



# Port of Vancouver USA

**AGENDA  
PORT OF VANCOUVER USA  
BOARD OF COMMISSIONERS  
REGULAR MEETING AGENDA  
3103 Lower River Road, Vancouver, WA 98660  
Tuesday, July 12, 2022**

*In accordance with the Open Public Meetings Act (OPMA), the Port of Vancouver Board of Commissioners meeting will be open to in-person attendance. Options for viewing and/or participating in the meeting to provide virtual oral comment will also be accommodated (see details below). The Board members will be attending this meeting in person.*

*Public testimony will be accepted under Open Forum. **Advance registration will be required for individuals who want to provide virtual oral testimony (see details below).***

*The business meeting and workshop (Items A – L) are recorded and broadcast live on CVTV cable channels 21, 23 / HD 323, and at [www.cvtv.org](http://www.cvtv.org).*

- A) **CALL TO ORDER (8:30 a.m.)**
- B) **EXECUTIVE SESSION**  
None
- C) **OPENING REMARKS (8:30 a.m.)**
  - 1) Opening Remarks
  - 2) Approve Minutes of the June 28, 2022, Regular Meeting
- D) **OPEN FORUM**
  - 1) Public comment -To provide virtual oral comment during the board meeting, you must register no later than 12:00 p.m. Monday, July 11, 2022, by emailing [povcommissioners@portvanusa.com](mailto:povcommissioners@portvanusa.com)\*\*
- E) **ACTION ITEMS**
  - 1) Resolution 3-2022: Endorse the Modified Locally Preferred Alternative for the Interstate Bridge Replacement Program
- F) **UNFINISHED BUSINESS**
  - 1) Port Contracts Logs

**G) NEW BUSINESS**

**H) ACCOUNTS PAYABLE**

Voucher Numbers	109927 – 110393	\$ 4,458,654.70
Electronic Payments	06/01/2022 – 06/30/2022	\$ 1,034,408.05
Payroll Voucher Numbers		\$ 641,621.81
Checks	51701288 – 51701289	
Direct Deposits	230001 – 230122	
	250001 – 250127	
	254001	

**I) CEO REPORT**

- 1) Action taken under Resolution 2-2020: Declaration of Local Emergency and Delegation of Authority of Emergency Powers
- 2) Project Updates

**J) COMMISSIONERS REPORTS**

**K) UPCOMING EVENTS**

**L) WORKSHOP**

None

**M) SIGN DOCUMENTS**

**N) ADMINISTRATIVE UPDATE/WORK SESSION**

None

**O) ADJOURNMENT**

**\*\*Public comments are welcome during Open Forum. Individuals requesting to provide virtual oral comment must register in advance via email to [povcommissioners@portvanusa.com](mailto:povcommissioners@portvanusa.com) no later than 12:00 p.m. on Monday, July 11, 2022. All individuals will have three minutes to read their comments into the record and will be asked to provide their name and city of residence for the record. No public comments will be read into the record by the port. Written comments not intended to be read by the community member and received by 8:30 a.m. Tuesday, July 12, 2022, will become part of the official meeting record and will be provided to the Commission.**

**Further instructions for accessing the virtual meeting (for virtual oral comment) will be provided upon registration. Please call the Port of Vancouver at (360) 693-3611 with questions. Visit the port's website at [www.portvanusa.com](http://www.portvanusa.com) for more information.**

# Agenda Item No. C-2

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**REQUEST FOR COMMISSION ACTION      PORT OF VANCOUVER USA**

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**REVIEWED BY:**

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	Executive Services Manager	07/12/2022
Michelle Allan	Title	Date

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**APPROVED BY:**

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Title

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**SUBJECT:**      Minutes of the June 28, 2022 Regular Meeting

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**BACKGROUND:**

Please see attached minutes.

**Additional Information Attached: Minutes of 06/28/2022 Regular Meeting**

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**RECOMMENDATION:** That the Port of Vancouver USA Board of Commissioners adopts and executes the minutes of the June 28, 2022, Port of Vancouver USA Board of Commissioners Regular Meeting as presented.

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**Submitted by:** *Julianne Marler* CEO

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**Date Action Taken** \_\_\_\_\_ **Motion By:** \_\_\_\_\_

**Approved:** \_\_\_\_\_ **Seconded By:** \_\_\_\_\_

**Deferred To:** \_\_\_\_\_ **Unanimous:    Yes** \_\_\_ **No** \_\_\_

**PORT OF VANCOUVER USA  
BOARD OF COMMISSIONERS  
REGULAR MEETING  
Tuesday, June 28, 2022**

**CALL TO ORDER**

Commission President Burkman called a regular meeting of the Port of Vancouver Board of Commissioners to order and open to the public at 8:34 a.m., Tuesday, June 28, 2022, at the Port of Vancouver USA Administrative Office, 3103 NW Lower River Road, Vancouver, Washington 98660. He indicated there were technical difficulties and apologized for the late start.

**OPENING REMARKS**

Commissioner Burkman welcomed everyone to the commission meeting. He announced no executive session was held and that the meeting and the subsequent workshop is being recorded. He made introductions and then invited guests to participate in the Pledge of Allegiance. Commissioner Burkman stated that Commissioner LaBrant is joining the meeting virtually.

**APPROVAL OF MINUTES**

**Regular Meeting of June 14, 2022**

On motion by Commissioner Orange, seconded by Commissioner Burkman and carried 2-0 (Commissioner LaBrant did not vote, as his sound was not working), the Board of Commissioners approve the minutes of the June 14, 2022, regular meeting.

**OPEN FORUM**

Commissioner Burkman stated that the agenda invited public comment but indicated no community members had registered in advance to provide virtual oral comments. He asked if there was anyone present who signed up to provide comment. CEO Marler responded that no one signed up.

**ACTION ITEMS**

**Approve Contracts with P2S Inc., Art Anderson Associates and RH2 Engineering, Inc. for On-Call Electrical Engineering Services**

Casey O'Dell, Director of Facilities presented the action item and discussed it with the Commission.

On motion by Commissioner Orange, seconded by Commissioner Burkman and carried unanimously (Commissioner LaBrant's sound is working), the Board of Commissioners authorize the CEO to execute a contract with P2S Inc. for a not to exceed amount of \$500,000, a contract with Art Anderson Associates for a not to exceed amount of \$400,000 and a contract with RH2 Engineering, Inc. for a not to exceed amount of \$300,000 to perform on-call Electrical Engineering Services.

#### Approve Contract for Bid 22-26: Steel Pipe Piling Materials Pre-Purchase

Monty Edberg, Director of Engineering & Project Delivery presented the action item and discussed it with the Commission. He answered questions from the Board.

On motion by Commissioner Orange, seconded by Commissioner LaBrant, and carried unanimously, the Board of Commissioners authorize the CEO to execute a contract with Richards Pipe & Steel, Inc., for Bid 22-26: Steel Pipe Piling Materials in the amount of \$1,319,739.75 including Washington State sales tax and include the option for reimbursement of this contract under Reimbursement Resolution 1-2021.

#### Approve Public Works Contract for Bid 22-24: Terminal 4 Bank Stabilization

Monty Edberg, Director of Engineering & Project Delivery presented the action item and discussed it with the Commission. He answered questions from the Board.

On motion by Commissioner LaBrant, seconded by Commissioner Orange, and carried unanimously, the Board of Commissioners authorize the CEO to execute a public works contract with Tapani Inc., the lowest responsive and responsible bidder, for Bid 22-24: Terminal 4 Bank Stabilization in the amount of \$2,403,616.78 including Washington State Sales Tax and include the option for reimbursement of this contract under Reimbursement Resolution 1-2021.

### **UNFINISHED BUSINESS**

No unfinished business was considered.

### **NEW BUSINESS**

No new business was discussed.

### **CEO REPORT**

#### Action taken under Resolution 2-2020: Declaration of Local Emergency and Delegation of Authority of Emergency Powers

CEO Marler shared the history behind the adoption of Resolution 2-2020 and then advised the commissioners that she has not taken any action provided her under this resolution.

CEO Marler stated that on June 15 the Interstate Bridge Replacement Program Executive Steering Group met with partner agencies to hear feedback on the Modified Locally Preferred Alternative. She also stated that at the next commission meeting on July 12<sup>th</sup> the Modified Locally Preferred Alternative will be brought forward to the Board for consideration and approval. She indicated once all the partner agencies approve the Modified Locally Preferred Alternative the next phase will include a great deal of public involvement.

CEO Marler also recognized port staff who contacted 911 dispatch and pointed the Vancouver Fire Department in the right direction to rescue a person in the river after a jump from the I-5 Bridge.

## **COMMISSIONERS REPORTS**

Commissioner LaBrant did not provide a report but reminded everyone that it was Pride Month.

Commissioner Orange stated he attended the following event and highlighted topics regarding cybersecurity and environmental:

- Pacific Northwest Waterways Association Summer Conference

Commissioner Orange also expressed his appreciation for first responders and reminded everyone that Longshore workers are off on July 5<sup>th</sup> for Bloody Thursday.

Commissioner Burkman stated he attended the following events and meetings and provided a brief summary of some of the meetings he attended:

- Groundbreaking for Lincoln Property Company (LPC) at Terminal 1
- Vancouver Rotary Club event and celebration of Rotary Way
- Miscellaneous transportation related meetings
- Merchants Exchange Shipping 301 Course

Commissioner Burkman also stated that the *Columbian* had a positive editorial regarding the Port of Vancouver and how much it contributes to the local economy.

## **UPCOMING EVENTS**

CEO Marler stated the next commission meeting would be held on Tuesday, July 12 at 8:30 a.m. She also highlighted several other upcoming community events including Fort Vancouver Historic Site's Picnic in the Park, a Vancouver Waterfront Park Concert, and a Neighborhood Associations of Clark County meeting.

Commissioner Burkman reminded everyone of the ways they can communicate with the Commission. He stated there is a great deal of information available on the port's website and encouraged everyone to check it out.

## **RECESS**

Commissioner Burkman called a recess at 9:07 a.m. to prepare for the port's External Affairs Community Outreach Program workshop.

## **WORKSHOP**

### **External Affairs Community Outreach Program**

Commissioner Burkman reopened the meeting at 9:20 a.m. for the External Affairs Community Outreach Program workshop, led by Chief External Affairs Officer Ryan Hart.

Chief External Affairs Officer Ryan Hart provided a presentation on the External Affairs Community Outreach Program. He indicated that the port has been a part of the community for more than 100 years and is proud of the support it has provided to the public. He shared details on the following community outreach efforts made by the port:

- Port Tours
- Sponsorships
- Events
- Community Fund
- Public Outreach and Involvement
- Publications and Broadcasting
- Social Media
- Media Coverage

He also discussed what outreach efforts they have coming up and how sponsorships have expanded these efforts.

CEO Marler thanked Ryan and the External Affairs team for all their outreach efforts in the community.

## **ADMINISTRATIVE UPDATE / WORK SESSION**

No administrative work session was held during this meeting.

**ADJOURNMENT**

There being no further business to come before the Port of Vancouver USA Board of Commissioners, the Tuesday, June 28, 2022, regular meeting was adjourned at 9:40 a.m. by Commissioner Burkman. The commission signed documents immediately following the adjournment.

PORT OF VANCOUVER USA  
BOARD OF COMMISSIONERS

Michelle Allan, Executive Services  
Manager, June 28, 2022, Regular  
Port of Vancouver USA Board of  
Commission Meeting

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Jack Burkman, President

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Don Orange, Vice President

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Eric LaBrant, Secretary



# Item No. E-1

<b>REQUEST FOR COMMISSION ACTION</b>	<b>PORT OF VANCOUVER USA</b>	
<b>REVIEWED BY:</b>	Director of Economic Development	
Mike Bomar	Title	
<b>APPROVED BY:</b>	CEO	07/12/2022
Julianna Marler	Title	Date
<b>SUBJECT:</b>	Resolution 3-2022: Endorse the Modified Locally Preferred Alternative for the Interstate Bridge Replacement Program	

## BACKGROUND:

This resolution meets the port's strategic plan goals to take a leadership role in supporting regional, multi-modal transportation and improving freight mobility; provides trails and public access opportunities on port properties; and, pursue opportunities that utilize the port's property and infrastructure investments to create jobs and support the economy.

The Port of Vancouver relies heavily on the Interstate 5 Bridge across the Columbia River to move people and freight in order to support the economic vitality of our region. The port has adopted three previous resolutions in February 2017, September 2018, and August 2021 in support of planning, design, funding, and construction of an Interstate 5 replacement bridge, high-capacity transit with a dedicated guideway, and a multi-modal approach to enhance regional travel needs.

The Port of Vancouver has participated as one of the 8 partner agencies with the Interstate Bridge Replacement Program (IBRP). These agencies were tasked with assisting the IBRP in constructing a Modified Locally Preferred Alternative (MLPA) to address key changes from previous planning efforts. This resolution is a result of those efforts and states that the Port of Vancouver, as a partner agency, endorses the Modified Locally Preferred Alternative, a key milestone which sets direction for the program that is currently scheduled to begin construction in 2025. The MLPA identifies the foundational pieces of what will be tested and studied during the design, engineering and environmental permitting processes.

**Additional Information Attached?** Yes

**RECOMMENDATION:** That the Board of Commissioners adopt and sign Resolution 3-2022 endorsing Exhibit A: Modified Locally Preferred Alternative for the Interstate 5 Bridge Replacement Program, including Exhibit B: IBR Program Commitments and Exhibit C: Port of Vancouver Conditions of Approval

**Submitted by:** *Julianna Marler*, CEO

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**Date Action Taken** \_\_\_\_\_ **Motion By:** \_\_\_\_\_

**Approved:** \_\_\_\_\_ **Seconded By:** \_\_\_\_\_

**Deferred To:** \_\_\_\_\_ **Unanimous:** Yes \_\_\_ No \_\_\_

## RESOLUTION 3-2022

### **A RESOLUTION OF THE PORT OF VANCOUVER BOARD OF COMMISSIONERS FOR THE PURPOSE OF ENDORSING THE MODIFIED LOCALLY PREFERRED ALTERNATIVE FOR THE INTERSTATE BRIDGE REPLACEMENT PROGRAM**

**WHEREAS**, the Port of Vancouver relies on the Interstate 5 Bridge to move freight and support the economic vitality of our region; and have long supported replacing the Interstate 5 Bridge;

**WHEREAS**, Interstate 5 is a corridor of national significance that serves the entire U.S. West Coast, as well as international commerce with Canada, Mexico and all Pacific Rim countries; and

**WHEREAS**, the Port depends on a reliable surface transportation system to remain globally competitive in the movement of high, wide, heavy, and long cargo; and

**WHEREAS**, Interstate 5, including the bridge influence area, is a vital commerce route for Clark County and Washington ports; and

**WHEREAS**, between 2005 to 2019 average weekday volume on the I-5 bridge saw a 5% increase in general traffic and a 28% increase in freight traffic, while the I-205 bridge saw a 14% increase in general traffic and 45% increase in freight traffic; and

**WHEREAS**, according to the American Transportation Research Institute, the Interstate Bridge is the 29th biggest truck bottleneck in the nation as measured by the cost of congestion affecting freight movement.

**WHEREAS**, reliable marine navigation on the Columbia River through the Interstate 5 bridge is critical for international trade, tourism, and the regional economy; and

**WHEREAS**, the existing Interstate 5 bridge spans are functionally obsolete and do not meet current seismic standards, and in their current condition will hinder regional emergency response and recovery from a major seismic event; and

**WHEREAS**, Interstate 5 between Vancouver, Washington and Portland, Oregon experiences some of the most severe congestion along the entire length of the Interstate 5 corridor, especially during the daily commuting periods, impacting businesses and hindering the efficient movement of people and freight; and

**WHEREAS**, high-capacity transit does not currently connect Vancouver and Portland, and high-capacity transit with a dedicated guideway would provide greatly improved transit service with better schedule reliability; and

**WHEREAS**, bicycle and pedestrian facilities on the Bridge are unsafe and do not meet Americans with Disabilities Act standards; and

**WHEREAS**, the Interstate Bridge Replacement Program (IBRP) is centered on climate action and equitable processes and outcomes; and

**WHEREAS**, the Port of Vancouver's Terminal 1 development is expected to bring over 4,000 jobs to the Vancouver waterfront requiring strong multimodal connections from Interstate 5, State Route 14, and local streets; and

**WHEREAS**, the Port of Vancouver adopted three previous resolutions in February 2017, September 2018, and August 2021 in support of planning, design, funding, and construction of an Interstate 5 replacement bridge, high-capacity transit with a dedicated guideway, and a multimodal approach to enhance regional travel needs; and

**WHEREAS**, the Port of Vancouver has participated as one of 8 partner agencies tasked with assisting the IBRP in constructing a Modified Locally Preferred Alternative (MLPA) to address key changes in context over the previous planning effort; and

**WHEREAS**, participation from Port staff and leadership in the IBRP Executive Steering Group, Equity Advisory Group, Freight Working Group, Climate Technical Working Group, and other venues for providing feedback has allowed for freight and port voices to be incorporated into the MLPA; and

**NOW, THEREFORE, BE IT RESOLVED** that the Port of Vancouver USA Board of Commissioners, endorses the Modified Locally Preferred Alternative for the Interstate Bridge Replacement Program, attached as Exhibit A to this resolution, supported by the additional IBR Program Commitments to address the priorities of the partner agencies listed in Exhibit B and subject to the Port of Vancouver Conditions of Approval as listed in Exhibit C.

**ADOPTED** by the Board of Commissioners at a regular meeting of the Board of Commissioners held this **12<sup>th</sup> day of July, 2022** and duly authenticated in open session by the signatures of the Port Commission voting in its favor.

PORT OF VANCOUVER  
BOARD OF COMMISSIONERS

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President

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Vice President

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Secretary

Exhibit A - IBRP Modified Locally Preferred Alternative  
Exhibit B - IBR Program Commitments  
Exhibit C - Conditions of Approval

## Exhibit A – IBRP Modified Locally Preferred Alternative

### DRAFT MODIFIED LOCALLY PREFERRED ALTERNATIVE RECOMMENDATION



MAY 27, 2022

After regional support is reached on a Modified Locally Preferred Alternative for the Interstate Bridge Replacement (IBR) Program, the program commits to continuing work with the partner agencies and community to identify and refine program elements that have yet to be finalized. The **IBR Program** recommends the following components for the Modified LPA:

1. A replacement of the current I-5 Bridge with a seismically sound bridge.
2. A commitment to increase and implement attractive transit options across the Columbia River by supporting a variety of transit services that meet the needs of customers traveling between varied markets through:
  - a. Continuation of C-TRAN express bus service from markets north of the Bridge Influence Area (BIA) to the downtown Portland area utilizing new bus on shoulder facilities, where available, within the BIA.
  - b. Continuation of C-TRAN's current and future Bus Rapid Transit lines as described in adopted regional plans and known as the Vine.
  - c. New Light Rail Transit (LRT) service as the preferred mode for the dedicated High-Capacity Transit improvement within the BIA.
  - d. An alignment of LRT that begins with a connection at the existing Expo Center LRT station in Portland, OR, extends north, with a new station at Hayden Island, continues across the Columbia River on a new I-5 bridge, and generally follows I-5 with an interim Minimum Operable Segment not extending north of E. Evergreen Boulevard, in Vancouver, WA. There will be multiple stations in the City of Vancouver to be decided by the Vancouver City Council in consultation with C-TRAN, the Port of Vancouver, and TriMet.
3. Active transportation and multimodal facilities that adhere to universal design principles to facilitate safety and comfort for all ages and abilities. Exceptional regional and bi-state multi-use trail facilities and transit connections will be created within the BIA. Opportunities will be identified to enhance active transportation facilities, with specific emphasis on local and cross-river connections between the region's Columbia River Renaissance Trail and the 40-mile Loop.

4. The construction of a seismically sound replacement crossing for the North Portland Harbor Bridge with three through lanes, northbound and southbound.
5. The construction of three through lanes northbound and southbound on I-5 throughout the BIA.
6. The inclusion of one auxiliary lane northbound and one southbound between Marine Drive in Portland and E. Mill Plain Boulevard in Vancouver to accommodate the safe movement of freight and other vehicles.
7. A partial interchange at Hayden Island, and a full interchange at Marine Drive, designed to minimize impacts on the Island's community; and improve freight, workforce traffic, and active transportation on Marine Drive.
8. A commitment to study improvements of other interchanges within the BIA.
9. Variable Rate Tolling will be used for funding, such as constructing the program, managing congestion, and improving multi-modal mobility within the BIA. The Program will study and recommend a low-income toll program, including exemptions and discounts, to the transportation commissions.
10. A commitment to establish a greenhouse gas (GHG) reduction target relative to regional transportation impact, and to develop and evaluate design solutions that contribute to achieving program and state-wide climate goals.
11. A commitment to evaluate program design options according to their impact on equity priority areas with screening criteria such as air quality, land use, travel reliability, safety, and improved access to all transportation modes and active transportation facilities. The Program also commits to measurable and actionable equity outcomes and to the development of a robust set of programs and improvements that will be defined in Community Benefits Agreement.

## Exhibit B – IBR Program Commitments

# DRAFT Interstate Bridge Replacement Program Commitments

Number	Category	Commitment	Timing
1	Active Transportation	Undertake additional design to include robust active transportation facilities on the bridge, approaches and throughout the program area; meet or exceed standards; meet the active transportation demand considering tolls and other transportation demand measures.	After ROD
2	Active Transportation	Provide good active transportation connections to HCT stations including infill of missing sections.	During SDEIS
3	Active Transportation	Retain and enhance multimodal transportation especially in the vicinity of highway overcrossings.	During SDEIS
4	Climate	Provide a high level of sustainable design and construction practices including a stormwater strategy and minimal impact on fish, wildlife, and watershed health.	Ongoing
5	Climate	Prepare an in depth Greenhouse Gas Analysis including climate change, air quality, carbon emissions, and VMT.	During SDEIS
6	Community	Develop Community Benefits Program.	Before FDEIS
7	Community	Authentically engage with the programs advisory groups (ESG, CAG and EAG) in all major program decisions, timelines, and milestones	Ongoing
8	Community	Commit to a robust community engagement program to solicit and obtain public input for all stages of the program including establishing public priorities for design and evaluation of impacts to the built and natural environment, and input on design options.	Ongoing
9	Community	Commit to partner engagement to help shape communications strategy and execution, environmental process, and the development of the program design.	Ongoing
10	Construction	Develop a construction management approach that includes appropriate requirements to reduce GHGs and carbon footprint during construction	After ROD

11	Contracting	Set targets to achieve DBE utilization and employ innovative strategies to achieving workforce diversity goals	Ongoing
12	Design	Employ high quality architectural design for the North Portland Harbor Bridge and Columbia River main span.	After ROD
13	Design	Design a bridge that is aesthetically pleasing, cost efficient, and sustainable.	Ongoing
14	Desired Outcomes	Design and construct the program following principles of sustainability, cost efficiency, context sensitivity, and avoidance and minimization of impacts.	Ongoing
15	Equity	Prepare an Equity Report that assesses the impact of tolls on low-income people, including toll avoidance and limited access to technology for payment of tolls; the impact of the project on low-income and minority populations in regard to affordable housing and employment; and the impact of the project on populations at or below the poverty level. It entails an examination of access to jobs and services, physical accessibility, potential negative impacts related to construction and/or property acquisition, and other elements in alignment with our equity objectives.	During SDEIS
16	Equity	Implement an accountability tracking tool that will include regular staff reports to the program and the EAG regarding how the Equity Framework (and equity more broadly) has shaped decisions and activities	Ongoing
17	Equity	Prioritize access, influence and decision-making power for marginalized and underserved communities throughout the program in establishing objectives, design, implementation and evaluation of success	Ongoing
18	Financial Plan	Develop a financial plan including capital sources and uses of funds for presentation to the program partners and the public that indicates federal, state, and local funding.	Before/During SDEIS
19	Financial Plan	Prepare a Level 2 toll traffic and revenue study.	During SDEIS
20	Financial Plan	Prepare an investment grade (Level 3) toll traffic and revenue study.	After SDEIS
21	Freight	Confirm the configurations of the Marine Drive/Hayden Island and Mill Plain interchanges allow for unimpeded, safe and efficient movement of freight and workforce traffic and complement current and future operations at the region's Port's Marine Terminals and key industrial districts.	During SFEIS and After ROD
22	Freight	Ensure the auxiliary lane design and configuration on the bridge allows for safe and efficient movement of freight and general purpose traffic. Develop the design of the bridge to consider adequate shoulder width and grade to allow for high, wide and heavy and general industrial freight and containers.	During SDEIS and SFEIS; By ROD completion



23	General	Right size and develop a transportation program that is responsive to community needs, environmentally responsible, resilient to future climate and social changes, and satisfies the Purpose and Need	Ongoing
24	NEPA	Prepare a Supplemental Environmental Impact Statement (SEIS) pursuant to the National Environmental Policy Act (NEPA) that assesses potential impacts to the built and natural environments including as assessment of climate change and greenhouse gas emissions; the SEIS will include mitigation measures to avoid or reduce potential impacts as feasible. The SDEIS will include opportunity for public input and comment during a public review period and at public hearing(s).	During SDEIS
25	Sustainability	Prepare a sustainability plan.	During SDEIS
26	TDM/Tolling	Develop a comprehensive TDM program that includes variable-price tolling.	Concurrent with ROD
27	TDM/Tolling	Use TDM to help manage peak period auto demand.	After ROD
28	Tolling	Implement tolling on I-5 as soon as legally and practically permissible.	After ROD
29	Tolling	Develop a plan to educate the public about tolls.	Ongoing
30	Tolling	Evaluate and seek authorization for pre-completion tolling of the existing bridge under Title 23 Section 129 while the replacement bridge is under construction.	After ROD
31	Transit	Develop the high-capacity transit terminus, station placement, alignment and design to allow for future extensions and connections.	During SDEIS
32	Transit	Develop options and define impacts and costs for the high-capacity transit alignment accounting for development opportunities, safety and efficiency, traffic movement, construction costs and impacts.	Ongoing
33	Transit	Conduct further analysis on the size and design of park and rides accounting for ridership and cost-effectiveness, impacts on the street network and integration with the surrounding land uses; document in the SFEIS.	During SDEIS
34	Transit	Develop stations, furnishings, roadwork and sidewalk elements in character appropriate to Vancouver and Hayden Island.	After ROD
35	Transit	Refine station locations accounting for safety, compatibility with surrounding uses, cost-effectiveness and efficiency of operations.	During SFEIS
36	Transit	Develop a plan for Transit Operations & Maintenance funding sources.	During SDEIS

37	Transit	Optimize the HCT option selected to maximize ridership potential and improve the transit network to meet the region's needs today and into the future; and that fits within the operating plans of the two partner transit agencies: C-TRAN and TriMet.	Before SDEIS
38	Process	The IBR program will develop a workplan to address partner requests and conditions of approval. The workplan will address any conflicts that arise between partner agencies independent conditions of approval and will provide a timeline for responding to partner agency requests.	Ongoing

## **Exhibit C – Port of Vancouver Conditions of Approval**

### **Port of Vancouver Conditions for Approval of the Modified Locally Preferred Alternative**

The endorsement of a Modified Locally Preferred Alternative (MLPA) is an important step for the program to begin deeper analysis of a focused range of design options for the project. In addition to the elements listed in the MLPA and the priorities outlined in the Purpose and Need Statement for the program, the Interstate Bridge Replacement (IBR) Program team, in consultation with Program partners, has included a list of additional commitments that further describe the actions and direction the IBR team will be undertaking as part of the refinement process in preparation of a Supplemental Environmental Impact Statement (SEIS).

The following are items specific to the Port of Vancouver's Condition of Approval:

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.
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.
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.
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.
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.
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.
7. Design elements must encourage and accommodate additional small to mid-size Columbia River cruise activity at or near Terminal 1.

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.
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.
10. Continue to engage the business and freight communities on a regular basis to provide feedback in critical areas such as auxiliary lane configuration, grade, turning radii, and other elements associated with freight and commerce.
11. Involve the port in SEIS and NEPA-related activities, project design, tolling policies, revenue allocation, toll rate-setting, and community benefit agreements.
12. Maximize workforce development opportunities including but not limited to apprenticeship utilization through collaboration with regional workforce partners.
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.
14. Construct the project in a manner which avoids or minimizes impacts to port properties, tenants, and customers, including marine operations and public gathering places.

# Agenda Item No. H-1

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<b>REQUEST FOR COMMISSION ACTION</b>	<b>PORT OF VANCOUVER USA</b>
<b>REVIEWED BY:</b>	
Accounts Payable	
Title	
<b>APPROVED BY:</b>	
Director of Finance	
& Accounting	
Scott D. Goodrich	07/12/2022
Title	Date
<b>SUBJECT:       VENDOR CLAIMS APPROVAL</b>	

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**BACKGROUND:**

June 2022 Vendor Claims:

Voucher Numbers	109927 – 110393	\$ 4,458,654.70
Electronic Payments	06/01/2022 – 06/30/2022	\$ 1,034,408.05
Payroll Voucher Numbers		\$ 641,621.81
Checks	51701288 – 51701289	
Direct Deposits	230001 – 230122	
	250001 – 250127	
	254001	

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**RECOMMENDATION:** That the Port of Vancouver USA Board of Commissioners, by motion, ratifies and approves the payment of June 2022 Vouchers 109927 – 110393 in the amount of \$4,458,654.70 including Electronic Payments generated between 06/01/2022 – 06/30/2022 in the amount of \$1,034,408.05 and June 2022 Payroll Checks 51701288 – 51701289 and Payroll Direct Deposits 230001 – 230122 and 250001 – 250127 and 254001 in the amount of \$641,621.81.

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<b>Submitted by:</b> <u>Juliana Marler, CEO</u>	
<b>Date Action Taken</b> _____	<b>Motion By:</b> _____
<b>Approved:</b> _____	<b>Seconded By:</b> _____
<b>Deferred To:</b> _____	<b>Unanimous:</b> Yes ___   No ___