

Dear C-TRAN,

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).

C-TRAN'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, C-TRAN attached ten conditions. We provided a response to eight of your conditions in prior correspondence. We have been coordinating with others in the region to address your two remaining conditions related to design of the bridge and transitway.

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

We will continue to work with C-TRAN 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
C-TRAN	5	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.	Program plans include inside and outside safety shoulders. The safety shoulders will allow for buses to travel on the shoulder, as well as providing emergency, maintenance, and disabled vehicle access. The lane and safety shoulder widths are being designed to DOT standards.
C-TRAN	7	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).	The program will continue to work with partners and the community on transit design including the light rail alignment, station locations and design, and potential Park and Ride facilities. In conjunction with the partners, the program will be analyzing transit elements to meet ridership demand and goals. The program is analyzing the tradeoffs of adding embedded track and exploring other options that could meet the same needs.