

## MODIFIED LPA – PARTNER CONDITIONS

Agency	Condition
Metro	The IBR program must demonstrate how, with comprehensive variable-rate tolling intentionally designed to manage congestion and repay construction costs and with visionary improvements in transit and active transportation options, it achieves at least a proportionate contribution to the State of Oregon's greenhouse gas (GHG) goals that call for the state to reduce its GHG emissions (1) at least 45 percent below 1990 emissions levels by 2035; and (2) at least 80 below 1990 emissions levels by 2050. The construction of the bridge should use methods that provide the greatest level of sustainability possible.
Metro	To create baselines, determine the hourly average vehicle miles traveled (VMT) across the bridge in 2022 by mode and use evidence-based methodologies to estimate the GHG by hour in the project area.
Metro	Prepare an in-depth analysis of VMT in the BIA, taking into account tolling, induced automobile and truck demand, as well as the potential for modal shift resulting from improved transit speed, comfort, convenience, and affordability. The results of the analysis, which should include assumptions regarding tolling consistent with the Oregon Toll Program, must be made publicly available.
Metro	Implement a plan with current best practices to reduce GHG during the construction of the bridge, including the use of low-carbon materials and adherence to the Oregon Clean Air Construction Program during the construction phase of the project.
Metro	Implement and operate variable rate tolling, along with improvements to transit and active transportation, in a manner that aims to reduce greenhouse gas emissions.
Metro	The project should continue to apply the equity framework agreed upon by project partners and meaningfully engage equity priority communities throughout the IBRP to inform decision making and achieve equitable outcomes.
Metro	Develop a Community Benefits Agreement(s) with the communities to mitigate for any potential adverse impacts to human health and improve multimodal access for communities in or near the project area.
Metro	Commit to robust community engagement throughout all stages of the project, including design, construction, and naming.
Metro	Evaluate and implement equitable outcomes using the performance measures developed by the IBRP Equity Advisory Group (EAG) to measure benefits and impacts to equity priority communities in the SEIS.
Metro	Under the purview of the EAG, implement contracting and workforce strategies that hire and train local minority-owned contractors and small businesses for both short-term and long-term

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	jobs, both in construction and in bridge system operation and maintenance, using strategies that align with regional Construction Careers Pathways Program.
Metro	Work with local health agencies to develop a health impact assessment.
Metro	To meet Metro Council's climate, safety, mobility, equity, and land use goals as identified in the 2018 Regional Transportation Plan and the 2040 Growth Concept, it is essential that variable rate tolling is implemented in conjunction with providing a range of transportation options with the goal of reducing VMT.
Metro	Implement variable rate tolling as soon as legally and practically permissible, in coordination with the Oregon Toll Program (Regional Mobility Pricing Project) in order to manage congestion and prevent diversion impacts, particularly to the I-205 corridor.
Metro	Develop a variable rate tolling program that advances equity and climate goals.
Metro	Develop a low-income program to address potential financial impacts of tolling on low-income persons.
Metro	With implementation of tolling, provide and publicize a wide range of alternative transportation options including high-capacity light rail transit with good connections to bus rapid transit and other bus lines, and improved bike and pedestrian facilities easily accessible to the project area; in addition, encourage other low-carbon modes of travel such as vanpooling.
Metro	Conduct an investment grade analysis based on projected traffic volumes with tolling.
Metro	The project should commit to exceptional bike and pedestrian facilities on the replacement bridge, bridge approaches, and throughout the bridge influence area that provide a desirable transportation option that accommodates current and attracts more active transportation users.
Metro	Undertake additional design to provide high-quality, attractive, safe bike and pedestrian facilities across the bridges and connections to transit stops and neighborhoods throughout the bridge influence area.
Metro	Design of active transportation facilities should adhere to ODOT's Blueprint for Urban Design principles.
Metro	Mitigate for bike and pedestrian access impacts caused by construction, ensuring safe routes and connections for those modes are maintained.
Metro	Light rail must be included in the infrastructure package that goes to construction, acknowledging that the region may need to address future projected capacity limits of the light rail line. Transit ridership in the project area should be optimized to improve the transit network to meet the region's needs today and into the future.
Metro	In addition to light rail, the project partners will work together to develop and refine all transit options in or near the project area, including connections between light rail, bus rapid transit,

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	and bus service to meet the latent demand for transit service in and near the Bridge Influence Area. Particular attention will be paid to access for lower income and disadvantaged groups that rely on transit.
Metro	Optimize bus routing and station locations on both sides of the river to provide excellent bus access to light rail, improve transit ridership, and reduce vehicle miles travelled.
Metro	Develop the high-capacity transit terminus in a manner that allows for future potential expansions.
Metro	The bridge size, type, and aesthetics shall be right sized to fit community needs and reflect regional and local community values and the historic and cultural importance of the Columbia River corridor.
Metro	Limit the design of the bridge to a total of three through lanes and one auxiliary lane in each direction.
Metro	Minimize the width of the shoulders to address needs for transit and emergency use only. Shoulders must not be restriped and/or used to expand travel capacity except during construction or maintenance or for Bus on Shoulder.
Metro	In design, use outcome-based, practical design principles to minimize negative impacts to communities and mitigate for traffic noise on the bridge.
Metro	Design an architecturally attractive bridge that reflects community values and the historical and cultural significance of the bridge within the given legal and engineering constraints.
Metro	Engage the public to inform the aesthetics of the bridge, including artwork and other cultural elements.
Metro	Allow for efficient movement of freight and commerce, especially to and from the Port of Portland and the Port of Vancouver.
Metro	After the LPA endorsement, Metro Council expects transparency and agency partnerships in the development of a financial plan that will support the project.
Metro	The IBR project team will provide frequent updates on the IBR financial plan to Metro Council, including an updated Conceptual Financial Plan by the end of 2022, a Financial Plan by March 2023, and a revised cost estimate at 30% design. The Financial Plan shall include all improvements in the BIA, including local improvements.
Metro	In a joint work session with JPACT and Metro Council, the Washington Department of Transportation will provide a presentation on the Cost Estimate Validation Process (CEVP) development, independent review, assumptions, and use. The IBR project team will provide a presentation on the cost estimate for the project with an overview of risk.
Metro	Develop a financial plan that indicates the level of federal, state, and local sources of revenue.

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Metro	The financial plan should include assumptions about how funding from variable rate tolling will be used and implemented with the Oregon Toll Program, including an estimate of the duration of bond repayment. An analysis of the application of the Oregon Toll Program's Low Income Toll Study will be included.
Metro	The financial plan must balance revenue generation and demand management, including project capital and operating costs, sources of revenue, and impact to the funds required for other potential expenditures in the region.
Metro	The financial plan shall take into account the maintenance and operations needs of transit.
Metro	Continue a robust public engagement process for input to inform the SEIS. Continue to engage the Community Advisory Committee (CAG), EAG, and Executive Steering Group (ESG), and demonstrate how committee feedback is incorporated into project efforts, timelines, and milestones. Consider a public bridge-naming process.
Metro	As a project partner, Metro Council expects to be involved in: (1) Development and completion of the SEIS and all NEPA-related activities; (2) Project design, including, but not limited to: examining ways to provide efficient solutions that meet safety, transportation, equity and climate goals, including consistency with Oregon and Washington's statutory reduction goals for GHG emissions; (3) Development of tolling policies, revenue allocation, and toll-rate setting for the IBRP; and (4) Development of the Community Benefit Agreement, and; (5) Development of any public naming/designation process.
RTC	Additional location specific auxiliary lanes or extended on-off ramp lengths may be warranted, where forecasts indicate they could: remedy congested merge/diverge queueing conditions, improve traffic safety, and where large truck (high-wide-heavy-long) activity warrants unique design considerations.
RTC	Implement additional auxiliary lane(s) on Columbia River bridge and other locations as warranted to address known deficiencies and forecast needs.
RTC	Implement additional auxiliary lane and system improvements within the project area to provide significant reductions in multi-modal travel times and peak-hour system congestion.
RTC	Update, monitor, and regularly report the program Finance Plan ensuring equity between the states and to ensure fiscal responsibility is allocated where program costs are planned.
RTC	Implement exemption, rebate, and/or equity programs for Washington residents and businesses to mitigate toll cost burdens.
RTC	Limit the cost of tolls to funding construction costs of the IBR Program, after other sources of Federal and State revenues are exhausted.
RTC	Synchronize high-capacity transit system components to fit within C-TRAN's existing transit plans, funding capacity and safety strategies, and to align with local development and resource enhancement plans.

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RTC	Protect cultural resources within the project limits.
RTC	Implement aggressive job training, career development pathways, and local sourcing of materials and labor to maximize economic development outcomes created by the project.
TriMet	Design and construct the Ruby Junction expansion as defined in the 2013 CRC ROD. If the number of Light Rail Vehicles needed to support a LRT extension to Vancouver exceed capacity defined in the CRC ROD, IBR must revise the scope to operate, maintain and store the adequate number of Light Rail vehicles needed at Ruby Junction or identify a new location that supports the operation and maintenance facilities necessary to accommodate the vehicles required to accommodate forecasted 2045 LRT IBR headways.
TriMet	Include grade separation concepts as defined by TriMet and identify potential upgraded signal systems to be included in the IBR Program for the Steel Bridge to achieve acceptable future on-time performance of the light rail system and extension crossing the bridge to Vancouver.
TriMet	Assess the impacts on the Portland Transit Mall and Rose Quarter Transit Center caused by 2045 LRT and express bus headways to determine if they cause a degradation in on-time transit performance or reliability and/or otherwise limit the available transit capacity to accommodate future expansions of TriMet and C-TRAN service, and, if required, identify the scope and design concept of improvements to be included in the LRT to mitigate any such impacts.
TriMet	Determine whether the Waterfront LRT Station can be integrated into a contractually committed joint development by no later than the submission to FTA of the application for a Capital Improvement Grant approval, and, if such station integration is not certain, determine whether the scope, location, or concept design for the Waterfront LRT station should be changed.
TriMet	Define TriMet and C-TRAN service adjustments and capital improvements necessary to improve transfers between C-TRAN Vine and TM LRT services.
TriMet	Define transit connections to existing and planned pedestrian and bike facilities. Design IBR Program pedestrian and bike facilities to connect transit with existing and planned active transportation network.
TriMet	Define appropriate size and location to improve transit access, while minimizing impacts to downtown development and traffic.
TriMet	Conduct Station area planning in partnership with cities to define station urban design quality and location of Hayden Island and Evergreen stations. Coordinate and Define Joint Development opportunities at each station.
TriMet	Complete value engineering to identify potential cost savings and opportunities to reduce impacts, while maintaining benefits and desired outcomes identified for the LPA. Assess potential yellow line station closure and signal improvements to improve travel time and include in the IBR scope.

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TriMet	The operations and maintenance of the LRT will be undertaken pursuant to one or more agreements executed by the IBR Program between ODOT, WSDOT, C-TRAN, and TriMet, wherein: TriMet will operate and maintain the vehicles, systems, electrification, and track of entire LRT, and the station areas and other improvements located in Oregon. TriMet will not be responsible for any LRT operations and maintenance costs resulting from the extension into Vancouver. Except to the extent otherwise agreed by TriMet, state or other funding sources will be identified and committed to fund LRT operations and maintenance costs incurred by TriMet that are not otherwise funded by LRT farebox revenues allocated to TriMet, and TriMet cost savings attributable to bus service replaced by the LRT.
TriMet	Responsibility of C-TRAN and/or TriMet for performing operations and maintenance of park-and-rides, station areas, and other LRT improvements located in Washington will be determined.
TriMet	ODOT or WSDOT will operate, maintain, and be responsible for costs of operating and maintaining the main river crossing, including any approach ramps, and other structures.
TriMet	Agreements with other jurisdictions and agencies to define operation and maintenance roles and responsibilities must be executed.
C-TRAN	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.
C-TRAN	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.
C-TRAN	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."
C-TRAN	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.
C-TRAN	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	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-

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	and-rides in Vancouver, must accommodate direct access by C-TRAN, including both efficient transfers between modes and a bus layover facility. This notation 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.
C-TRAN	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).
C-TRAN	Highway, bridge and HCT design and construction should reflect principles of sustainability, cost efficiency, context sensitivity, and avoid and minimize adverse impacts.
C-TRAN	Impacts to private properties to historically underserved and underrepresented communities shall be avoided or minimized.
C-TRAN	C-TRAN supports conditions that are requested by Southwest Washington Partners who are members of the Interstate Bridge Replacement Program Executive Steering Group (ESP).
City of Portland	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	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	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.

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City of Portland	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	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	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.
City of Portland	The existing Climate Technical Working Group will be responsible for providing policy and technical direction 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	Provide a high level of sustainable design and construction practices including a stormwater strategy and minimal impact on fish, wildlife, and watershed health. (i) Per Portland City Code, mitigation for project impacts to climate and stormwater shall occur within City boundaries. (ii) A future bridge must accommodate a new levee elevation.
City of Portland	Develop a construction management approach that includes appropriate requirements to reduce GHGs and carbon footprint during construction.
City of Portland	Toll exemptions should be provided for low-income drivers.
City of Portland	Mitigation for adverse project impacts must be proximate to where and in which communities those impacts occur.



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City of Portland	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.
City of Portland	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.
City of Portland	In providing bike and pedestrian facilities in the BIA, across the bridges, and connections to transit stops, follow local jurisdiction policies and design guidance.
City of Portland	Bicycle and pedestrian facilities on the river crossing bridges should provide for occasional rest areas with seating and look out points.
City of Portland	All new interchange designs, especially Marine Drive/Martin Luther King Jr Blvd, shall include signal-protected bicycle/pedestrian phases for travel through the interchange.
City of Portland	Provide accessible wayfinding and signage for pedestrians and bicyclists for directness and ease of navigation over and around the bridge.
City of Portland	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.
City of Portland	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.
City of Portland	Develop the new Light Rail Transit terminus, station placement, alignment, and design to allow for future extensions and connections.
City of Portland	The Program shall develop a plan for and ensure delivery of a sustainable funding source for transit operations and maintenance.
City of Portland	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

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	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.
City of Portland	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 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	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.
City of Portland	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 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.
City of Portland	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.
City of Portland	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.

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City of Portland	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.
City of Portland	The program shall study and prioritize freight priority measures before employing general purpose traffic treatments to address freight travel time and reliability issues.
City of Portland	Study and implement tolling for demand management and general traffic VMT reduction as freight priority strategies.
City of Portland	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.
City of Portland	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	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.
City of Portland	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.
City of Portland	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.
City of Portland	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.
City of Portland	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.
City of Portland	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

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	independent conditions of approval and will provide a timeline for responding to partner agency requests.
City of Portland	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.
City of Portland	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 Program is using or responding to each piece of feedback.
City of Portland	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.
City of Portland	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.
City of Portland	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.
City of Portland	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.
City of Portland	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.
City of Portland	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.
City of Portland	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.

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City of Portland	Develop a financial plan including capital sources and uses of funds for presentation to the program partners and the public.
City of Portland	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.
City of Portland	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.
City of Portland	The Program shall develop and recommend a variable pricing tolling scheme consistent 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.
City of Portland	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 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.
City of Portland	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.

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City of Portland	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.
City of Portland	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-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.
City of Vancouver	Engagement must be accessible and open to a wide variety of stakeholders and all community members.
City of Vancouver	In collaboration with Program partners define a GHG reduction goal that is Program-specific and supports state, regional, and local GHG reduction goals, including the City’s goal of carbon neutrality by 2040.
City of Vancouver	The GHG analysis committed to by the IBR program shall include data related to changes in travel behavior (modal splits and induced demand), modeled vehicle miles traveled at years 2030, 2040, and 2050, and assumptions regarding tolling consistent with Oregon and Washington State Departments of Transportation toll programs.
City of Vancouver	Collaborate with Partners to define mitigation strategies for urban heat island effects and air pollutants associated with the infrastructure and vehicular traffic of the Program.
City of Vancouver	Prepare and present a plan that shows how Program-related GHG will be monitored and reported during and after construction, and how it will be mitigated plus funding options for mitigations. There shall be regular updates on progress, including annual reporting on the status of the GHG target and mitigation efforts to offset emissions.
City of Vancouver	The IBR program shall assess the impacts of the Program on Black, Indigenous, and People of Color (BIPOC) communities, low- and moderate-income residents, renters, people with disabilities and mobility challenges, and other equity-priority populations in the region using partner agreed-upon methodologies and data. This analysis should include an assessment of the distribution of program impacts and benefits (as defined by the Program Equity and Mobility Advisory Committee - #18 below), potential outcomes, and mitigations for equity priority communities at 2030, 2040, and 2050.
City of Vancouver	Evaluate equitable outcomes using performance measures developed by the IBRP Equity Advisory Group to measure benefits and impacts to equity priority communities (including BIPOC).

Agency	Condition
City of Vancouver	Prioritize historically marginalized and underserved communities within the Program area to establish objectives, design, implement, and evaluation of success of the project.
City of Vancouver	Further analysis is needed to determine design of a bridge that meets the defined Program Purpose and Need.
City of Vancouver	Confirm the constraints on bridge design related to navigation and airspace.
City of Vancouver	The bridge shall have the highest quality architecture for the project allowable by engineering limitations and within reasonable cost to produce a signature design.
City of Vancouver	The bridge cannot negatively impact City of Vancouver's ability to convert Washington Street to a two-way street or any other future changes to the local road network and related facilities as defined by the City through the design phase of the IBR Program.
City of Vancouver	Safety and Security is a primary objective of the transit system and specific improvements, strategies, and measures should be deployed to ensure maximum security and safety for transit patrons and the adjacent community.
City of Vancouver	All park and ride location(s) within the City of Vancouver will be determined in partnership with the City of Vancouver and C-TRAN, be designed to integrate with the community character and landscape, and not negatively impact multimodal access, safety, and circulation.
City of Vancouver	Ensure that design of the transit guideway allows for access and use by buses and emergency vehicles in addition to light rail transit.
City of Vancouver	Active transportation facilities shall be designed to facilitate a comfortable, low stress experience during all seasons and in all types of weather, prioritize safety of vulnerable users and ensure safe and convenient access from the local network to new facilities.
City of Vancouver	Active transportation facilities shall be designed to minimize users' exposure to roadway pollutants such as particulate matter and hazardous chemical compounds.
City of Vancouver	More detailed design of interchanges in Vancouver is required to fully evaluate potential community impact, urban development potential, and enhanced access for all users.
City of Vancouver	Interchanges and roadways must be designed with a goal to not impact any properties outside of WSDOT ROW.
City of Vancouver	Preserve and enhance freight access in a manner that is safe, efficient, and does not negatively impact community design or character.
City of Vancouver	The Program shall further refine scenarios with variable rate tolls on the existing I-5 Bridge.

Agency	Condition
City of Vancouver	Demand management strategies shall be developed with the goals to manage auto demand and congestion during peak traffic periods, support downtown Vancouver's circulation goals, reduce greenhouse gas emissions, and must include the use of variable rate tolling.
City of Vancouver	Freeway access streets should receive additional traffic management as warranted and agreed to by the City.
City of Vancouver	The bridge river crossing shall be an iconic design, connect the historical and interpretive artifacts and landscape elements, and not harm the landscape or existing archeological or cultural resources.
City of Vancouver	Recreational and open space design shall be determined in collaboration with Program partners and the community.
City of Vancouver	The bridge design shall improve the existing user experience in downtown Vancouver, accounting for the health, safety, and welfare of the general public. In circumstances where nuisances are reasonably expected from the project design, impacts will be mitigated to the maximum extent practicable.
City of Vancouver	Community connections shall be designed to connect the historical and cultural landscape elements. These include but are not limited to a lid over I-5 connecting Downtown to the Historic Reserve, extension of Main Street, and redevelopment or re-use of land unencumbered by physical structure for the bridge itself or supporting water treatment facilities (5th Street to north bank of the Columbia River).
City of Vancouver	The IBR program shall provide the highest model of environmentally and socially friendly design and construction for a bridge of its proposed size and scale. Temporary screening of construction and staging areas will be aesthetically appealing and help tell the story of the bridge and community.
City of Vancouver	The Program must respect properties outside of WSDOT ROW and have a goal to avoid both short- and long-term impacts to those properties during and after construction. If impacts are unavoidable, they must be mitigated to the full extent practicable and as required by prevailing federal, state, or local laws and ordinances.
City of Vancouver	The Program must identify proposed mitigation for any potential adverse human or natural health impacts.
City of Vancouver	The City of Vancouver must be included in any Health Impact Assessment (HIA) work included as part of the Program.
City of Vancouver	The Program shall implement a robust workforce training and apprenticeship program that provides opportunities to Vancouver and Clark County residents.



Agency	Condition
City of Vancouver	The Program shall minimize and mitigate disruptions to residents, businesses, roadway users, and the built environment resulting from construction and staging activities, including maintaining multimodal access and circulation.
Port of Portland	No conditions listed on approved resolution.
Port of Vancouver	Study the performance of both one and two auxiliary lanes to identify a final design which maximizes safety and efficiency of freight and general-purpose traffic through the bridge influence area, including but not limited to consideration of High, Wide, Heavy, and Long (up to 80 meters) freight needs.
Port of Vancouver	Provide adequate safety shoulders, one inside and one outside of the freeway lanes for both Northbound and Southbound directions to maximize safety, sufficient emergency access, and reliability through the corridor.
Port of Vancouver	Accommodate High, Wide, Heavy, and Long (up to 80 meters) freight movements at the Mill Plain Interchange and provide unencumbered connections to key trade routes for the region.
Port of Vancouver	Compliment and support the goals and actions listed in the Port of Vancouver's Climate Action Plan Project in Greenhouse Gas (GHG) reduction efforts. Minimize idling of freight and general-purpose traffic.
Port of Vancouver	Include a High-Capacity transit station near Terminal 1 with multimodal access and be designed and operated in a manner which maximizes safety and accessibility.
Port of Vancouver	Continue to solicit feedback from the port and Terminal 1 stakeholders to ensure the final design compliments and avoids or adequately mitigates negative impacts to existing and proposed developments on that site, including the East Portal and dock structure.
Port of Vancouver	Design elements must encourage and accommodate additional small to mid-size Columbia River cruise activity at or near Terminal 1.
Port of Vancouver	Design and construct a shared use path (SUP) in a way that allows for convenient access to Terminal 1 and the surrounding waterfront areas year-round.
Port of Vancouver	Design and redevelop open spaces that are created or disturbed by the IBR program in consultation with the Port of Vancouver and the City of Vancouver in a manner which emphasizes connectivity with the adjacent developments and uses which complement the character of the surrounding area.
Port of Vancouver	Continue to engage the business and freight communities on a regular basis to provide feedback in critical areas such as auxiliary lane configuration, grade, turning radii, and other elements associated with freight and commerce.

Modified LPA – Partner Conditions



Agency	Condition
Port of Vancouver	Involve the port in SEIS and NEPA-related activities, project design, tolling policies, revenue allocation, toll rate-setting, and community benefit agreements.
Port of Vancouver	Maximize workforce development opportunities including but not limited to apprenticeship utilization through collaboration with regional workforce partners.
Port of Vancouver	Develop tolling structures and systems that do not disproportionately impact freight or inhibit regional access to jobs on either side of the Columbia River.
Port of Vancouver	Construct the project in a manner which avoids or minimizes impacts to port properties, tenants, and customers, including marine operations and public gathering places.