

Dear RTC,

Thank you for your letter of endorsement of the 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, RTC attached nine 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*.

I want to again communicate my gratitude for your endorsement and assure you that your conditions are, and will continue to be, taken into consideration. ESG meetings and the IBR website will be used to keep you, and the region, apprised of our progress. 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
RTC	1	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.	<p>The program will assess freight operational functionality, including (high-wide-heavy-long) through the Environmental Phase to ensure freight needs are addressed. 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. Additionally, additional freight stakeholder outreach and high-wide-heavy studies will continue as program design progresses.</p>
RTC	2	Implement additional auxiliary lane(s) on Columbia River bridge and other locations as warranted to address known deficiencies and forecast needs.	<p>The Modified LPA currently includes one auxiliary lane in each direction on the I-5 bridge. The program received conflicting points of view regarding the preference of number of auxiliary lanes in partner conditions. Therefore, the IBR program will analyze both one and two auxiliary lanes in each direction on the I-5 bridge and impacts will be documented in the SDEIS. Transportation performance measures that will be documented in the Transportation Technical Report will include freeway level of service, volume</p>

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			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.
RTC	3	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.	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.
RTC	4	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.	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 team is working on updating the Financial Plan with a new cost estimate reflecting the Modified LPA as well as capital sources of funds. Ongoing updates to the program’s Financial Plan will be provided to partner agencies and available to the public. The program is committed to seeking all available state and federal funds for capital costs of

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			the program in order to provide a backdrop of equity between the states.
RTC	5	Toll Policy: Implement exemption, rebate, and/or equity programs for Washington residents and businesses to mitigate toll cost burdens.	In compliance with state of Oregon and Washington requirements the IBR program will work with the transportation commissions to consider and implement an equity-based low toll program. The states' transportation commissions will set the toll rates and policies.
RTC	6	Toll Policy: Limit the cost of tolls to funding construction costs of the IBR Program, after other sources of Federal and State revenues are exhausted.	The program is committed to seeking all available state and federal funds for capital costs of the program. Tolls are a source of funding for the program and the timing of the toll contribution will be optimized to provide the most efficient program delivery.
RTC	7	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.	The program is be designed to successfully interface C-TRAN's existing transit network.
RTC	8	Protect cultural resources within the project limits.	<p>The program will comply with Section 106 of the National Historic Preservation Act, and cultural resources will be avoided where possible, minimized when avoidance is not possible, and adverse effects to significant historic properties will be mitigated through the Section 106 programmatic agreement (PA).</p> <p>If extremely sensitive resources are identified, there could be additional cost, schedule delays and additional risks. Whatever cannot be completed during the NEPA process, will be completed per the timeline identified in the PA.</p>
RTC	9	Implement aggressive job training, career development pathways, and local sourcing of materials and labor to	The program is in the process of assessing gaps between the existing workforce and the future workforce needs for successful project delivery.

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		maximize economic development outcomes created by the project.	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.