

Dear C-TRAN,

Thank you for your letter of endorsement of the Modified Locally Preferred Alternative (LPA) dated July 2022. The Modified LPA's adoption reflects a great accomplishment due to the hard work of regional elected officials, as well as local jurisdictional leadership over the past year. Not everyone got exactly what they wanted in the Modified LPA, but all got what is needed; a path forward to a new bridge that will keep our region connected for a century to come.

In addition to your endorsement, C-TRAN attached ten conditions. Between the eight jurisdictions endorsing the Modified LPA we received 175 conditions in total. The IBR team has reviewed in detail all conditions submitted. The majority of agency conditions were in harmony with others received and many were already included in the program. Responses to these conditions can be found in the document labeled *Attachment A*.

There were some conditions submitted that are contradictory to other agencies' conditions. Additionally, some conditions requested work or components not previously included in the program or have taken longer to adequately address. I have attached a list of the two remaining conditions largely related to design of the bridge and transitway in *Attachment B*. We will continue to work with C-TRAN staff to identify a regional approach to these items. Though ESG meetings and the IBR website will keep you apprised of our progress, I will send you another formal response reporting back on how we've successfully addressed the remaining conditions.

Rather than delay my response until every condition has been addressed, I wanted to communicate my gratitude for your endorsement and assure you that your conditions are, and will continue to be, examined. Thank you again for participation in the regional effort to replace the bridge and keep the economy of the region strong through an environmentally-sound and culturally-sensitive replacement structure.

Sincerely,



Greg Johnson
IBR Program Administrator

ATTACHMENT A

Agency Name	#	Condition	Response
C-TRAN	1	Capital financing of any portion of the IBR program shall be structured in a way in which the citizens of Southwest Washington and C-TRAN are not disproportionately responsible for funding.	Capital funding will come from a variety of sources including federal grants, tolls, and equal contributions from both states. By paying tolls, bridge users will also contribute to a share of the capital cost commensurate to their use. The program's Financial Plan will outline the sources and uses of funding required for bridge construction.
C-TRAN	2	C-TRAN will not be responsible for any costs for operations and maintenance of LRT in Vancouver or Clark County, including any new park-and-rides that may be constructed as part of the project. Items such as co-located station maintenance, security, and other operational support items may be considered by C-TRAN and its Board. If the IBR team recommends a scenario - beyond ongoing co-located station costs or security - where C-TRAN through the agency, any PTBA funding, or tax initiative managed by the agency for fiscal responsibility of LRT operations and maintenance in any form, the C-TRAN's Board of Director's approval of the MLPA will be immediately rescinded.	The IBR program has engaged both TriMet and C-TRAN to convene a Transit Operations and Maintenance Working Group to define Operations and Maintenance costs and explore all potential sources of funding.
C-TRAN	3	Freight movement must be optimized for safe and efficient entering, traveling on, and exiting I-5, including a study within the supplemental environmental process of a second auxiliary lane, or a "freight-only corridor."	The Modified LPA currently includes one auxiliary lane in each direction on the I-5 bridge. The program received conflicting points of view regarding the preference of number of auxiliary lanes in partner conditions. Therefore, the IBR program will analyze both one and two auxiliary lanes in each direction on the I-5 bridge and impacts will be documented in the SDEIS. Transportation performance measures that will be documented in the Transportation Technical

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			<p>Report will include freeway level of service, volume to capacity ratio, hours of congestion, freeway ramps/arterials impacted by congestion, and vehicular travel times. Other environmental discipline reports will document impacts of the one and two auxiliary lane options. Auxiliary lane performance results will be shared with program committees, groups, partners, and the community as part of the SDEIS process.</p>
C-TRAN	4	<p>A replacement bridge with a maximum of three (3) through lanes in each direction and the necessary number of auxiliary lanes required for the safe and efficient movement of freight, public transportation, and general-purpose traffic throughout the project area.</p>	<p>The Modified LPA currently includes one auxiliary lane in each direction on the I-5 bridge. The program received conflicting points of view regarding the preference of number of auxiliary lanes in partner conditions. Therefore, the IBR program will analyze both one and two auxiliary lanes in each direction on the I-5 bridge and impacts will be documented in the SDEIS. Transportation performance measures that will be documented in the Transportation Technical Report will include freeway level of service, volume to capacity ratio, hours of congestion, freeway ramps/arterials impacted by congestion, and vehicular travel times. Other environmental discipline reports will document impacts of the one and two auxiliary lane options. Auxiliary lane performance results will be shared with program committees, groups, partners, and the community as part of the SDEIS process.</p>
C-TRAN	6	<p>The LRT alignment must remain adjacent to I-5 with the terminus at Evergreen/Library Square. The design of the LRT stations and, only if unquestionably necessary, the construction of park-and-rides in Vancouver, must accommodate direct access by C-TRAN, including both efficient transfers between modes and a bus layover facility. This notation</p>	<p>The program will continue to work with partners and the community on transit design including the light rail alignment, station locations and design, and potential Park and Ride facilities. In conjunction with the partners, the program will be analyzing if Park and Rides are necessary (in conjunction with other transit elements) to meet ridership demand and goals. To be clear, the NEPA baseline includes a light rail line that terminates at an Evergreen with at-grade station.</p>

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		<p>assumes that the program will move forward without park-and-rides at either location (Waterfront or Evergreen), until shown categorically necessary by the IBR program or if requested by the City of Vancouver. This will also require approval by C-TRAN's Board of Directors. C-TRAN and if applicable, its Board of Directors and the City of Vancouver have final say on design, utilization, expected management (operations and safety/security), and acquisition of land necessary for construction or operations of LRT stations or right-of-way within the State of Washington.</p>	
C-TRAN	8	<p>Highway, bridge, and HCT design and construction should reflect principles of sustainability, cost efficiency, context sensitivity, and avoid and minimize adverse impacts.</p>	<p>This is standard design practice.</p>
C-TRAN	9	<p>Impacts to private properties to historically underserved and underrepresented communities shall be avoided or minimized.</p>	<p>The equity team will be using census data to study potential impacts to equity-priority communities. Emphasis will be placed on avoiding disproportionate impacts to equity-priority communities; if not possible then the goal will be to minimize and mitigate the impact.</p>
C-TRAN	10	<p>C-TRAN supports conditions that are requested by Southwest Washington Partners who are members of the Interstate Bridge Replacement Program Executive Steering Group (ESP).</p>	<p>The program has been working with each partner to respond to their individual jurisdiction's requests. IBR program staff will make available all requests and responses once they have been assessed.</p>

ATTACHMENT B

Agency Name	#	Condition
C-TRAN	5	Both (inside and outside) shoulder lanes on the southbound and northbound structures must be constructed to permit Bus-on-Shoulder operations, with an understanding that this space cannot be modified without C-TRAN's Board of Director approval.
C-TRAN	7	Space that is "dedicated transit right-of-way" and/or funded by the Federal Transit Administration will be constructed to allow access by all transit modes to ensure a "robust hundred-year bridge" including access by emergency response vehicles. The IBR team should provide pricing and requirements necessary for consideration in the following scenarios for final approval by C-TRAN, TriMet, the City of Vancouver, and the City of Portland. In both scenarios, C-TRAN requires embedded track as a condition of construction, including all necessary infrastructure to manage bus and emergency vehicle traffic at a minimum: (i) a fully functional "shared transit" space; (ii) a partial space where one (1) mode operates in the absence of another for bus bridge opportunities, or potential system outages (i.e., climate change impacting LRT's operations during extreme heat or cold).