

Dear TriMet,

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, TriMet attached six 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 one of TriMet's conditions related to the upgrade of the signal system near the Steel Bridge in *Attachment B*. We will continue to work with TriMet staff to identify an agreed-upon solution. Though ESG meetings and the IBR website will be used to keep you, and the region, apprised of our progress, I will send you another formal response reporting back on how we've successfully addressed the remaining condition.

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
TriMet	1	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.	Ruby Junction is included in the current program design. Additional light rail vehicle storage facility locations will be studied as part of the footprint analyzed in the SDEIS.
TriMet	3	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.	We will continue to work with TriMet and C-TRAN to determine the recommended increase(s) in service, associated impact caused by the IBR program, and who will be responsible for funding.
TriMet	4	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.	Integration of a grounding feature at the Waterfront light rail station will be identified no later than the CIG application being submitted to the FTA.

Agency Name	#	Condition	Response
TriMet	5	<p>Define TriMet and C-TRAN service adjustments and capital improvements necessary to improve transfers between C-TRAN Vine and TM LRT services.</p> <p>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.</p> <p>Define appropriate size and location to improve transit access, while minimize impacts to downtown development and traffic.</p> <p>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.</p> <p>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.</p>	<p>The program is currently analyzing service adjustments that could be made to capitalize on successful transfer activity between BRT and LRT services as part of the program's transit optimization process. It will be the responsibility of the transit agencies to implement the recommended service changes.</p> <p>Creating improved active transportation facilities meets the purpose and need of the program. The program will work with partners to make active transportation connections within the program area.</p> <p>The program will continue to work with partners and the community on transit design including potential Park and Ride facilities to meet ridership demand and goals.</p> <p>The program is conducting collaborative station area planning as is required by a typical station design effort. The program 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.</p> <p>The program will conduct a value-engineering assessment as part of the program's 30% design. Yellow line service adjustments are being considered as part of the transit optimization.</p>
TriMet	6	<p>That 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:</p>	<p>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, identify the agency responsible for operating or maintaining each transit element, and explore all potential sources of funding and administration of expenditures.</p>

Agency Name	#	Condition	Response
		<p>TriMet will operate and maintain the vehicles, systems, electrification, and track of entire the 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.</p> <p>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.</p> <p>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.</p> <p>Agreements with other jurisdictions and agencies to define operation and maintenance roles and responsibilities must be executed.</p>	

ATTACHMENT B

Agency Name	#	Condition
TriMet	2	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