

Dear City of Portland,

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, the City attached 55 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 ten of the City's conditions largely related to greenhouse gas (GHG)/vehicle miles traveled (VMT)/transportation demand management (TDM) and highway shoulder design in *Attachment B*. We will continue to work with City of Portland 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
City of Portland	8	Provide a high level of sustainable design and construction practices including a stormwater strategy and minimal impact on fish, wildlife, and watershed health. Per Portland City Code, mitigation for project impacts to climate and stormwater shall occur within City boundaries. A future bridge must accommodate a new levee elevation.	<p>The program will include a stormwater management strategy and will look to first avoid impacts to biological resources, then minimize when impacts are unavoidable, and seek opportunities to mitigate adverse impacts where feasible. All impacts and mitigation will be fully documented in the SFEIS/ROD; a partial list of mitigation will be included in the SDEIS. Not all mitigation will be determined at the time of SDEIS publication, and some mitigation requires public comment opportunities be provided which will occur during the SDEIS comment period.</p> <p>Additionally, the program is coordinating with Multnomah County Drainage District and the program will be designed to ensure integrity of the new levee system, as will be required through the USACE Section 408 compliance process. The location will be within Portland City limits, where feasible.</p>
City of Portland	10	Toll exemptions should be provided for low-income drivers.	The equity team has begun to engage the EAG around this topic, including learning about ODOT's low-income toll program. The program is committed to recommending a low-income toll program be part of the tolling plan as determined by the states' transportation commissions.
City of Portland	11	Mitigation for adverse project impacts must be proximate to where and in which communities those impacts occur.	The program will aim to avoid and minimize impacts and seek opportunities to mitigate unavoidable adverse impacts where feasible. All impacts and mitigation will be fully documented in the SFEIS/ROD. Mitigation will be coordinated with the appropriate agencies. To the extent possible, mitigation will be identified to address specific impacts, including

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			selecting off-site locations as close as possible to where impacts occur.
City of Portland	12	To support implementation of the adopted Equity Desired Outcomes, the Program shall study and describe how the project impacts identity (race, disability, income) - based disparities in travel time, access, transportation costs, and exposure to air pollution, road noise, and traffic crashes, and shall commit to project refinements and mitigations that reduce disparities from their levels today.	The Equity Advisory Group is actively involved in all phases of the program helping to ensure the program continues to prioritize equity. Part of the SDEIS will include both the Environmental Justice analysis as well as an Equity Report. The Equity Report is broader in scope than the EJ analysis and will analyze transportation-related disparities. The mitigations will be identified through the SFEIS with the advisement of the EAG and ESG.
City of Portland	13	Develop Community Benefits Program including community enhancement projects or programs and Disadvantaged Business Enterprise utilization and workforce diversity goals, as well as financial or other program commitments to ensure outcomes are achieved.	The program will have a robust Community Benefits Agreement (CBA) which will reflect input from the local communities to provide community-enhancing amenities in the program area. The program will also have a Community Workforce Agreement (CWA) that will outline our commitments to workforce development partnerships and strategies. Specifically, we anticipate including requirements for a training program, as well as hiring local residents and members of equity priority communities. The CBA will also include ambitious targets for contracting with minority- and woman- owned firms. The program will engage with the EAG and program partners while developing these agreements.
City of Portland	14	In providing bike and pedestrian facilities in the BIA, across the bridges, and connections to transit stops, follow local jurisdiction policies and design guidance.	The design team is following appropriate jurisdictional guidelines based on the ownership, operation, and maintenance of the facility.
City of Portland	15	Bicycle and pedestrian facilities on the river crossing bridges should provide for occasional rest areas with seating and look out points.	The program has included improved active transportation facilities using best practices for safe and comfortable travel that best meets the needs of all users. This will include designing features that help people walking, biking, and

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			rolling feel safe and comfortable. Rest areas and lookout points will be a component of the program.
City of Portland	16	All new interchange designs, especially Marine Drive/Martin Luther King Jr Blvd, shall include signal-protected bicycle/pedestrian phases for travel through the interchange.	The current design includes these active transportation design features.
City of Portland	17	Provide accessible wayfinding and signage for pedestrians and bicyclists for directness and ease of navigation over and around the bridge.	The current design includes these active transportation design features.
City of Portland	18	To create conditions that support comfort and long-term health and make bicycling and walking more attractive, the active transportation river crossing should be designed such that decibel levels are reduced from existing conditions, do not exceed healthy levels, and allows active transportation users to have a conversation at reasonable voice level.	The program is seeking to minimize the exposure of the active transportation facility users to roadway noise to the extent that it is feasible.
City of Portland	19	Incorporate bicycle and pedestrian facility connections and improvements by bringing active transportation connections along Vancouver, MLK, Expo Rd, and to and through Delta Park to current design guidelines to support success of HCT access, neighborhood connectivity, and multimodal use of the river crossing. These improvements shall connect to Portland's existing all-ages and abilities biking and pedestrian networks.	The program will evaluate an Expo Road bike connection in the SDEIS. The program will also work with the City and ODOT to determine if additional extensions through Delta Park and MLK Blvd. (extending outside the BIA to Vancouver Way) can be included in other ODOT programs.
City of Portland	20	Develop the new Light Rail Transit terminus, station placement, alignment, and design to allow for future extensions and connections.	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

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			Ride facilities. In conjunction with the partners, the program will be analyzing the transit elements to be competitive for CIG funding. The current design will not preclude future extensions and connections.
City of Portland	21	The Program shall develop a plan for and ensure delivery of a sustainable funding source for transit operations and maintenance.	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.
City of Portland	22	Locate and design all transit stations to maximize safety, access, convenience, and compatibility with surrounding uses, comfort, and personal security for people taking transit, in alignment with the City's Comprehensive Plan Policies on Transit station areas (Policies 3.53-3.59) and TriMet's Design Criteria Manual. Optimize station placement and design for successful station environment, access to it, and integration into the urban fabric of local streets, pedestrian and bicycle path connections, bus transfer connections and adjacent land use development. Conduct station area planning in partnership with cities and transit agencies to define station urban design quality and location of Hayden Island, Expo, Waterfront, and Evergreen stations. Coordinate and define joint development opportunities at each station.	The IBR program is following local jurisdiction standards when designing the transit stations included in the IBR program. The IBR Team and local partners will consider opportunities for joint developments at each station area. The respective cities and transit policies will be used regarding how stations are designed within their jurisdictions.
City of Portland	23	The Program shall establish and facilitate a task force with state, regional, and local transit interests before and during the SDEIS for the purposes of maximizing transit ridership potential to meet the project area's high transit demand via an attractive and diverse range of transit options, potentially	Transit optimization is part of the current program workplan.

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		including but not limited to commuter rail, light rail, bus rapid transit, express bus, local buses, and shuttles or other transit connector services. Use outputs to both optimize LRT extension and to maximize ridership potential and improve the transit network to meet the region's needs today and into the future.	
City of Portland	24	Further evaluate horizon year transit demand and estimate transit service and frequency needed to meet the demand. Study impacts of transit service and frequency on light rail and bus system capacity in the project area, the Rose Quarter Transit Center/Steel Bridge area and in the Portland downtown Transit Mall. Define the scope and preliminary design concept of capital improvements to incorporate into the IBR LRT project to address system deficiencies or constraints and achieve acceptable on-time performance of the light rail system. Balance the transit needs of the project with the travel demands, urban design quality and aspirations, and redevelopment potential in the Lloyd District area and the Central City as a whole. This work should be done in consultation with City of Portland and the IBR public engagement process should provide community stakeholders opportunity to review design concepts and provide feedback to help inform staff recommendations.	The current transit optimization process is helping the program and partners better understand service assumptions and associated impacts by the IBR program. All mitigations will be determined in consultation with the City and adhere to Design Standards through an open and transparent process. The community will continue to be engaged throughout the design process.
City of Portland	25	Tomahawk Island Drive and Hayden Island Drive under the freeway shall be designed as community main streets highlighting the needs of pedestrians and bicyclists and local traffic access. New street connections in the	We have, and will continue to work with the City of Portland to collectively ensure the local streets effectively connect with the new structure. The inclusion of Tomahawk Island Drive is beyond the Purpose and Need of the

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		<p>Marine Drive interchange area, such as N Pier 99th St, Expo Road, and Vancouver Way should seek to address access and circulation issues for adjacent property owners and Hayden Island commercial and residential land uses. Design issues to be resolved include the provision of acceptable vertical and horizontal clearances, property access, stormwater management, and creating an attractive and safe environment under the freeway.</p>	<p>program and will be considered as an additional benefit of the program. Additionally, conversations with partner agencies will continue regarding the future use of any remaining under-the-freeway space. Pier 99 Street will have ramp terminals in the proposed Modified LPA design (partial interchange) and will have access restrictions. This street will have different requirements than local streets.</p>
City of Portland	26	<p>Streets providing direct access to the interchange shall also serve community needs and provide protected bicycle and pedestrian facilities and street trees to current design guidance and city code. The Program, ODOT, and the City shall work cooperatively in the development and adoption of the required Interchange Area Management Plan (IAMP). The IAMP shall consider the principles of IAMP standards balanced with current and future property access and in coordination with a master street plan for Hayden Island.</p>	<p>The program will continue to work with the City of Portland to collectively ensure the local streets effectively connect with the new structure. Early communication and coordination between the City and program will be critical to ensuring the program's design reflects City desires for local street connection. The program will use the current approved Hayden Island plan as basis for the design. The program will use ODOT's process for IAMP but will collaborate with the City of Portland on connections to the local street system.</p>
City of Portland	27	<p>The program shall study and describe traffic volume changes that may result from different project alternatives on streets adjacent and leading to the I-5 corridor in North and Northeast Portland (including Interstate Avenue, Denver Avenue, Expo Rd, Vancouver Way, Vancouver/Williams, MLK Jr Blvd, Marine Dr), including south of the BIA.</p>	<p>The project team will summarize screenline volumes to show any changes to adjacent arterials and document those in the NEPA documents. In Portland, there are three north-south screenlines and three east-west screenlines that include roadways in the program area. The screenlines for north-south movements are located south of the Columbia Slough, north of Rosa Parks Avenue and south of Alberta Street. The screenlines for east-west movements are located west of Interstate Avenue, east of I-5, and east of Martin Luther King Jr. Boulevard.</p>

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City of Portland	28	The program shall seek to avoid traffic volume increases on adjacent streets; if unavoidable, provide and/or secure resources to monitor and mitigate the impacts of traffic volume increases, including funding for safety and multimodal improvements.	The program team will summarize screenline volumes to show any changes to adjacent arterials and document those in the NEPA documents. Any required mitigation will be documented.
City of Portland	29	The program shall study and prioritize freight priority measures before employing general purpose traffic treatments to address freight travel time and reliability issues.	The IBR program will assess freight operational functionality through the Environmental Phase to ensure freight needs are addressed.
City of Portland	30	Study and implement tolling for demand management and general traffic VMT reduction as freight priority strategies.	This is the intent of the variable rate tolling as part of the IBR program.
City of Portland	31	The number of new lanes, including auxiliary lanes, across the Columbia River shall not exceed one in each direction for a total of four lanes in each direction. Environmental clearance of more than one new lane in each direction is not acceptable.	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.

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City of Portland	34	Due to increased compromise to the multimodal functionality, quality, and comfort of a higher bridge, a fixed span bridge height shall be minimized to sustain active transportation functionality.	The program is focused on optimizing functionality of all modes, including active transportation.
City of Portland	35	If a lift span bridge option is required or selected, the Program shall study a lower structure height than the current 116-foot clearance. A lower structure height could have many benefits including: improved active transportation comfort, accessibility, and access and crossing times; transit grades, performance, and station location and access; improved urban design opportunities; improved grades, merging, and safety on the highway; and lower capital cost of construction.	The program will continue to coordinate with the US Coast Guard to determine a permissible bridge height.
City of Portland	36	The interchange design on Hayden Island shall be a half interchange as it best balances the need for regional travel, local access, and a low footprint on Hayden Island.	A partial interchange on Hayden Island is included as part of the Modified LPA that the program is studying in the SDEIS.
City of Portland	37	The program will analyze the project footprint and coordinate with City staff on impacts to residential, commercial, and industrial land and in-water uses in the project area. Minimization and mitigation for project impacts, such as displacement and disruption during construction, should: be consistent with the goals and objectives of the City's Comprehensive Plan, the Hayden Island Plan, and the Bridgeton Neighborhood Plan; optimize equitable, cultural, historical, and efficient use of land and in-water uses; and be fully documented in the SDEIS.	The program will aim to avoid, minimize, and then mitigate impacts, where feasible, including impacts to properties on land and in-water resources. All impacts and mitigation will be fully documented in the SFEIS/ROD; a partial list of mitigation will be included in the SDEIS. Not all mitigation will be determined at the time of the SDEIS publication, and some mitigation requires public comment opportunities, and/or further regulatory reviews be provided which will occur during the SDEIS comment period and through regulatory processes. Mitigation will be coordinated with the appropriate agencies and consistent with applicable plans, where feasible.

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City of Portland	38	The IBR program will develop a workplan to address partner requests and conditions of approval. The workplan will address any conflicts that arise between partner agencies independent conditions of approval and will provide a timeline for responding to partner agency requests.	The program is currently analyzing the conditions including identifying conditions in conflict. The information will continue to be shared at the Executive Steering Group and with partner agency staff.
City of Portland	39	The City of Portland asserts its right to comment on and participate in major post-LPA decisions including: (i) the size, location, design, and aesthetics of the bridges and highway facility in the project area; (ii) the size, design, and location of bicycle and pedestrian facilities in the project area; (iii) the location and design of the light rail transit facility including stations; (iv) the design of the Hayden Island and Marine Drive interchanges; (v) reconsideration of the bridge design constraints related to navigation and airspace; (vi) project finance plan; (vii) analysis of greenhouse gas and induced automobile travel demand forecasts.	The IBR program will continue to coordinate with program partners throughout all phases of the project. The respective cities and transit policies will be used regarding how stations are designed within their jurisdictions. Respective cities and DOT's policies will be used on how the non-transit related elements of the program will be designed and constructed.
City of Portland	40	Authentically and meaningfully engage with the program advisory groups (ESG, CAG, EAG, and future Urban Design Advisory Group) in major program decisions, timelines, and milestones. The program shall do this by: chartering each group with specific responsibilities, including specifying what types of decisions advisory groups will make and what types of decisions advisory groups will just inform; prepare clear and actionable questions for each group to respond to at each meeting; provide opportunity for discussion and collaborative problem-solving; and demonstrate how the	Ongoing, extensive, and inclusive public dialogue is critical to developing a bridge solution that best serves the complex needs of communities in Oregon and Washington. To support these goals the program formed three advisory groups to provide feedback and recommendations: the Executive Steering Group, Equity Advisory Group, and Community Advisory Group. The program develops decisions based on the guidance and recommendations received from the various oversight and advisory bodies. The communities on both sides of the river will be included in development of urban design and architectural guidance. While the bridge

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		Program is using or responding to each piece of feedback.	architecture is focused on accommodating the safe travel needs of the public, the program has a strong commitment to reflect the desires of the community in aesthetic style.
City of Portland	41	Commit to a robust community engagement program to solicit and obtain public input for all stages of the program including establishing public priorities for design and evaluation of impacts to the built and natural environment, and input on design options.	The IBR program will continue to engage with communities throughout the next phase of the process. Including, but not limited to, online and in-person open houses, public meetings, community briefings, tabling events, community surveys, and direct stakeholder outreach. Input gathered from the community and from advisory groups or future working groups will be documented and shared with the program team, reported on, and shared with the community in a way that demonstrates how feedback is shaping the program outcomes. Feedback collected during the SDEIS will be documented and responded to according to NEPA regulations. Specific engagement points will occur in which the program will be seeking input on design refinements or other program decisions and will engage the community in two-way conversations and through surveys to gather input. All engagement opportunities will be accessible and transparent.
City of Portland	42	Re-establish an urban design advisory group with bi-state representation. Implement an inclusive process that provides community members and stakeholders opportunities to advise the project on the urban design and aesthetics of infrastructure and landside improvements needed throughout the project area.	The communities on both sides of the river will be included in development of urban design and architectural guidance. A public involvement plan will be developed to identify the appropriate stakeholder groups and methods of engagement around program urban design elements. While the bridge architecture is focused on accommodating the safe travel needs of the public, the program has a strong commitment to reflect the desires of the community in aesthetic style.

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City of Portland	43	Implement an accountability tracking tool that will include regular staff reports to the program and the EAG regarding how the Equity Framework (and equity more broadly) has shaped decisions and activities.	The various program disciplines have begun using the Equity Framework's accountability tool, which will demonstrate how equity is incorporated into key decisions and activities. Results will be shared periodically with program leadership and the EAG.
City of Portland	44	Revisit and update the CRC DRAFT Urban Design Guidelines in coordination with a re-established Urban Design Advisory Group. Strive for the highest levels of bridge and infrastructure urban design and aesthetics in designing and funding the gateways into the two states and into the cities of Vancouver and Portland.	The communities on both sides of the river will be included in development of urban design and architectural guidance. A public involvement plan will be developed to identify the appropriate stakeholder groups and methods of engagement around program urban design elements. While the bridge architecture is focused on accommodating the safe travel needs of the public, the program has a strong commitment to reflect the desires of the community in aesthetic style.
City of Portland	45	Work with community, including the City of Portland Design Commission, on a signature design with the highest quality architecture for the Columbia River span, the North Portland Harbor transit span, and the North Portland Harbor arterial bridge.	The communities on both sides of the river will be included in development of urban design and architectural guidance. A public involvement plan will be developed to identify the appropriate stakeholder groups and methods of engagement around program urban design elements. While the bridge architecture is focused on accommodating the safe travel needs of the public, the program has a strong commitment to reflect the desires of the community in aesthetic style.
City of Portland	46	Explore opportunities to adapt under-bridge structure areas for use as continuous active program or active use areas by adjacent public and private property owners.	Conversations with partner agencies will continue regarding the future use of any remaining under-the-bridge space.
City of Portland	47	The Program shall design the transit components of the project, including its transit operations plan, to maximize the ability to be funded as a Federal Transit Administration New Starts program.	Considerations are being made to assess what components score well for FTA funding programs. The IBR program intends to apply to the Capital Investment Grant (CIG) program for the light rail investment.

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City of Portland	48	Develop a financial plan including capital sources and uses of funds for presentation to the program partners and the public.	The program developed a Conceptual Financial Plan (CFP) in December 2020 (https://www.interstatebridge.org/media/zaqk3x3a/ibrp-conceptual-financial-plan-dec-2020.pdf). The IBR program team is working on updating the Financial Plan with an updated cost estimate reflecting the Modified LPA as well as updated capital sources of funds. Ongoing updates to the program’s Financial Plan will be provided to partner agencies and available to the public.
City of Portland	49	The expectation is that a combination of funding contributions from the states of Washington and Oregon will provide the funding for all components of the project, supplemented by federal funds and future tolling. No local match or similar financial contribution will be required of the City of Portland.	The program has made honest and intentional commitments to provide a facility that meets intended goals. If additional funding is needed to accomplish those goals, avenues will be exhausted to find additional funding. It may also be incumbent upon others (local agencies and municipalities) to consider supplemental funding based on the benefits the facility provides to their operations or community.
City of Portland	50	The financed elements of the project should include highway elements and key components of transit and local system improvements, including active transportation improvements, that make up the whole project. This includes the development and implementation of a plan for ongoing investment in operations and maintenance, Vision Zero safety and diversion mitigations of the whole project.	The IBR program is financing multimodal improvements to address today’s congestion, safety, and maintenance issues. The IBR program includes highway, transit, local roadway, and active transportation elements as part of the solution as well as connections to the local system. Ongoing cost of maintaining local jurisdiction multimodal facilities will be the responsibility of the local jurisdiction. The IBR multimodal program elements are designed to address safety supporting Vision Zero safety programs, and diversion to local roadways with multimodal improvements (freeway, local roadway/intersections, transit choices, and active transportation).
City of Portland	51	The Program shall develop and recommend a variable pricing tolling scheme consistent	There will be ongoing, iterative refinement to the variable toll rate schedule and policies as

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		<p>with the City of Portland's Pricing Options for Equitable Mobility Task force recommendations on Highway Tolling, especially: (i) The primary goal should be managing traffic demand and using the existing system as efficiently as possible to move people and goods in a more sustainable way; (ii) To achieve mobility, climate, and equity outcomes, toll prices should be variable based on level of demand and should be adjusted with sufficient frequency to support achievement of VMT and GHG reduction targets agreed to herein; (iii) Exemptions must be provided for low-income drivers. Determine what specific design would be most equitable and would most minimize overall burdens, while still achieving demand management outcomes; (iv) Technology and payment systems must be designed to reduce barriers for individuals with limited access to bank accounts and be compatible with other regional tolling schemes; (v) Tolling revenue must be available to create and support a broad multimodal transportation system to reduce traffic demand on highways, not just fund highway improvements; (vi) Tolling revenue must be available for mitigation to ensure that traffic diversion from the highways does not make local streets less safe and does not adversely impact transit.</p>	<p>the IBR program works with the two states' transportation commissions and treasurers to balance the funding and operational objectives of tolling as well as the obligations and priorities for toll revenues. The program plans to rely on ODOT's low-income study due to the applicability of the work that has been done. The two states' transportation commissions will determine appropriate low-income discount / credit policies for the Interstate Bridge. The program plans to begin engaging with the commissions late this year or early next year and will likely meet regularly throughout 2023.</p>
City of Portland	52	<p>The Program's variable-priced tolling scheme shall be developed and implemented in coordination with Oregon's Regional Mobility Pricing Project (RMPP): (i) The IBR tolling program should be coordinated with the Regional Mobility Pricing Project and the I-205 Toll project and</p>	<p>The IBR program is in regular coordination with the Oregon Toll program on the I-205 and RMPP efforts. The IBR program plans to toll the I-5 existing bridges during construction. Analysis of tolling the I-5 bridge is not expected to result in "significant diversion" to I-205. ODOT may consider tolling I-205 south of the Glenn</p>

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		consistent with the Congestion Pricing Policy adopted in the 2023 Regional Transportation Plan; (ii) If RMPP will not be implemented by the time the I-5 Columbia River crossing is tolled, a toll must be implemented near the I-205 Columbia River crossing (Glenn Jackson Bridge) by that time to avoid significant diversion, increase in VMT/GHG, and impacts to local streets that could come with tolling the I-5 Columbia River crossing alone.	Jackson Bridge as determined by the RMPP. The states' transportation commissions will jointly set tolling rates and policies for the IBR program.
City of Portland	53	Construction of active transportation and transit elements should be prioritized before the highway elements to help reduce demand during the disruptive construction phase of the project and encourage mode shift.	The program will work to make various modes, including active transportation and transit elements, accessible as soon as possible within the construction schedule, sequence, and staging. Thru-put of the existing facility for active transportation will remain during construction.
City of Portland	54	Project management, design, and cost estimates and funding plan shall be conducted via a transparent and participatory process among all project partners and community members in the program area.	Community members and partners have been involved in the development of the program to date. ESG, partner staff, CAG, and EAG will continue to have a meaningful role in shaping the design as the program progresses. Ongoing updates of the program's cost estimate and financial planning processes will be provided to partner agencies and available to the public.
City of Portland	55	Cost overruns will be managed in a transparent and participatory process, with all partners agreeing to solutions based on sound project needs supported by their ability to achieve IBRP Desired Outcomes using an agreed-upon values-based approach. Tolling revenue is an appropriate tool to address cost overruns and is preferable to value engineering key elements of the project that support Vision Zero, climate, and equity goals. Value-	The program has made honest and intentional commitments to provide a facility that meets intended goals. If additional funding is needed to accomplish those goals, avenues will be exhausted to find additional funding. Raising tolls may be as objectionable, or even more so, than a potential element of the program being delayed or eliminated. Features that ensure public safety, regardless of mode, will be the last components under consideration for removal or delay. Maintaining equity and

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		<p>engineering pedestrian, bicycle, and transit components in favor of maintaining or enhancing the motor vehicle elements of the project, including total bridge guardrail-to-guardrail widths (including number of travel lanes and number and width of shoulders) is not acceptable.</p>	<p>climate priorities will be considered when developing an approach for value-engineering. Depending on any features that may be at risk, it may also be incumbent upon others (local agencies and municipalities) to consider supplemental funding based on the benefits the facility provides to their operations or community. Setting the toll rates is not within the IBR program's purview; the states' transportation commissions will be responsible for toll rate-setting.</p>

ATTACHMENT B

Agency Name	#	Condition
City of Portland	1	The Program shall set Greenhouse gas (GHG) and Vehicle Miles Traveled (VMT) reduction targets to be achieved by the program's elements. These targets shall be proportionate to the current bridge's regional share of total trips taken - and VMT driven and GHGs emitted on those trips. The reduction factors for these targets will be derived from existing state, regional, and local targets for GHG and VMT reductions.
City of Portland	2	The Program shall present a plan to reduce, consistent with state targets for the Portland Metropolitan Area, the vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions produced by all components of the Program, including construction, operations, and forecasted increases in traffic, with demand reduction, local and regional mitigation, and carbon offsets on a year-by-year basis through 2050.
City of Portland	3	The Program shall work to meet the targets through highway design, transportation demand management strategies (including equitably designed variable rate tolling), and the provision and expansion of high-quality alternatives to drive-alone trips.
City of Portland	4	As a part of the plan to meet the targets, the Program shall present modeled projections for GHG, VMT, VMT/capita, and modal splits for opening year, 2035, 2040, 2045, and 2050. Forecasted demand analysis will use best available methods, such as those currently in use in California and Colorado for latent/induced demand, unless and until the states, regions, and impacted local governments agree to other methodologies. Projections will be used to evaluate the planned demand management strategies and establish budgets for those and for future mitigation, as needed.
City of Portland	5	The State shall annually monitor and report on GHGs emitted and VMT produced by traffic in the BIA (state and local roadways), accounting for traffic diverted to the I-205 Columbia River crossing based on annual traffic counts of all motor vehicle types and annual fuel type utilization averages (traditional gas/diesel, electric, and other alternative fuels); such monitoring will take place through 2050.
City of Portland	6	Emissions and volumes above state and regional GHG and VMT reduction targets should be offset with mitigations that help insulate or benefit the communities impacted by the project. The Program shall demonstrate how it will support the proposed mitigation and offset measures through policy changes (e.g., expanded variable rate/VMT reduction/demand management tolling), funding for multimodal transportation expansion and use, technical assistance, or other forms of support. Mitigation adequacy will be determined by the extent to which GHG and VMT reduction targets are achieved. If they are not achieved in subsequent years, additional mitigation actions will be required that are likely to achieve the targets.

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City of Portland	7	The existing Climate Technical Working Group will be responsible for providing policy and technical director for sections i)-iii) above. The Working Group (or a newly chartered Climate Implementation and Monitoring Group following the completion of the program) should continue in operation until the Program's components have met VMT and GHG targets for at least five consecutive years, and if VMT or GHG exceeds targets in any subsequent year. At minimum, ODOT, Metro, City of Portland, City of Vancouver, TriMet, and C-TRAN staff should have membership in the group.
City of Portland	9	Develop a construction management approach that includes appropriate requirements to reduce GHGs and carbon footprint during construction.
City of Portland	32	The project shall strive to provide the minimum width for safe operations of the freeway and to address the needs for transit and emergency response use. The city strongly prefers a maximum of one full shoulder and one partial shoulder.
City of Portland	33	The program and state DOTs shall commit to not use the highway bridge shoulder(s) to expand travel capacity temporarily or permanently by converting them into new travel lanes except during construction and maintenance; the Bus on Shoulder treatment is an agreed-upon use of the highway shoulder and is excepted.