

Dear Port of Vancouver,

The Interstate Bridge Replacement Program is excited to be nearing the release of the Draft Supplemental Environmental Impact Statement (SEIS). This will afford the public the opportunity to review and comment on the analysis of potential impacts and mitigations of the Modified Locally Preferred Alternative (LPA).

The Port's resolution adopting the Modified LPA in July 2022 reflected the hard work of regional elected officials, as well as local jurisdictional leadership. 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. Between the eight jurisdictions endorsing the Modified LPA we received 175 conditions in total. In addition to your endorsement, the Port attached 14 conditions. We provided a response to 12 of your conditions in prior correspondence. We have been coordinating with others in the region to address your two remaining conditions related to climate action and highway shoulder design.

Attachment A outlines how the program is addressing your remaining conditions.

We will continue to work with the Port's staff, as the program progresses, to ensure the implementation of the commitments made by the program in response to your conditions.

Thank you for participation in the Modified LPA endorsement and conditions process. I'd like to also thank you for your ongoing commitment to this regional effort to replace the bridge and keep the economy of the region strong.

Sincerely,

Greg Johnson
IBR Program Administrator

ATTACHMENT A

Agency Name	#	Condition	Response
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.	Program plans include inside and outside safety shoulders. The safety shoulders allow for buses to travel on the shoulder, as well as providing emergency vehicle access, maintenance, and disabled vehicle access. The lane and safety shoulder widths are being designed to DOT standards.
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.	The IBR program is supportive of the goals and actions listed in the Port of Vancouver's Climate Action Plan. The program includes GHG emissions-reducing strategies including provision of high-capacity transit, variable rate tolling, and expansion of multimodal facilities. Reduced congestion and idling resulting from the improvements are expected to result in reductions in GHG compared to a No Build scenario. The NEPA analysis developed for the program will show the anticipated reduction in GHG and VMT from the program in the Portland Metro Region compared to the No Build in 2045. The NEPA analysis presents an evaluation of the consistency with the Port of Vancouver's Climate Action Plan with the IBR program.