

Dear Port of Vancouver,

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 Port attached 14 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 two of the Port's conditions related to climate action and highway shoulder design in Attachment B. We will continue to work with Port of Vancouver staff to identify a regional approach to these items. Though ESG meetings and the IBR website will be used to 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
Port of Vancouver	1	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.	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.
Port of Vancouver	3	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.	This is consistent with the program goals and the current program design reflects this within the IBR program area.
Port of Vancouver	5	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.	The program design currently assumes a waterfront light rail station, which will be accessible to many modes and users. Crime Prevention Through Environmental Design (CPTED) principals are being used to design the transit elements of the program. Before light rail transit service begins as part of the program, safety and security best practices will be analyzed and implemented, where possible.

Agency Name	#	Condition	Response
Port of Vancouver	6	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.	The program will continue to engage with the Port of Vancouver and Terminal 1 stakeholders to pursue opportunities to avoid, or adequately mitigate, negative impacts to existing and proposed developments on that site (including the East Portal and dock structure). The program team plans to work with the Port of Vancouver during final design to create a design that complements the site. Early communication and coordination between the Port and program will be critical to ensuring the program's design reflects the Port desires for the Terminal 1 site. This will include two-way communication between Port staff and IBR staff sharing review and feedback of both bridge and docks design for compatibility.
Port of Vancouver	7	Design elements must encourage and accommodate additional small to mid-size Columbia River cruise activity at or near Terminal 1.	The program is already coordinating with the Port of Vancouver to include consideration of such commercial activities.
Port of Vancouver	8	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.	The program will continue to work with program partners to develop a design that connects the Shared Use Path (SUP) to the waterfront.
Port of Vancouver	9	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.	Conversations with partner agencies and the community will continue regarding uses of remaining open spaces.
Port of Vancouver	10	Continue to engage the business and freight communities on a regular basis to provide feedback in critical areas such as	The program will continue to effectively coordinate with program partners and the

Agency Name	#	Condition	Response
		auxiliary lane configuration, grade, turning radii, and other elements associated with freight and commerce.	freight community throughout program development.
Port of Vancouver	11	Involve the port in SEIS and NEPA-related activities, project design, tolling policies, revenue allocation, toll rate-setting, and community benefit agreements.	The IBR program will continue to coordinate with program partners throughout all phases of the project.
Port of Vancouver	12	Maximize workforce development opportunities including but not limited to apprenticeship utilization through collaboration with regional workforce partners.	The program is in the process of assessing gaps between the existing workforce and the future workforce needs for successful project delivery. This will inform our workforce development partnerships and strategies we deploy, elements of which are likely to be included in a Community Workforce Agreement (CWA) and/or Community Benefits Agreement (CBA). 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 while developing these agreements, as well as the program partners in development and implementation.
Port of Vancouver	13	Develop tolling structures and systems that do not disproportionately impact freight or inhibit regional access to jobs on either side of the Columbia River.	The program will be making recommendations regarding the program's tolling approach. Both states' transportation commissions will be responsible for setting toll rates and creating the policy. Currently our tolling analysis assumes higher toll rates for trucks in alignment with the ODOT's/WSDOT's cost responsibility proportions established.
Port of Vancouver	14	Construct the project in a manner which avoids or minimizes impacts to port properties, tenants, and customers,	The program will aim to avoid and minimize impacts, and seek opportunities to mitigate unavoidable adverse impacts to port

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		including marine operations and public gathering places.	properties and port-related activities where feasible. A Conduct of Construction can be outlined in the contractor's bid documents that specifies the ways in which they will minimize construction disruption.

## ATTACHMENT B

Agency Name	#	Condition
Port of Vancouver	2	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	4	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.