



Transportation and Mobility Commission Meeting Agenda

June 2, 2026

5:00 PM

City Hall Aspen Room

415 W. 6th Street | Vancouver, WA

[Join the meeting now](#)

Dial: +1 347-941-5324

Meeting ID: 294 332 749 305 67

1. Call to Order and Roll Call

2. Approval of Minutes

Adoption of Minutes - May 5, 2026

3. Workshop

Climate Action Framework Update: Land Use and Transportation Strategies | Rebecca Small, Policy Analyst, City Manager's Office

4. Break 6:00 – 6:30 pm

5. Community Forum

To provide public testimony, please see instructions below.

6. Workshop

Discussion on Interstate Bridge Replacement Project | Chair-led discussion

7. Commission and Staff Reports

Members

Jeananne Edwards, Chair

Ken Williams, Vice Chair

Isaac Hamann

Michelle Holder

Jay Housgard

Melanie Katz

Russell Malburg

Thinh Phan

Mario Raia

Devan Williams

Community Development Department

415 W. 6th Street

P.O. Box 1995 Vancouver, WA

98668 360-487-7800

TTY: 711

www.cityofvancouver.us

Adjournment

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 Teams (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.

City Hall is served by C-TRAN. Route information and schedules are available online at www.c-tran.com. You also may reach C-TRAN at (360) 695-0123 for more information on times, fares, and routes.

Anyone needing language interpretation services or accommodations with a disability at a Vancouver City Council meeting may contact the City Manager's staff at (360) 487-8600 (RELAY: 711). Assistive listening devices and live Closed Captioning are available for the deaf, hard of hearing and general public use. Please notify a staff person if you wish to use one of the devices. Every attempt at reasonable accommodation will be made. To request this agenda in another format, please also contact the phone numbers listed above.

To request accommodation or other formats, please contact:

Community Development Department | 360-487-7813 | TTY: 711 | TMC@cityofvancouver.us

Meeting Minutes

Tuesday, May 5, 2026

4:15 p.m.

City Hall Aspen Room

The meeting was called to order at 4:15pm

Commission Members Present: Jeananne Edwards, Ken Williams, Isaac Hamann, Michelle Holder, Jay Housgard, Melanie Katz; Russell Malburg, Thinh Phan, Mario Raia, Devan Williams,

Staff Present: Kate Drennan, Transportation Planning Manager; Philip Gigler, Assistant City Attorney and Transportation and Mobility Commission staff attorney, Maricsa Acosta, Support Staff.

Approval of Minutes - Motion by Vice Chair Williams, seconded by Commissioner Holder to approve April 7, 2026 meeting minutes. Motion was carried unanimously.

Notification: City of Vancouver Accessibility for Council and Commission Presentation Guidance

Presenters: Kate Drennan, Transportation Planning Manager

Staff presented new City guidance intended to improve accessibility and communication during Council and Commission meetings as part of the City's ongoing compliance efforts under the Americans with Disabilities Act (ADA). The presentation focused on improving accessibility for individuals participating in person, online, or through recorded and broadcast meetings, while supporting the City's broader commitment to inclusive public engagement.

Key Discussion Points

- The City is expanding accessibility standards beyond written materials to include verbal communication and presentation practices during public meetings broadcast on CTV, social media, and other public platforms.
- Commissioners were encouraged to support accessibility by stating their names before speaking, speaking clearly, using microphones, avoiding interruptions, and following chair-recognized speaking order.
- Commissioners and presenters were encouraged to use plain language and reduce acronyms and technical terminology whenever possible.
- Presenters were encouraged to verbally describe important slide content rather than relying solely on visual references.

Members

Jeananne Edwards
Chair

Ken Williams
Vice Chair

Isaac Hamann

Michelle Holder

Jay Housgard

Melanie Katz

Russell Malburg

Thinh Phan

Mario Raia

Devan Williams

- Laminated accessibility reference cards were distributed at commissioner seats to support implementation during meetings.
- Implementation of the new accessibility practices will be an ongoing learning process for staff, Council, and commissions citywide.

Commission Questions & Staff Responses

No questions from Commissioners

Workshop: C-Tran Bus Stop Prioritization Accessibility Project

Presenters: Taylor Eidt, Director of Planning and Service Delivery, C-TRAN; Michelle Oster and Zoe Beckley, Portland State University Master of Urban and Regional Planning Program

C-TRAN and Portland State University (PSU) student consultants presented on the Bus Stop Accessibility Action Plan, a project focused on improving accessibility throughout the C-TRAN transit system. Presenters explained the effort is intended to create a near-term, actionable strategy for upgrading bus stops that do not currently meet Americans with Disabilities Act (ADA) accessibility standards.

The presentation reviewed project goals, community engagement efforts, GIS and demographic analysis, and development of a prioritization matrix intended to guide future accessibility investments. Presenters emphasized the project is designed to provide C-TRAN with a long-term decision-making tool that can be continually updated as system conditions change.

Key Discussion Points

- C-TRAN currently operates approximately 870 bus stops, with roughly 66% identified as ADA accessible.
- The project utilized community outreach, GIS analysis, peer agency research, and development of a prioritization matrix to guide future accessibility improvements.
- Community engagement included surveys, listening sessions with community-based organizations, and coordination with C-TRAN's Citizens Advisory Committee.
- GIS analysis evaluated demographic, environmental, and accessibility conditions within a quarter-mile walkshed surrounding each bus stop.
- The prioritization matrix is organized around three primary categories:
 - Stop Experience (35%)
 - Equity (35%)
 - Ridership / Connectivity (30%)
- Prioritization factors included accessibility features, proximity to community services and underserved populations, transfer opportunities, transit connectivity, and environmental conditions such as heat exposure.
- Presenters reviewed preliminary examples of higher- and lower-priority bus stops using the current scoring methodology.
- The prioritization tool is intended to remain adaptable so C-TRAN can continue updating data and refining priorities over time.

Commission Discussion – Prioritization Matrix Categories and Weighting

Presenters requested Commission feedback on whether the proposed prioritization matrix categories and weighting structure appropriately reflected accessibility needs and whether any important factors may have been overlooked. Discussion focused on ridership, equity, safety, accessibility conditions, weather protection, and how the matrix may function as a long-term implementation tool.

Commissioner Katz

Q: Where does rider volume at each stop factor into the matrix breakdown? Staff explained that ridership and boarding activity are incorporated into the ridership category of the matrix.

Commissioner D. Williams

Q: How are yes-or-no accessibility features, such as landing pads or marked crossings, translated into the scoring system, and how do those values affect the overall prioritization results? Staff explained stops lacking accessibility or safety features receive higher-priority scores intended to elevate improvement needs within the matrix. Staff noted preliminary results indicate the weighting system is successfully prioritizing stops with fewer existing amenities.

Q: How is heat exposure evaluated within the matrix, and does the analysis account for shade or tree canopy coverage? Staff stated heat exposure data was based on regional point-in-time measurements using a one-to-five scale, with hotter locations receiving higher-priority scores. Staff added the analysis also helps identify areas with limited shade or tree canopy coverage.

Commissioner Raia

Q: Has weather protection beyond heat, such as rain and wind exposure, been considered in evaluating stop experience? Staff noted weather protection is evaluated primarily through shelter availability and stated community outreach consistently identified shade, rain, and wind protection as important rider concerns.

Q: Does the matrix account for bus stops serving important destinations such as medical facilities, grocery stores, or shopping areas? Staff explained community assets within each stop's quarter-mile walkshed are incorporated into the equity category and noted destinations such as medical services, grocery stores, libraries, and other community-serving facilities can significantly increase a stop's prioritization score.

Commissioner Holder

Q: Can staff clarify whether 33% or 66% of C-TRAN bus stops currently meet ADA accessibility requirements? Staff clarified that approximately 66% of bus stops are currently ADA accessible, while approximately 33% still require upgrades to meet compliance standards.

Q: What does “Kappa,” referenced as the heat exposure data source, stand for? Staff explained Kappa is a local consulting firm that assisted with heat exposure data collection.

Q: What does “NSMC” stand for? Staff clarified that NSMC refers to the “Next Stop Mobility Coalition,” the Portland State University student consultant team working on the project.

Q: When did the Next Stop Mobility Coalition begin work on this project? Staff explained the consultant teams formed in early January and noted development of the prioritization matrix, scoring criteria, and weighting system has been an ongoing process informed by community engagement, partner feedback, faculty guidance, and collaboration with C-TRAN staff.

Q: At a high level, how does the proposed 35/35/30 weighting structure compare to approaches used by other transit agencies? Staff explained that peer transit agencies use a variety of prioritization

methods, with some emphasizing ridership while others focus more heavily on equity considerations. Staff stated the proposed weighting structure was developed by combining industry practices with community feedback received during outreach.

Commissioner Malburg

Q: Has C-TRAN considered weighting stops more heavily where higher numbers of riders may be using honored fares, such as low-income riders, seniors, or riders with disabilities? Staff explained that honored fare usage is not currently included in the matrix, though ramp deployment data is used as a proxy for riders using mobility devices, assistive equipment, grocery carts, or traveling with children. Staff noted fare program data could potentially be incorporated into future analysis.

Vice Chair Ken Williams

Vice Chair Williams commented that while the three primary matrix categories appeared reasonable, the large number of criteria and relatively balanced weighting structure may make it difficult to clearly distinguish the most important priorities. Vice Chair Williams suggested stronger differentiation between categories or criteria may better communicate which accessibility factors are intended to drive prioritization decisions.

Q: Does using a quarter-mile circular walkshed risk inaccurately representing actual pedestrian travel patterns, particularly in grid street systems where walking routes follow the street network rather than direct distances? Staff explained the project also incorporates sidewalk network and service-area analysis in addition to the quarter-mile buffer shown in the presentation. Staff noted the circular buffer is primarily used for demographic analysis, while accessibility and community asset analysis relies on actual sidewalk-connected travel routes.

Staff further acknowledged ongoing discussion regarding weighting methods and explained the project team continues evaluating whether broader category weighting or individual criteria scoring should be adjusted as analysis continues. Staff noted any future weighting adjustments would need to be supported by both quantitative analysis and community feedback while remaining usable for future C-TRAN implementation.

Commissioner Katz

Q: Within the equity category, what income methodology is being used from the Census data — household income, median income, or another measure? Staff explained the project currently uses Census household income distribution data rather than median income values and noted the methodology is still being refined, including consideration of federal poverty thresholds and other income measures.

Q: Could seating be evaluated on more of a scale, given the different qualities and types of seating at bus stops? For example, minimal seating and more stable or accessible seating options for elderly riders and individuals with disabilities? Staff acknowledged the suggestions and stated additional scoring nuance for seating conditions could be considered as the matrix continues to be refined.

Commissioner Katz expressed concern that household income data may not fully reflect the circumstances of individuals with disabilities or shared households and suggested other methodologies may better represent rider needs. She also noted current ridership data may not fully capture potential transit demand at inaccessible stops and suggested that some ridership and equity criteria within the matrix may overlap or could potentially be streamlined. Commissioner Katz encouraged the project team to consider both existing ridership and the potential for increased transit use at more accessible, higher-demand locations as the matrix continues to be refined.

Commissioner Phan agreed with earlier concerns regarding the complexity of the weighting system and commented that the large number of criteria may make it difficult to understand how ridership is prioritized within the matrix. He suggested stops with significantly higher boarding activity may warrant stronger weighting to maximize the number of riders benefiting from accessibility improvements while still balancing equity considerations.

Staff acknowledged the importance of ridership data surrounding community conditions were intentionally weighted more heavily because those conditions directly influence whether riders feel safe and comfortable accessing transit.

Chair Edwards commented that inaccessible bus stops can discourage transit use entirely and may increase higher transportation costs for organizations that must instead provide door-to-door transportation services. She noted that lower ridership at some stops may reflect significant accessibility barriers rather than lack of demand.

Commissioner D. Williams suggested additional demographic and statistical analysis may help refine weighting priorities, particularly when comparing younger populations with older adults who may rely more heavily on accessible transit infrastructure. He also questioned whether the matrix is intended to proactively identify accessibility deficiencies or validate concerns already identified through complaints or public feedback, noting that clarifying the tool's intended purpose may help determine how the data should ultimately be structured and used moving forward.

Commissioner Holder commented that accessibility, safety, equity, and connectivity all appeared to be important considerations within the prioritization process and observed that project cost had not been heavily discussed within the matrix framework.

Q: Within the stop experience category, did the project team consider weighting certain criteria more heavily because of their safety impacts, such as marked crossings, traffic stress, or sidewalk conditions? Staff explained safety is one of the more complex factors within the matrix because conditions vary depending on rider experience, mobility needs, location, and time of day. Staff noted lighting was frequently identified during outreach as an important safety consideration and may be addressed further in the final recommendations.

Q: Within each grouping, did the project team consider applying additional weighting to individual criteria for safety or other factors? Staff stated the weighting structure is still being refined and noted the matrix is intended to allow C-TRAN to evaluate both overall stop scores and category-specific priorities independently as needs evolve over time.

Commission Discussion – Matrix Implementation Approaches

Presenters requested Commission feedback on potential strategies for implementing the prioritization matrix and reviewed three preliminary approaches under consideration: prioritizing improvements by transit route, by geographic area or hotspot, or by individual bus stop ranking based on overall matrix scores. Discussion focused on balancing accessibility needs, ridership, implementation efficiency, project cost, and long-term systemwide improvements.

Vice Chair Williams suggested implementation by geographic area may create efficiencies similar to pavement preservation projects if improvements can be clustered together. He also commented that, absent significant cost or logistical advantages, prioritizing the “worst” or highest-need bus stops first appeared to be the most practical approach.

Staff explained project cost was intentionally excluded from the matrix because costs can fluctuate over time and may depend on grants, partnerships, or coordination with other infrastructure projects. Staff noted C-TRAN intends to evaluate cost feasibility after priority stops are identified through the matrix process.

Commissioner D. Williams similarly commented that the matrix should function as a decision-making tool to help identify the highest-need bus stops, particularly when priorities are not immediately obvious. He agreed that stops with the lowest scores or greatest deficiencies should likely be addressed first to establish a baseline standard across the system.

Commissioner Holder

Q: Can staff restate the three proposed implementation approaches? Staff restated the three preliminary implementation options as prioritization by transit route, by geographic area or hotspot, or by individual stop ranking based on matrix scores.

Commissioner Holder agreed with earlier discussion that lower ridership at some stops may reflect accessibility or equity barriers rather than lack of demand. She also supported potentially increasing the weighting of the equity category and indicated preference for implementation based on individual stop ranking.

Commissioner Raia supported prioritizing bus stops with the highest ridership and greatest accessibility needs first in order to maximize the overall benefit of future improvements.

Commissioner Malburg commented that prioritizing the lowest-scoring or highest-need stops appeared reasonable if the project team has confidence in the matrix data and scoring system. He also noted that grouping similar improvements together, such as shade structures or other common upgrades, may create cost efficiencies through bulk purchasing or coordinated installation efforts.

Commissioner Phan commented that the consultant team could provide recommendations based on matrix results and evaluation criteria, while acknowledging that C-TRAN would ultimately need to balance project cost, stop conditions, implementation priorities, and available funding when determining how improvements are phased and delivered.

Commissioner Housgard observed that ridership levels alone may not fully reflect actual transit demand if riders are currently unable to access certain bus stops because of accessibility barriers. He suggested the project team explore whether other transit agencies have studied ridership changes before and after accessibility improvements, such as adding shelters or seating, to better understand how accessibility upgrades may influence future ridership levels.

Commissioner Katz supported prioritizing bus stops based on a combination of ridership volume, surrounding community assets, and populations with greater accessibility needs. She emphasized the importance of considering both existing ridership and potential unmet demand for accessible transit service when determining improvement priorities.

Chair Edwards expressed support for prioritizing improvements by individual stop ranking while recognizing that grants, partnerships, related infrastructure projects, and funding opportunities may ultimately influence implementation sequencing. She also emphasized the importance of prioritizing accessibility improvements for underserved and marginalized communities, including locations where riders may currently avoid transit because stops are inaccessible.

Workshop: Transportation Impact Fee Update

Presenters: Kate Drennan, Transportation Planning Manager | Adam Argo, Principal Transportation Planner

Staff presented an overview of the City's proposed Transportation Impact Fee (TIF) program update and explained the effort is being completed in coordination with the City's 2026 Comprehensive Plan update. The presentation reviewed the purpose of transportation impact fees, proposed rate updates, recent state law changes, implementation considerations, and ongoing outreach with the development community.

Staff noted the current TIF program has not been substantially updated since 2015 and no longer reflects current growth forecasts, infrastructure lists, construction costs, or updated legislative requirements. Staff also discussed ongoing conversations regarding implementation timing and potential phased approaches in response to current development and housing market conditions.

Key Discussion Points

- Transportation impact fees are assessed on new development to help fund transportation infrastructure needed to support future growth.
- TIF revenues may only be used for growth-related transportation capacity improvements and not for existing system deficiencies.
- The City currently maintains three TIF districts: Columbia, Cascade, and Pacific.
- Proposed updates include revised growth forecasts, updated project costs, updated trip generation data, and recent state law changes affecting housing and multimodal transportation infrastructure.
- Staff reviewed proposed district rate increases and comparisons with peer jurisdictions in Washington and Oregon.
- Stakeholder outreach with the development community includes discussion of implementation timing, economic feasibility, and potential phased implementation approaches.
- TIF rate calculations are largely based on state law requirements, growth forecasts, trip generation data, and transportation infrastructure cost projections.

Commission Questions & Staff Responses

Q: What feedback is staff seeking from the Commission prior to presenting the proposed TIF update to City Council, given that much of the fee structure and methodology is prescribed through state law and adopted growth forecasts? Staff explained the TIF calculations are largely driven by prescribed inputs, including growth forecasts, land use assumptions, infrastructure costs, and standardized trip generation data. Staff stated the workshop was primarily intended to provide transparency regarding the need for the update, answer questions, and discuss implementation considerations rather than seek feedback on the calculation methodology itself.

Staff added that Commission feedback regarding development conditions, implementation timing, phased approaches, and other practical considerations may still help inform ongoing discussions with the development community and future City Council review.

Vice Chair Williams

Q: Is the significant increase proposed in one of the TIF districts primarily due to a combination of higher infrastructure project costs and fewer projected future trips to distribute those costs across?

Staff confirmed district rates are driven by both planned infrastructure costs and projected future growth. Staff noted districts with fewer projected trips or more costly infrastructure projects may result in higher cost-per-trip calculations.

Q: Are TIF revenues collected within each district restricted to projects within that same district? Staff explained that while fees are organized by district, revenues may be proportionally shared across districts to reflect travel patterns and trips that extend beyond district boundaries.

Commissioner D. Williams

Q: Why are there such significant differences between Vancouver’s proposed TIF rates and neighboring jurisdictions like Camas, particularly in areas that are geographically close and essentially function as part of the same community? Staff explained TIF rates vary based on projected growth, infrastructure needs, development patterns, and trip calculations within each jurisdiction. Staff noted Vancouver is planning for significant long-term growth and infrastructure expansion, particularly in developing areas such as the Cascade District.

Staff also noted recent state law changes now allow TIF revenues to fund multimodal infrastructure projects, including bicycle and pedestrian facilities and multi-use paths which have been added to Vancouver lists and may contribute to higher project costs.

Commissioner Holder

Q: Is the City applying the ITE trip generation calculations directly as written, aside from the adjustment factors discussed during the presentation? Staff stated the City uses ITE trip generation guidance to calculate estimated trips by land use type and then applies district-specific rates per trip to determine impact fees. Staff added that separate policy-based fee reductions, including for land uses like affordable housing and proximity to high-capacity transit are applied to reflect state law or enacted City policy.

Q: What is the purpose behind adjustment factors such as the tax adjustment factor? Staff explained some adjustment factors were originally implemented to support economic development and affordability goals, including incentives created during prior economic downturns. Staff noted several existing reductions are being evaluated as part of the current TIF update process.

Q: How is “new development” being defined in this context? Staff clarified TIFs apply to development or land use changes that create new trips on the transportation system. Projects maintaining the same land use generally would not trigger new impact fees because they are assumed to generate similar trip levels.

Q: How were the three TIF districts originally determined, and why are those boundaries remaining the same? Staff stated the districts were originally established based on differing development patterns, projected growth, and infrastructure needs across the city. Staff noted the current update considered potential boundary changes but ultimately retained the existing district structure because it continues to align with forecasted growth and planned transportation investments.

Commissioner Housgard

Q: Who is paying these fees? For example, if a homeowner subdivides a lot or builds an ADU, would they be responsible for the TIF fee, and is it a one-time charge? Staff clarified TIF fees are paid by the developer, including homeowners acting as developers on smaller projects such as ADUs. Staff noted the fee is assessed as a one-time charge during the permitting process.

Commissioner Katz

Q: Do the proposed TIF rates meaningfully impact whether developers choose to build in certain areas, and are the rates being used as an economic lever to incentivize development in some locations over others? Staff acknowledged impact fees are a real development cost and may influence

development decisions. Staff noted Vancouver’s rates have historically been lower than many comparable jurisdictions and explained the proposed increases would move the City closer to the regional midpoint.

Staff further clarified that the base TIF rates themselves are calculated through prescribed growth and infrastructure formulas rather than policy objectives. However, certain exemptions and reductions, particularly those tied to affordable housing or proximity to high-capacity transit, do function as policy tools intended to encourage targeted development types in transit-oriented locations.

Community Forum

No individuals signed up to provide testimony during Community Forum

Public Hearing: 2027-2032 Transportation Improvement Program

Presenters: Kate Drennan, Transportation Planning Manager

Staff presented the finalized draft of the 2027–2032 Transportation Improvement Program (TIP) and requested a formal Commission recommendation to City Council for adoption. Staff explained the TIP functions as the City’s six-year transportation work program and identifies planned transportation projects, funding sources, project prioritization, and implementation timelines.

The presentation included updates to project scoring and prioritization, arterial classification revisions, multimodal transportation investments, and major capital projects planned for design, right-of-way acquisition, or construction. Staff noted the Commission previously reviewed the proposed TIP updates and no major revisions were requested following earlier Commission discussion.

Key Discussion Points and Highlights

- The TIP is updated annually and serves as the City’s six-year transportation project and funding program.
- Long-term transportation projects are anticipated to transition into the Capital Facilities Plan following adoption of the Comprehensive Plan update.
- The TIP includes revised project scoring, prioritization criteria, and arterial classification updates aligned with federal functional classification changes.
- Staff reviewed distinctions between principal arterials, minor arterials, and collector streets and explained several classifications were revised to better reflect current roadway conditions and multimodal use.
- One classification update involving NE 97th/98th Avenue was identified as a correction rather than a policy change.
- The TIP continues annual funding for the neighborhood traffic calming program.
- Major projects highlighted in the TIP included Upper Main Street, McGillivray Boulevard, Garrison Road, Burnt Bridge Creek Trail crossing improvements, and NE 192nd Avenue.
- Staff noted several projects remain in design, preliminary engineering, right-of-way acquisition, or other implementation stages.

Next Steps

- Staff requested a formal Commission recommendation to City Council for adoption of the 2027–2032 Transportation Improvement Program.
- City Council consideration and adoption of the updated TIP is anticipated in June 2026.

Commissioner Discussion and Staff Responses

Vice Chair Williams requested clarification regarding the arterial classification reference for East Evergreen Boulevard and its connection to Columbia Street and SR-14 access.

Staff acknowledged there may be an error or inconsistency in the referenced roadway segment description and stated staff would follow up with the project team to verify the classification information.

Q: Is the pavement management program separate from the Transportation Improvement Program? Staff explained the TIP includes both individual transportation projects and broader program funding categories, such as pavement management, Safe Routes to School, and sidewalk programs. Staff noted pavement management functions as an ongoing funding program supporting recurring maintenance and paving activities.

Q: Is the McGillivray project primarily a pavement management project, or does it also include grant-funded multimodal improvements? Staff explained the McGillivray project combines multiple funding sources. Pavement management funds support roadway paving work, while multimodal elements such as bicycle infrastructure and related safety improvements are funded separately to avoid drawing from maintenance-focused paving funds.

Commissioner Raia

Q: Several community members opposed portions of the McGillivray design project. How were those concerns addressed during the project process? Staff acknowledged there was organized community opposition to portions of the project design and noted the concerns were discussed through public engagement and City Council review. Staff stated Council ultimately directed staff to continue advancing the project, which remains focused on reducing roadway speeds and repurposing excess roadway capacity for multimodal facilities.

Q: Will tree root impacts along McGillivray be addressed as part of the paving project? Staff noted planned project work includes tree maintenance and arborist review, though no tree removals are currently anticipated. Staff stated pavement impacts caused by root systems would likely be addressed during roadway reconstruction but could not confirm specific mitigation details.

Commissioner Raia expressed concern that existing tree root damage could affect the longevity of future pavement improvements if not fully addressed during construction.

Commissioner Holder

Q: If the TIP is adopted, what does the reevaluation process look like over time, and how can projects move from the Capital Facilities Plan into the TIP? Staff explained the TIP is updated annually and projects are reevaluated each year using the prioritization framework developed through the Transportation System Plan process. Staff noted projects are scored using factors such as safety, equity, geographic needs, coordination opportunities, and project readiness.

Staff added projects may move from the Capital Facilities Plan into the TIP when they score more favorably through the prioritization process or when outside funding and partnership opportunities improve project feasibility.

Chair Edwards thanked staff for the continued updates and education regarding the TIP process and commented that the ongoing discussions have helped improve Commission understanding of how the TIP functions and is applied within the city.

Public Hearing Action – Motion and Vote

Chair Edwards opened the public hearing for the 2027–2032 Transportation Improvement Program and read the required public hearing procedures. Staff noted the Commission was being asked to provide a formal recommendation to City Council for adoption of the updated TIP. No individuals signed up to provide testimony, and the public hearing was subsequently closed.

Vice Chair Ken Williams moved that the Transportation and Mobility Commission recommend City Council adoption of the 2027–2032 Transportation Improvement Program. The motion was seconded by Commissioner Phan.

The motion passed unanimously by roll call vote, with Commissioner Raia noting support for the motion while expressing continued concern regarding tree root impacts along McGillivray Boulevard.

Staff & Commissioner Communications

Staff noted that long-term conceptual cross-sections for the three corridor planning projects discussed during the previous meeting had inadvertently been omitted from the Commission packet and were subsequently distributed for Commission review. Staff requested detailed discussion on the materials to be deferred until the next scheduled workshop to allow for public transparency and participation.

Chair Edwards shared a thank-you card received from Marlece Watson regarding the Commission’s decision during the previous meeting to reopen Community Forum and allow additional public testimony.

Commissioner Housgard shared information regarding upcoming Ride Transit Month activities and a local conference hosted by Peace Northwest focused on supporting individuals with intellectual and developmental disabilities, their families, and service providers.

Commissioner Holder expressed appreciation for the City’s accessibility guidance efforts and the reminder materials distributed to Commissioners to support more accessible meeting communication practices.

Commission Discussion – Interstate Bridge Replacement (IBR) Light Rail Terminus

Commissioner Phan expressed concern regarding recent Interstate Bridge Replacement (IBR) project discussions involving a proposed light rail terminus near the waterfront rather than the previously discussed Evergreen Boulevard alignment. Commissioner Phan questioned whether the Commission should formally express its position regarding the proposed change and stated concern that the revised terminus location did not represent a logical long-term transit connection point.

Commissioner D. Williams requested staff communicate with Main Street business representatives regarding planned replacement and expansion of bicycle parking facilities associated with the Main Street project. Staff confirmed additional bicycle parking and bike corrals are planned as part of the project and stated staff would coordinate follow-up communication with business stakeholders.

Commissioner Williams also expressed support for future Commission discussion regarding the proposed IBR light rail terminus changes and commented that limiting the extension to the waterfront area may reduce the project’s long-term effectiveness as part of a regional transit network.

Vice Chair Williams expressed support for additional Commission discussion regarding the IBR light rail terminus and raised concerns regarding the accessibility and usability of the proposed multi-use path design associated with the bridge project.

Agenda Amendment and Future Discussion

Legal counsel advised that because the IBR discussion topic was not listed on the published agenda, the Commission would need to formally amend the agenda before taking official action.

Following discussion, Commissioner Phan moved to add an item to a future agenda for Commission discussion and potential development of a Commission statement regarding the Interstate Bridge Replacement program. The motion was seconded by Vice Chair Williams.

The motion passed by roll call vote, with Commissioner Raia opposed. Staff confirmed the item would be added to a future agenda for Commission discussion.

Adjournment with no further business, the May 5, 2026, meeting of the Vancouver Transportation and Mobility Commission was adjourned at 7:28 pm

Jeananne Edwards, Chair

Date



MEMORANDUM

DATE: June 2, 2026

TO: Chair Edwards and Transportation and Mobility Commission members

FROM: Rebecca Small, Climate Program/City Manager’s Office

RE: **2026 Climate Action Framework Update**

Introduction

This workshop is intended to inform Transportation Mobility Commission (TMC) members about the goals and process for the 2026 Climate Action Framework (CAF) Update, to share how transportation-related climate actions and strategies may be revised through this work, and to seek the Commission’s guidance on current priorities for transportation-related actions.

Background

The Climate Action Framework (CAF) is the City of Vancouver’s blueprint for increasing resilience to the impacts of climate change and achieving carbon neutrality by 2040.

Adopted in 2022, the CAF is organized into six sections and includes 14 high-level strategies supported by a series of actions. The Transportation and Land Use section is the largest, with three strategies and 26 supporting actions. **Attachment A** provides an excerpt from the CAF showing the strategies and actions in this section.

Per Council direction, the CAF must be updated every four years to re-assess opportunities to maximize emissions reductions, improve equitable outcomes, evaluate new technologies, leverage new funding opportunities, and advance other community benefits.

As the CAF was adopted in December 2022, staff have begun work on the first update, with the goal of bringing a revised CAF to Council for adoption in December 2026.

CAF Update Process

The CAF Update consists of four components:

1. revisions to the current list of CAF strategies and actions;
2. development of a focused workplan to guide implementation;
3. community engagement; and
4. coordination with the 2027–28 biennium budget process.

Attachment B outlines the timeline for these components. The first two components are particularly relevant to transportation-related climate action.

Revisions to CAF strategies and actions

Preliminary review of the Transportation and Land Use section with staff from the Community Development and Public Works Departments indicates that the three strategies will likely remain largely consistent. However, the actions require refinement to address several recurring issues:

- Update actions to reflect the next phase of work: The original CAF includes actions focused on integrating climate goals into foundational plans, including the Transportation System Plan and Comprehensive Plan. With these updates now complete or nearing completion, actions should be revised to focus on implementation.
- Clarify implementation responsibilities for collaborative actions: Several actions involve coordination with external partners. Revisions are needed to clearly define the City's role as lead, partner, or advocate.
- Remove actions outside the City's sphere of influence: Some actions support important emissions reductions but fall largely outside City authority to implement directly and should be reconsidered or removed.

Staff are also identifying potential new actions to reflect emerging challenges and opportunities. Early ideas include bike parking, climate corridors, City speed limits, low-carbon concrete in capital projects, and pedestrian-priority spaces. Input from the TMC will be important in further shaping these concepts.

Workplan development

A key addition to the updated CAF is the development of a six-year workplan to guide implementation and prioritization across City departments. The workplan will focus on:

- a targeted set of near-term priorities co-developed with departments;
- measurable targets to strengthen accountability for each major strategy;
- clearer assignment of responsibilities to be embedded in department workplans; and
- improved coordination between CAF implementation and departmental budgets.

The initiatives and targets included in the workplan will define the City's climate action priorities over the next six years.

Staff are currently in early discussions with departments to identify priority projects and initiatives, with a draft workplan anticipated by the end of August.

TMC input, timeline, and next steps

As staff continue refining Transportation and Land Use strategies and actions and developing the CAF workplan, they are seeking TMC members' feedback on the overall approach, including perspectives on existing strategies and actions and priorities the Commission would like reflected in the workplan.

Staff are also especially interested in TMC members' input on the following questions:

- What emerging transportation or mobility challenges and opportunities should the City be preparing for that were not major considerations four years ago?
- Are there specific issues or priorities the Commission would like to see strengthened or added in this update?
- Which initiatives or targets would TMC most like to see included in the six-year workplan?

The Climate Team will return to the TMC in Q3 2026 to present the draft CAF Update and seek the Commission's review and recommendations.

Staff Contact

Rebecca Small, City Manager's Office, rebecca.small@cityofvancouver.us

Attachment(s):

- Attachment A: 2022 CAF Transportation & Land Use Strategies and Actions**
- Attachment B: 2026 CAF Update Process Timeline**

Attachment A:

2022 CAF Transportation & Land Use Strategies and Actions



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

Strategies and Actions

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

1. Mixed-use, transit-oriented development
2. Sustainable neighborhood-scale development
3. Diversified housing options
4. Concentrated development along retail and commercial corridors
5. Parking management plan
6. Annexation policy updates
7. Annexation incentives





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.

Actions:

8. Improved pedestrian infrastructure
9. Transit ridership improvements
10. Driving trip reduction for local schools
11. Transportation demand management requirements
12. Medium- and heavy-duty truck VMT reduction
13. Improved bicycling infrastructure
14. Modal hierarchy
15. Shared mobility options
16. City plan alignment
17. Retrofits for vulnerable infrastructure
18. Curb management program

Strategy TLU-3. Decarbonize and electrify vehicles

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 in situations where EVs are unfeasible. Identify and secure adequate permanent funding for sustainable transportation.

19. EV infrastructure planning and implementation
20. Electric vehicle advocacy & education
21. Medium-and heavy-duty truck decarbonization
22. Transit & waste collection fleet electrification
23. Alternative fueling & charging options at gas stations
24. Alternative fuels education & advocacy
25. Medium-and heavy-duty truck decarbonization infrastructure
26. Battery replacement incentives



Attachment B

2026 CAF Update Process Timeline

The table below outlines the timeframe for the key components of the CAF update process:

Step	Description	Timeline (2026)
Review current strategies and actions	Assess current status of strategies and actions; revise, remove, or add new actions to reflect changing conditions.	Jan - Aug
Workplan Development	Work with City department leadership to identify a focused list of priority actions and set measurable targets.	Jun - Aug
Conduct expanded community outreach	Reengage the community to identify current priorities around resilience and mitigation	Apr-Sept
Budget Coordination	Work with Finance and the Budget Committee to integrate climate action in decision-making processes.	Mar-Nov
Adoption	Present updated CAF for Public Hearing and Council adoption.	Dec



2026 Climate Action Framework Update

Transportation and Mobility Commission Workshop

Rebecca Small
Climate Action Lead
City Manager's Office
June 2, 2026

Purpose of CAF Updates

- Required every 4 years
- Evaluate progress
- Informed by 2023 Greenhouse Gas Inventory (GHG) update
- Opportunity to revise strategies and actions
- Identify new opportunities
- Check in with community about priorities





First four years of climate action

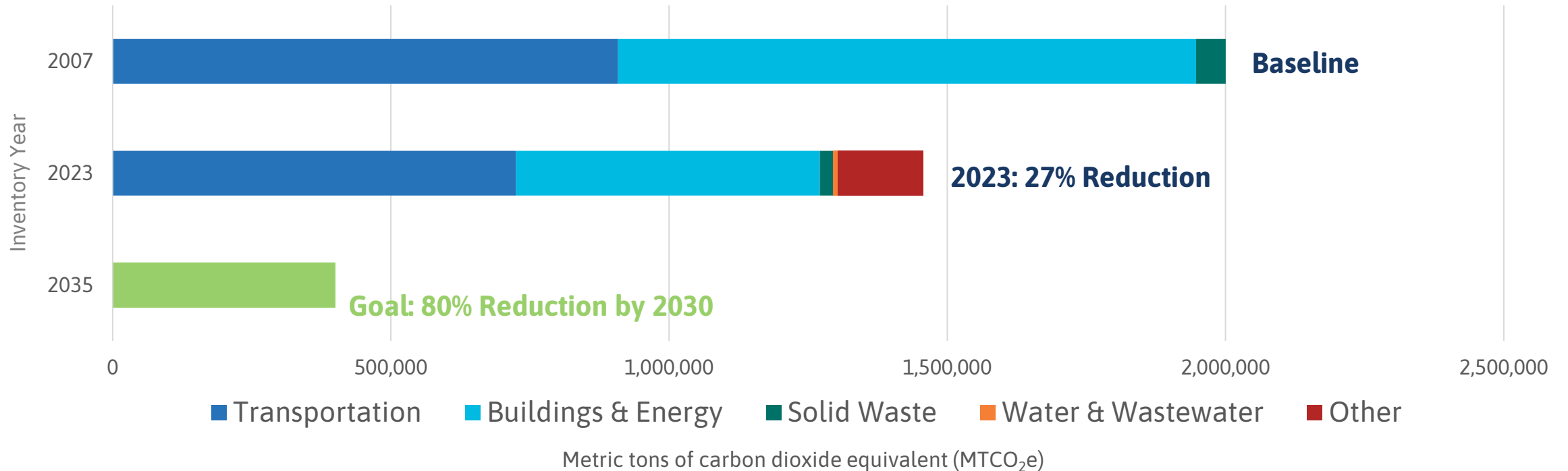
Foundational efforts that lay groundwork for future gains

- Integrating climate goals into major City plans
- Developing new policies
- Building internal capacity
- Pilot projects
- Early phases of implementation



Opportunities to reduce Citywide Emissions

Total Community GHG Emissions by Sector

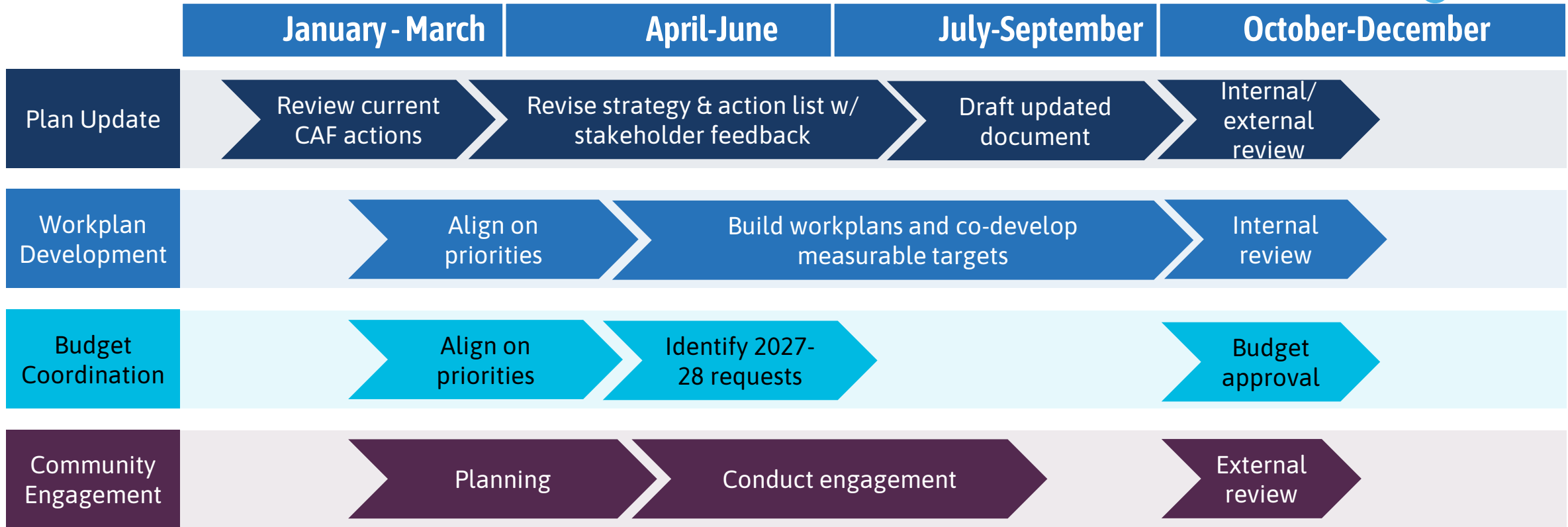


Opportunity areas: Cleaner transportation fuels, land use changes, building decarbonization



Timeline for 2026 CAF Update

Public
Hearing & Adoption



City of Vancouver
**Climate Action
Framework**



A 2040 framework to reduce greenhouse gas emissions
and build resiliency to climate change impacts

Revisions to current CAF strategies & actions

- Strategies to remain largely consistent
- Supporting actions for those strategies to be updated:
 - Remove completed actions
 - Clarify the City's role in actions led by other agencies or organizations
 - Edit or consider removal of actions no longer relevant
 - Add new actions to reflect changing technologies and conditions



Outdated actions

Update to reflect next phases of work

Action TLU-1.4: 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.

Action TLU1.5: 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.



Clarify implementation responsibilities for collaborative actions.

Clearly identify where the City serves as a lead, partner, or advocate.

Action #22: Transit and waste collection fleet electrification

Require that all buses that serve Vancouver are electric by 2040 and increase the proportion of waste collection vehicles that are ZEVs.

Action #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 .



Remove actions outside the City's authority.

Focus the framework on actions within the City's sphere of influence.

Action #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.

Action TLU-3.26: 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.



Proposed new actions

Additional ideas welcome

- Green Transportation for major events
- Bike parking
- Climate Corridors
- Reducing City speed limits
- Shared mobility options (included in original CAF but not advanced)
- Pedestrian-priority spaces





Addition of City Workplans

Set specific goals and targets for the next 6 years

- Department-specific
- Make connections between progress and resources
- Examples:
 - Complete x miles of sidewalk infill by 2032;
 - Implement one Climate Corridor
 - Conduct pilot project of low-carbon concrete in sidewalk project



Alignment with Universal Policy Priorities



Climate

Goal of CAF is to be carbon neutral by 2040



Equity

CAF transportation policies expand access to clean & active mobility for all



Safety

Climate goals call for safe, multi-modal infrastructure





Next steps

- Community engagement
 - Community Forum (June 22)
 - PNW Climate Week (bike rides)
- Continued coordination with City Departments on CAF Strategy revisions and workplans
- Aiming for adoption in December

Questions for Discussion

Overarching Goals

- What emerging transportation or mobility challenges and opportunities should the City prepare for that were not major considerations four years ago?
- Are there issues that you would particularly like to see added or promoted in this update?
- Which initiatives or targets would you most like to see included in the City's 6-year workplan?



Thank you

