all school curricula). • Adjust traffic signals to prioritize pedestrians and bicycles around schools. <p>Education for middle school and high school students in how to use public transit and how to use C-TRAN's Youth Opportunity Pass program.</p> | Minor changes to improve clarity. |
| 11 | <p>Transportation demand management requirements</p> <p>Identify and implement code-based transportation demand management (TDM) plan requirements city-wide to shift driving trips to walking, biking, transit, or other active modes. This includes:</p> <ul style="list-style-type: none"> • Track mode share and shift for biking, walking, and transit use over time, for both commute and non-commuting trips, to monitor the effectiveness of existing programs. • Consider strategies to retain and attract new "choice" transit riders. | <p>Transportation demand management requirements</p> <p>Identify and implement code-based transportation demand management (TDM) plan requirements city-wide to reduce traffic and shift trips to non-driving modes. This includes:</p> <ul style="list-style-type: none"> • Track mode share and shift for biking, walking, and transit use over time, for both commute and non-commuting trips. <p>Understand "choice" riders and their mode choices.</p> | Minor edits to improve clarity. |

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| 12 | Medium- and heavy-duty truck VMT reduction Work with private sector to improve routing and reduce vehicle miles traveled (VMT) from medium and heavy-duty vehicles. | Medium- and heavy-duty truck VMT reduction Work with delivery and other companies to improve routing and reduce vehicles miles traveled (VMT) from medium and heavy- duty vehicles. | Minor edits to improve clarity. |
| 13 | Improved bicycling infrastructure In alignment with the TSP, Complete Streets program, and other relevant City plans, increase the abundance, safety and connectivity of bicycling infrastructure. Include the following activities: <ul style="list-style-type: none"> • Create complete and connected networks of high-quality bicycling facilities that provide safe and comfortable routes • Expand lighting and other safety features on bicycle pathways. • Update code to require separated bicycle facilities in street construction. • Consider and accommodate multi-modal and “first-last mile” needs. • Provide City-owned bicycle racks located in the public right-of-way (ROW) in mixed-use and commercial areas. • Promote the inclusion of amenities (e.g., showers, changing rooms, lockers) in public and private buildings to reduce barriers to habitual biking. • Promote widespread adoption of e-bikes. | Improved bicycling infrastructure In alignment with the TSP, Complete Streets program, and other relevant City plans, increase the abundance, safety and connectivity of bicycling infrastructure. Include the following activities: <ul style="list-style-type: none"> • Factor climate impacts into the design, materials & full life-cycle costs of projects (e.g. roads, amenities). • Complete and connected networks of high-quality bicycling facilities that provide safe and comfortable routes consistent with 8-80 design principles. • Expand lighting and other safety features on bicycle pathways. • Update code to require safe, separated bicycle facilities in street construction. • Consider and accommodate multi-modal and “first-last mile” needs. • Expand bike parking throughout the city to ensure safe and abundant spaces for cyclists. • Expand amenities (e.g., showers, changing rooms, lockers) in public and private buildings to reduce barriers to habitual biking. Promote widespread adoption of e-bikes. | Minor edits to improve clarity and remove unnecessary implementation-level details. |
| 14 | Modal hierarchy Establish a modal hierarchy for transportation investments that prioritizes active transportation modes such as walking, biking, and transit. <ul style="list-style-type: none"> • Include evaluation metrics that emphasize people throughput, movement of people, and quality of experience over vehicle throughput and Vehicle Level of Service. • Use the City’s equity index to prioritize transportation investments and pair them with proactive anti-displacement strategies. | Modal hierarchy Establish a modal hierarchy for transportation investments that prioritizes investments in active transportation modes such as walking, biking, and transit-supportive roadway design and operations. The hierarchy will include evaluation metrics that emphasize people throughput, movement of people, and quality of experience over vehicle throughput and Vehicle Level of Service. | Added language to emphasize the City’s equitable development commitment. |
| 15 | Shared mobility options <ul style="list-style-type: none"> • Work with third-party programs and businesses to increase the availability, accessibility, and convenience of shared mobility options (e.g., bike share, scooter share, car share), particularly in key growth areas. • Put code in place to support shared mobility docking stations and reserved spaces for car-sharing vehicles. | Shared mobility and micro-mobility options <ul style="list-style-type: none"> • Plan, sponsor, and advertise for additional micro-mobility options within key growth nodes in the city. • Put code in place to support shared mobility docking and charging stations, and reserved spaces for car sharing vehicles. Work with third-party programs and businesses to increase the availability, accessibility, and convenience of shared mobility options (e.g., bike share, scooter share, car share). | Minor edits to simplify and improve clarity. |
| 16 | City plan alignment Align the CAF with the TSP, Comprehensive Plan, economic development plans, COVID-19 recovery plan, and the multi-modal initiatives, guidelines, and priorities identified in the TSP update. | City plan alignment Align the TSP with the Comprehensive Plan, economic development plans, COVID-19 recovery plan, and the multi- modal initiatives, guidelines, and priorities identified in the TSP update (e.g., increased walkability and bikeability, multi-modal priority). | Minor edits to simplify and improve clarity. |

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| 17 | Retrofits for vulnerable infrastructure Prioritize retrofits to reinforce or adapt climate-vulnerable infrastructure, with a focus on routes used for public transportation. | Retrofits for vulnerable infrastructure Prioritize retrofits of climate-vulnerable infrastructure, with a focus on routes used for public transportation. | Minor edits to simplify and improve clarity. |
| 18 | Action combined with T&LU Action #9. | Fareless transit system Work with C-TRAN to expand existing fareless programs and foster a safe public transit system to increase transit accessibility. Include plans for transit corridors that provide safe, reliable, and climate-resilient transit services and for high-capacity transit, consistent with the Enhanced Transit Corridor analysis developed as part of TSP update and “transit ridership improvements” (Action TLU2.9). | Action combined with T&LU Action #9. Wording was edited to remove instructions that are unrelated to fareless transit programs and which are included in other Action descriptions. |
| 19 | Curb management program Research and develop a curb management program that supports shared mobility options and safe, multimodal streets. Align with the TSP, CAF “shared mobility and micromobility options” (Action TLU2.15), and “parking management plan” (Action TLU1.5). Elements of the program could include: <ul style="list-style-type: none"> • Establish designated loading/unloading zones for rideshare and delivery vehicles. • Integrate bicycle and motorcycle parking. • Facilitate partnerships to reduce delivery trips and prioritize smaller vehicles. • Integrate shared mobility docking stations and autonomous vehicle loading zones if the technology is adopted in Vancouver. | Curb management program Research and develop a curb management program that supports shared mobility options and safe, multimodal streets. Align with the TSP, “shared mobility and micromobility options” (Action TLU2.15), and “parking management plan” (Action TLU1.5). Elements of the program could include: <ul style="list-style-type: none"> • Establish designated rideshare and third- party carpooling parking, and loading/ unloading delivery zones. • Integrate bicycle and motorcycle parking. • Facilitate partnerships to explore methods to reduce delivery trips and prioritize smaller vehicles. Integrate scooter and bicycle share docks and autonomous vehicle loading zones if the technology is adopted in Vancouver. | Minor edits to simplify and improve clarity. |

Strategy TLU-3. Decarbonize and electrify vehicles

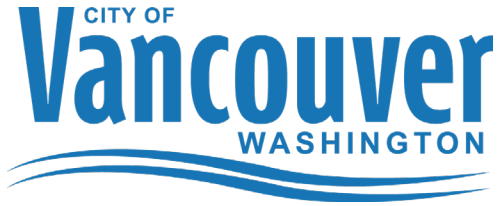
Expand and ensure necessary electric vehicle infrastructure is available and accessible at residences, workplaces, and key public areas. Increase the adoption of electric vehicles by promoting and implementing incentives, education programs, and policy with a focus on reducing financial barriers to EV ownership. Invest in infrastructure and adoption of alternative fuel and fuel reduction technologies to power municipal and commercial fleets as well as medium- and heavy-duty vehicles, prioritizing vehicles where electric fuel is unfeasible. Identify and secure adequate permanent funding for sustainable transportation

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| 20 | EV infrastructure planning and implementation Develop and implement municipal and citywide EV infrastructure plans to promote and expand the installation of public and private charging infrastructure for new and existing development. This includes: <ul style="list-style-type: none"> • Prioritize equity in EV infrastructure planning so that renters, low-income people, and communities of color are able to access and use electric vehicles. • Develop code for EV-readiness that would require EV charging (fully installed and operable) for at least 25% of spaces in new parking facilities, commercial, and multifamily developments that include parking, exceeding WA HB 1257 requirements of >10% of spaces. Require EV readiness in additional spaces to accommodate increased demand over time. • Include considerations for charging e-bikes and other electric micro-mobility options (scooters, etc.), especially at multi-family developments. • Consider areas that would support transit usage and long-distance travel, such as park | EV infrastructure plan Develop and implement an EV infrastructure plan to promote and expand the installation of public and private charging infrastructure and electric-powered mobility for new and existing construction. This includes: <ul style="list-style-type: none"> • Leverage programs and funding opportunities from Clark PUD, federal agencies, and other partners. • Focus on areas that would support longer distance/interstate and commercial travel, including park and rides. • Explore options for incentivizing or requiring installation/retrofitting for EV charging infrastructure in existing building stock, such as at point of renovation, point of sale, or changes in management. In implementing this action, factor climate impacts into the design, materials, and full life-cycle costs of projects (e.g. roads, EV charging network). Also consider | Consolidated this action with T&LU Actions 3.21 and 3.25. Added direction to prioritize equitable transition to EVs in planning & implementation. Removed references to increasing distributed power, as this is covered in other sections of the the CAF. Removed unnecessary implementation details. Minor wording edits for clarity. |

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| | & rides. <ul style="list-style-type: none"> Explore options for incentivizing or requiring installation/retrofitting for EV charging infrastructure in existing building stock. Leverage programs and funding opportunities from Clark PUD, federal agencies, and other partners. <p><i>Note that state law requires new single-family construction to be EV-ready starting in 2024 (HB 1287).</i></p> | energy storage and demand needs and increase distributed energy production (e.g., solar panels) to reduce demands on electrical grid, as needed. | |
| 21 | See Action T&LU 3.20 | EV charging requirements Require all new development (and/or parking lots) to have adequate charging stations. This action builds on “EV-ready code” and “EV infrastructure plan” (Actions TLU3.25 and TLU3.20, respectively), as well as state law requiring EV charging capability at all new commercial and multi-family development with on-site parking (HB 1257) and new single-family construction (HB 1287). To support this transition, building owners can leverage available programs, such as Clark PUD’s commercial charger rebate program. | Consolidated with Action T&LU 3.20. |
| 22 | Electric vehicle advocacy & education Advocate for the expansion of existing incentives and introduce new local incentives to accelerate the adoption of EVs. Educate residential and commercial communities on the costs, benefits, and available funding options. This includes: <ul style="list-style-type: none"> Work with Clark PUD to expand participation in their used EV program for income-qualifying customers. Work with the Columbia-Willamette Clean Cities Coalition to leverage state and federal incentive programs. Explore developing local incentives through partnerships with local lenders and car dealerships. Offer non-financial incentives to encourage EV adoption and expand EV infrastructure, such as resident-selected EV charging locations and streamlined permitting for developers. Support state policies to limit sales of new fossil fuel passenger cars and trucks by 2030. | Electric vehicle advocacy & education Advocate for the expansion of existing incentives and introduce new local incentives to accelerate the adoption of electric passenger and work vehicles, with specific attention to reducing financial and other barriers to adoption. Educate the residential and commercial communities on the costs and benefits of electric vehicles and available programs and funding options. This includes: <ul style="list-style-type: none"> Work with Clark PUD to expand participation in their used EV program for low-income / income-qualifying customers. Work with the Columbia-Willamette Clean Cities Coalition to leverage state and federal incentive programs. Explore developing local incentives through partnerships with local lenders and car dealerships. Implement non-financial incentives offered by the City to encourage EV adoption and expand EV infrastructure, including resident-selected EV charging locations and streamlined permitting for developers. Advocate for state policy to limit sale of new fossil fuel-powered passenger cars and trucks by 2025. | Updated action to reflect 2022 WA transportation funding package 100% EV sales target of 2030 |
| 23 | Medium-and heavy-duty truck decarbonization Take local action to decarbonize medium- and heavy-duty trucks including the following: <ul style="list-style-type: none"> Require that construction projects and other entities (e.g., delivery trucks) that rely on medium and heavy-duty trucks replace vehicles with ZEVs in accordance with the targets outlined in the Advanced Clean Trucks (ACT) rule, adopted by the Department of Ecology in November 2021. Set a community goal of replacing 40% of all new medium- and heavy-duty trucks with ZEV by 2030. Encourage adoption of lower-carbon fuels where ZEVs are not feasible. Advocate for state policy to limit sales of new fossil fuel-powered medium- and | Medium-and heavy-duty truck decarbonization Take local action to decarbonize medium- and heavy-duty trucks, including the following: <ul style="list-style-type: none"> Require that construction projects and other entities (e.g., delivery trucks) that rely on medium and heavy-duty trucks replace vehicles with new Zero Emission Vehicles (ZEVs) in accordance with the targets outlined in the Advanced Clean Trucks (ACT) rule, adopted by the Department of Ecology in November 2021. Encourage participation in NWN’s ZEV CNG and H2 programs. Advocate for state policy to limit sale of new fossil fuel-powered medium- and heavy-duty trucks by 2030. | <ul style="list-style-type: none"> Removed references to specific programs per Council request. Re-worded action to clarify City’s role in influencing private business decisions on fleet purchases. Minor edits for clarity. |

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| | heavy-duty trucks by 2030. | <ul style="list-style-type: none"> By 2030, replace 40% of all new medium- and heavy-duty trucks with ZEV alternatives. <p>This action is directly supported by “truck decarbonization infrastructure” (Action TLU3.28).</p> | |
| 24 | <p>Transit & waste collection fleet electrification</p> <p>Require that all buses that serve Vancouver are electric by 2040 and increase the proportion of waste collection vehicles that are ZEVs.</p> <p>This includes:</p> <ul style="list-style-type: none"> Partner with Clark PUD, C-TRAN, and Waste Connections to expand ZEV buses and waste collection vehicles, prioritizing implementation in communities overburdened by local air pollution and respiratory ailments. Support partner agencies by facilitating access to city-owned charging stations throughout the City. While internal combustion engine vehicles are still in use and a ZEV alternative is not feasible, transition to lower-carbon intensity fuels where feasible and applicable. | <p>Transit & waste collection fleet electrification</p> <p>Require that all buses that serve Vancouver are electric by 2040 and increase the proportion of waste collection vehicles that are ZEVs. This includes:</p> <ul style="list-style-type: none"> Partner with Clark PUD, C-TRAN, and the City’s contracted waste hauler to expand electric buses and electric contracted waste collection vehicles, prioritizing implementation in communities overburdened by local air pollution and with higher rates of asthma and other respiratory ailments. This may include a cost-share approach with C-TRAN. Ability to charge buses in distant locations. <p>While internal combustion engine vehicles are still in use and a ZEV alternative is not feasible, transition to alternative, lower-carbon intensity fuels where feasible and applicable.</p> | Updated to reflect the CTRAN-City funding relationship. |
| 25 | See Action T&LU 3.20. | <p>EV-Ready code</p> <p>Starting in 2023, require 25% EV-ready parking spaces in new commercial and multifamily developments, exceeding WA HB 1257 requirements (i.e., >10% of spaces). EV-ready spaces are installed and operable. To support this transition, building owners can leverage available programs such as Clark PUD’s commercial charger rebate program.</p> <p><i>Note that state law requires new single-family construction be EV-ready starting in 2024 (HB 1287).</i></p> | This action has been consolidated with Action T&LU 2.20 |
| 26 | <p>Alternative fueling & charging options at gas stations</p> <p>Update the Municipal Code to require new gas stations or expansions of existing facilities to include EV charging and alternative fuel options. This may include:</p> <ul style="list-style-type: none"> Encourage existing gas stations to supply alternative fuels (compressed natural gas, propane, renewable diesel, etc.) as well as EV charging. Update code to be supportive of alternative fuel infrastructure. Explore the feasibility of prohibiting new fossil-fuel-only gas stations. | <p>Alternative fueling & charging options at gas stations</p> <p>Update the Municipal Code to require new gas stations or expansions of existing facilities to include EV charging and alternative fuel options. This may include:</p> <ul style="list-style-type: none"> Encourage existing gas stations to supply alternative fuels (compressed natural gas, propane, etc.) as well as EV charging. Update code to be supportive of alternative fuel infrastructure. <p>Explore feasibility of prohibiting new gas stations.</p> | Minor edits to simplify and improve clarity. |
| 27 | <p>Alternative fuels education & advocacy</p> <p>Provide education and advocacy to increase awareness and adoption of low-carbon and alternative fuels (e.g., electricity, biodiesel, renewable diesel, compressed natural gas, liquified natural gas, and hydrogen).</p> | <p>Alternative fuels education & advocacy</p> <p>Provide education and advocacy to increase awareness and use of low-carbon and alternative fuels (e.g., electricity, biodiesel, compressed natural gas, liquified natural gas, hydrogen).</p> | Minor edits to simplify and improve clarity. |
| 28 | <p>Medium-and heavy-duty truck decarbonization infrastructure</p> <p>Work with the Port of Vancouver and other partners to expand infrastructure for the decarbonization of medium- and heavy-duty trucks. This action will help the City and local businesses achieve the requirements of the WA Advanced Clean Truck (ACT) rule and the WA Clean Fuel Standard. It includes:</p> <ul style="list-style-type: none"> Encourage widespread adoption and distribution of lower-carbon fuels. | <p>Truck decarbonization infrastructure</p> <p>Work with the Port of Vancouver and other partners to expand infrastructure for decarbonization of medium- and heavy-duty trucks. This action will help the City achieve the requirements in the WA ACT rule and directly supports “medium- and heavy-duty truck decarbonization” (Action TLU3.23). It includes:</p> | Minor edits for clarity and consistency with language in other actions. |

| Action | Revised (Final) Action Description | Original Wording as of 06/06/22 | Changes explained |
|--------|---|--|--|
| | Identify barriers to adoption in Vancouver and seek avenues to remove them. <ul style="list-style-type: none">Coordinate with the Port of Vancouver to develop infrastructure supporting this conversion while maintaining competitiveness. | <ul style="list-style-type: none">Encourage widespread adoption of fueling stations providing alternative fuels. Coordinate with Port of Vancouver to develop infrastructure supporting this conversion while maintaining competitiveness. | |
| 29 | Battery replacement incentives Explore incentives, rebates, or similar methods to reduce the costs of battery replacement for battery electric vehicles with batteries nearing the end of their useful life. | Battery replacement incentives Expand incentives, rebates, or similar methods to reduce the costs of battery replacement for vehicles with batteries nearing the end of their useful life. | Re-worded to clarify that the City does not currently offer these incentives, so it would be exploring new program options instead of expanding existing ones. |

**Impact of changes made**

Changes made in this section were primarily made to simplify action descriptions, remove redundant language, or clarify the City's role with partner agencies and the private business community. These changes are not anticipated to affect the City's implementation of actions in this section.

In some actions, language was added to call out where the City's Equitable Transportation Investment Strategy should be prioritized in the implementation of a given action to ensure that transportation investments are paired with proactive anti displacement strategies designed to keep people and the assets they depend on in place.