From:	Cnty 2025 Comp Plan
To:	Don Steinke; Cnty 2025 Comp Plan
Cc:	Oliver Orjiako; Jose Alvarez
Subject:	RE: Comprehensive Plan Update Comments
Date:	Thursday, July 9, 2026 8:21:04 AM
Attachments:	image001.png image002.png image003.png image004.png

Good day, Don,

Thank you for submitting this feedback in relation to the 2025 Comprehensive Plan Update.

I am forwarding to additional members of Staff, and these will be added to the Comprehensive Plan Index of Record.

Best,

Jeff Delapena
Program Assistant
COMMUNITY PLANNING

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From: Clark County <webteam@clark.wa.gov>
Sent: Wednesday, July 8, 2026 7:43 PM
To: Cnty 2025 Comp Plan <comp.plan@clark.wa.gov>
Subject: Comprehensive Plan Update Comments

Submitted on Wed, 07/08/2026 - 7:43 PM

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Message Subject
Climate, transportation and solar.

Comments
At first progress seems extremely slow, and then it happens faster than anyone thought possible, almost without notice. For lack of a better expression, I think we are entering the second industrial revolution.

The first industrial revolution was about getting fossil fuels to do work for us. Fossil fuels produced steam which powered locomotives and power plants. The first coal burning power plant was built in the basement of JP Morgan's house, in 1882. Now JP Morgan Chase has covered it parking lot with 40,000 solar panels to power its operations.

Annual U.S. power consumption set a record in 2025 US. 75% of that growth was met with solar plus batteries and most of that happened in red states, Texas in particular. Globally, 99% of grid growth was met with renewables. Renewables went up, coal went down. Renewables have won. The price of batteries fell 45 % last year.

Incentives work. They worked to help solar and batteries to achieve economies of scale. California replaced 2.5 Gw of power plants powered by gas. Germany replaced 800 mw of gas with solar plus batteries.

Texas capacity has grown 26 Gw in the last year, mostly solar plus batteries, but FERC says that's not fast enough. PGE has added 490 Mw of batteries in the last year and they also are hosting a ride and drive EV car show this month.

The advantage of batteries is that they allow you to shift solar energy into the evening.. Xcel Energy is doing distributed batteries on the distribution side. The Southern Company has gone big for batteries on the transmission side. It all depends on where need is greatest.

Two-way charging is the next step. General Motors has just announced that they will enable existing GM EVs to power a home during an outage or sell back to the grid. Germany, The Netherlands, and Australia are also moving in that direction.

Starting July 1, Australians are getting free electricity midday for 3 hours. The idea is to persuade hospitals, hotels and the public to do their laundry during the day when electricity is abundant rather than in the evening.

I believe the second industrial revolution has arrived, nearly everywhere, except west of the Cascades because of our weather. It'll take us a few years longer.

Although the sale of EVs has slowed in America because of Trump, They are rising globally.
The continued electrification is certain. We need to retrofit existing multifamily developments.

Prairie electric came up with a genius idea.

https://www.columbian.com/news/2026/jun/18/quick-ev-charging-now-available-at-columbia-shores-condominiums-on-vancouver-waterfront/
Quick EV charging now available at Columbia Shores Condominiums on Vancouver waterfront
Complexes with shared garages can electrify without huge infrastructure upgrades
Working with Prairie Electric, the HOA found a solution to fit the existing limits of the building's underground parking garage using smart electric subpanels. Five smart subpanels were installed, along with wiring to each parking space. Individual owners could then choose whether to install a Level 2 charger at their spot.
"It was a little more expensive than other solutions, but it had so many smart features. What really was appealing was that it could track (energy) consumption so we could bill the people that are using electricity," Winkler said.
The new system monitors the battery levels of each car plugged into the system and prioritizes those with the lowest levels. As the battery fills up and other cars are plugged in, that car may move further down the priority list. The system also constantly delivers small bits of electricity to each vehicle until it's charged, preventing the system from being overloaded by trying to fully

charge each car at the same time. The entire system and power consumption by each parking space can be viewed live through a website portal.

Apartment EV owners typically must rely on public charging stations or shared ports when they need to power up. For others, like the Columbia Shores residents, an alternative is to plug into a standard, 120-volt household outlet. With 95 parking spaces, Winkler was worried that adding more EVs would eventually overwhelm the building's wiring.

"I was worried about the risk of fire from all these people trying to plug their electric vehicles into this little 20-amp circuit," he said.

Public charging stations can be time consuming, inconvenient and expensive. Rates per kilowatt-hour at public charging stations can range from 25 cents per kilowatt-hour during off-peak times up to 60 cents per kilowatt-hour, plus guest fees, subscription fees and other upcharges. That's compared with 8.79 cents per kilowatt-hour charged by Clark Public Utilities.

To upgrade the electric panels, each resident paid about $700. Those wanting a Level 2 charger installed paid an additional $2,800 to run wiring to their parking space, plus the cost of the charger. Rather than requiring everyone to have the same charger, each resident got to choose which charger they wanted regardless of manufacturer, as long as it met state rebate requirements.

Working with Clark Public Utilities, the HOA had about half of the $400,000 cost paid for through rebates and incentives.

Matt Babbitts, energy services project manager for Clark Public Utilities, said the incentives were part of the state's new transportation electrification program, which aims to accelerate the transition to zero-emission vehicles and reduce carbon emissions. The program also allows public utilities to earn program credits, which can be sold to generate revenue.

As one of the electric utilities participating in the state program, Babbitts said, Clark Public Utilities has an opportunity to create EV programs for its customers that meet state requirements, like the Columbia Shores project.

"Historically, the multifamily sector of the market has been somewhat underserved for electric vehicles and transportation electrification," he said. "That is primarily due to the higher costs that come with installing EV charging infrastructure at apartment or condo complexes, as well as some of the additional complexities that come with those projects."

Although developers are now building to meet future EV charging needs, existing apartment and condominium complexes weren't built with this in mind. Adding needed infrastructure later can mean tearing up a parking lot, boring underground to get power to specific areas or upgrading a transformer, which can be costly.

"We recognize that kind of gap existed in the market, and we wanted to use these new Washington Clean Fuel Standard revenues to design a program that would serve that harder-to-reach multifamily sector," Babbitts said.

Columbia Shores resident Anita Totman said charging her Mini Cooper is far easier now with a Level 2 charger installed.

"It's unbelievable. It really is. For five years, I've been sneaking under the door in the storage unit and plugging into a 120 (volt outlet) and waiting a day and a half before it's fully charged," she said. "Now it's just a few hours. It was worth it."