

Washington State Transportation Commission

November 14, 2011



Larry Smith,
Mayor Pro-Tem
Thayer K. Rorabaugh,
Director of Transportation Policy



Washington State Transportation Commission

City Focus 2011

- Budget Challenges
- Economic Development Opportunities
- Columbia River Crossing



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Budget Challenges

- Cost Containment
- Horizons Process
- Transportation Capital Program

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- **Cost Containment**
 - City Hall
 - Built for \$40M
 - Cost to City \$18.5M
 - Consolidated most City employees and functions



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- **Horizons Process**
 - Citywide strategic values
 - Eliminated approximately 200 positions
- **Transportation Capital**
 - Not starting any new project
 - Completing last of funded projects
 - Funding options
 - Transportation Benefit District (TBD)
 - Street Utility

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Economic Development Opportunities

- Mill Plain Blvd. / 192nd Avenue Corridor
 - Columbia Tech Center
 - Riverview Gateway
- Other Transportation Projects
 - Fourth Plain BRT and Urban Design Project
 - I-205 @ 18th St. Interchange
- Waterfront



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Mill Plain Blvd (East)

- Together with 192nd Av, over \$150M in private investment since 2005
- Columbia Tech Center

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Columbia Tech Center - Before



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Columbia Tech Center - After





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192nd Avenue Corridor

- \$28M public investment in infrastructure
- Over \$100M in private investment since 2005

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192nd Avenue Corridor



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192nd Avenue Corridor



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Riverview Gateway Subarea

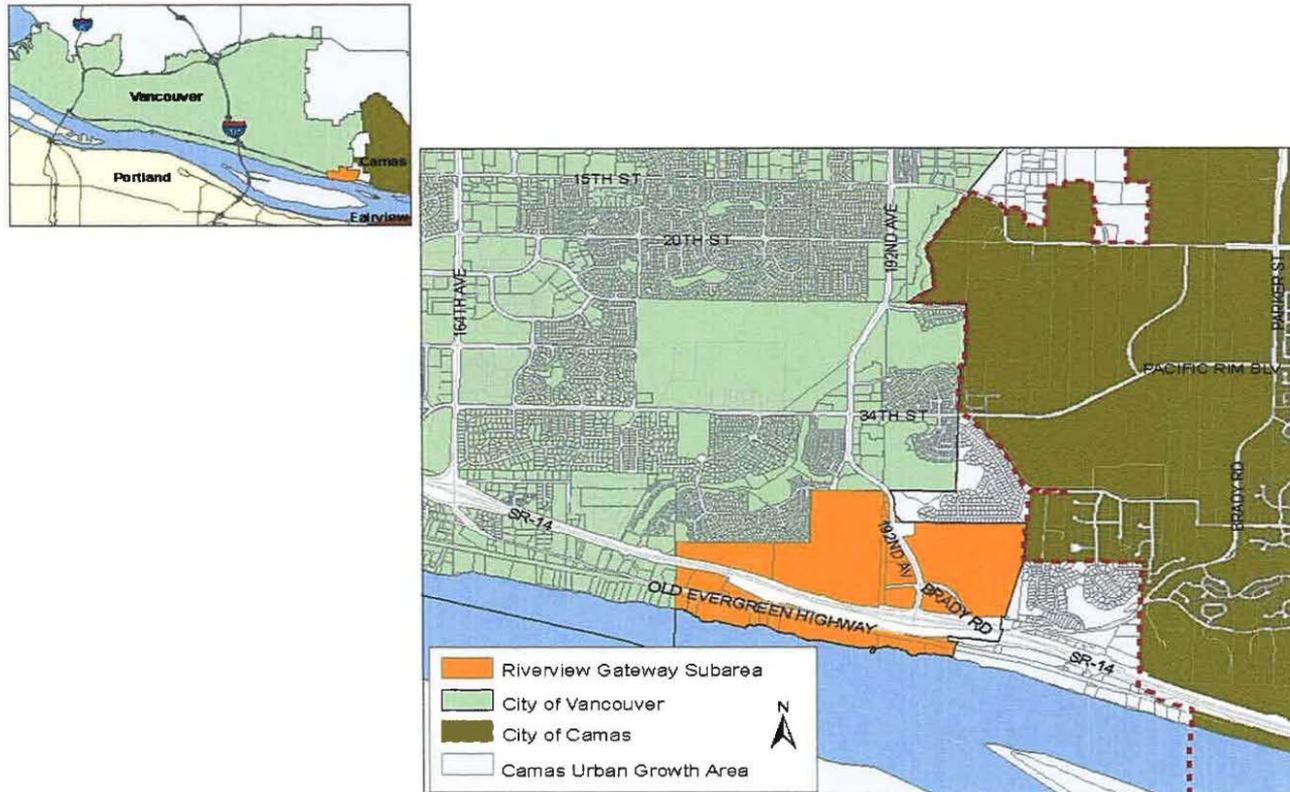


Figure 13. Riverview Gateway Subarea within the larger region.

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Riverview Gateway



Figure 10. Riverview Gateway planning area and quarry sites. The arrows and corresponding numbers refer to the location and views of the photos in this report (by figure numbers).

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Riverview Gateway

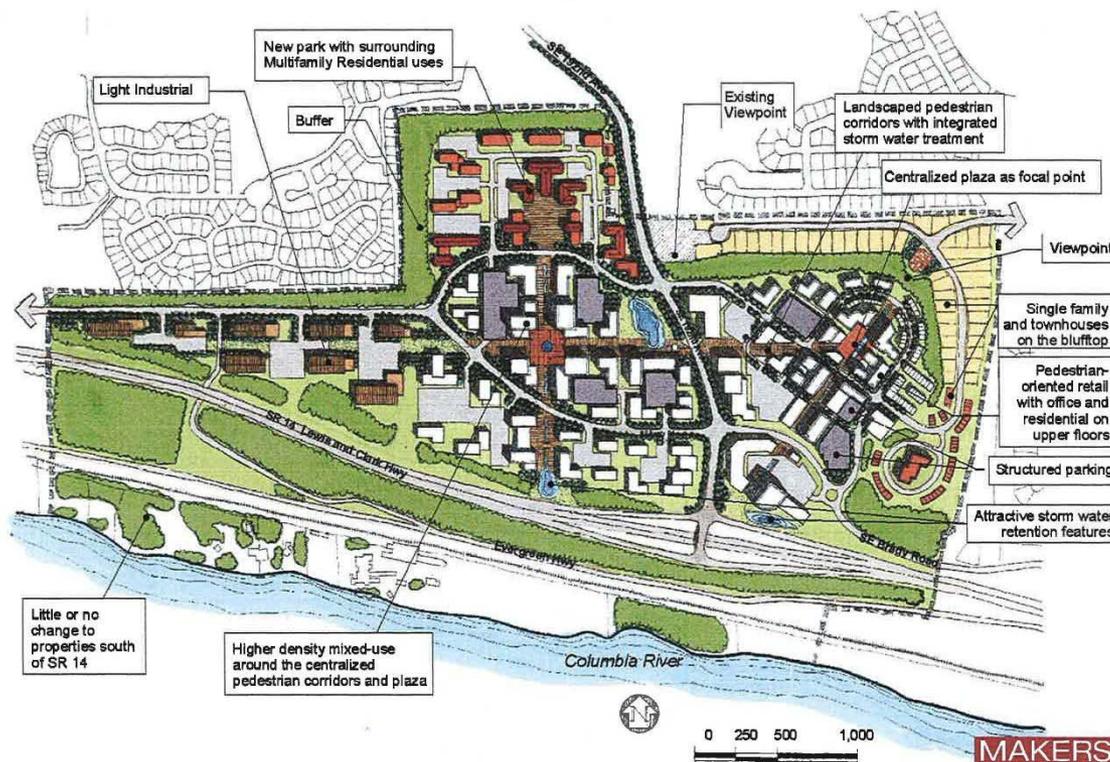


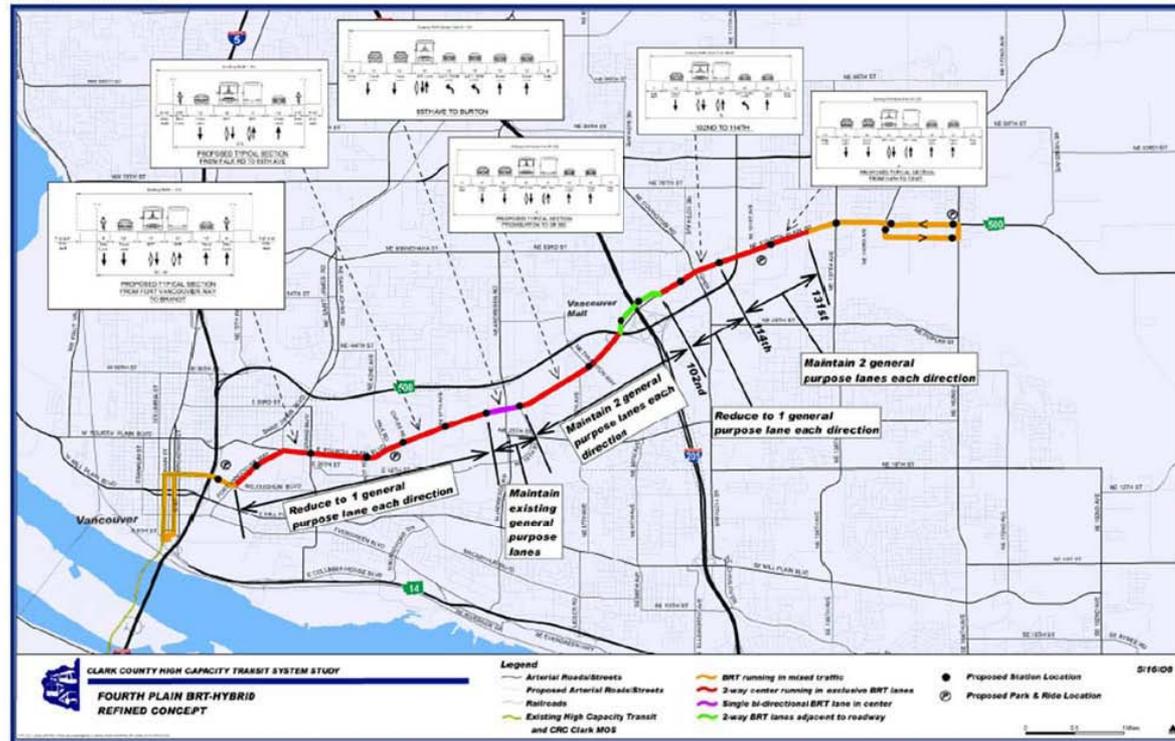
Figure 1. Riverview Gateway Plan Vision: An example of how the area could develop by 2030 consistent with the plan's vision.

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Bus Rapid Transit (BRT) – Clark County High Capacity Transit Study

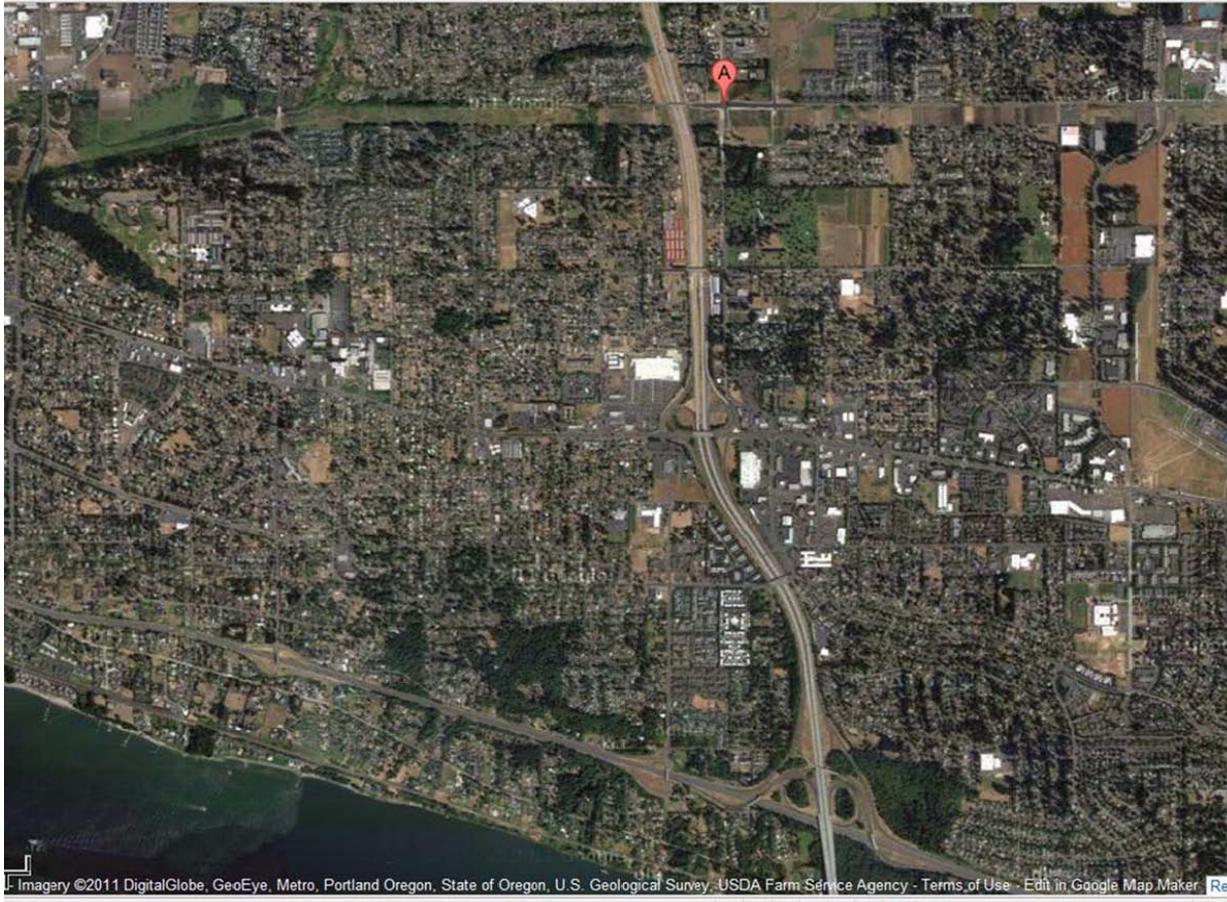
Clark County High Capacity Transit System Study: Final Report

Figure I-5
Fourth Plain Alignment



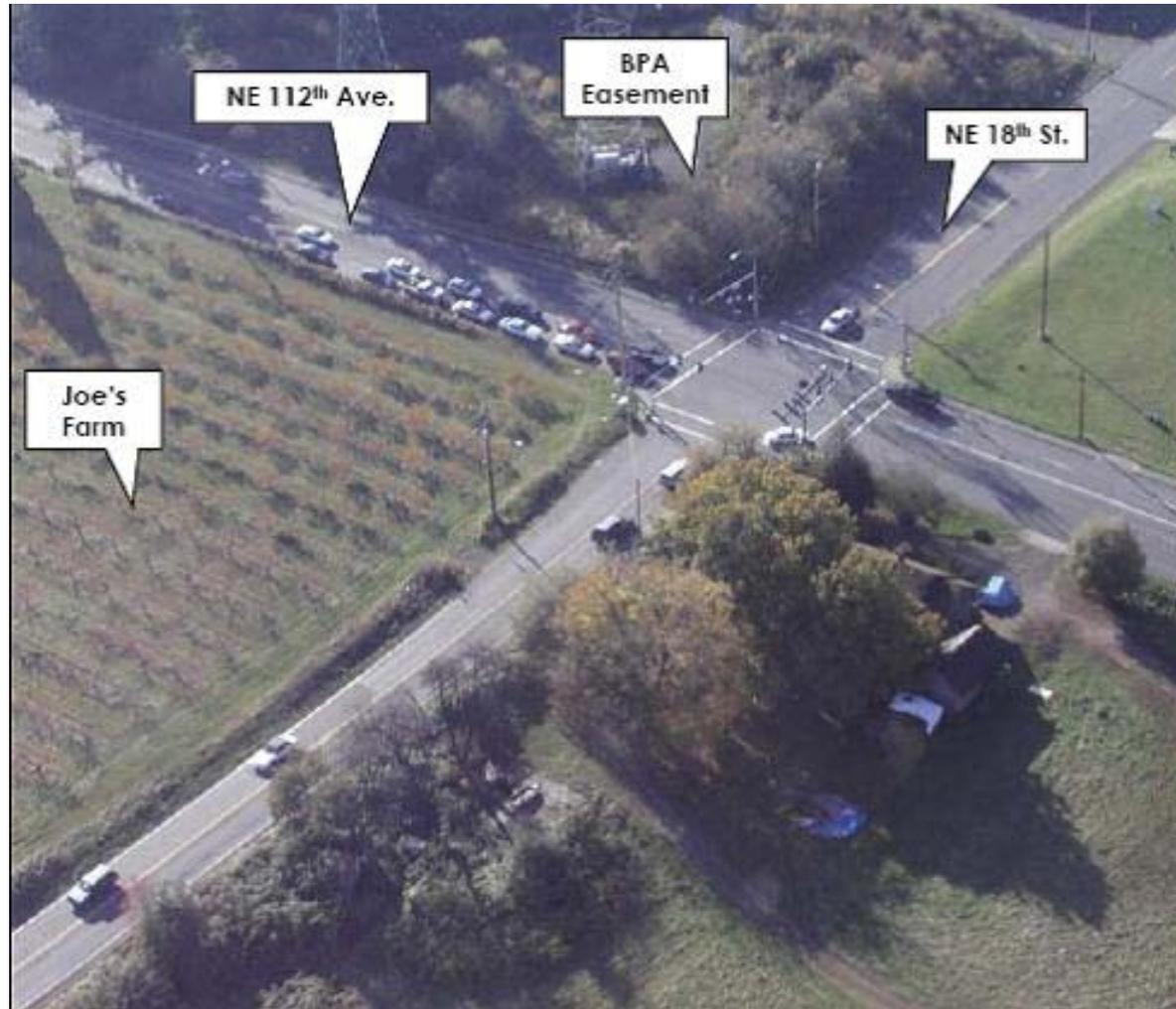
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I-205 @ 18th St. Interchange



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112th and
18th St –
Before



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112th and
18th St –
After



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Waterfront - I-5 Bridge to Port of Vancouver



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Waterfront Today



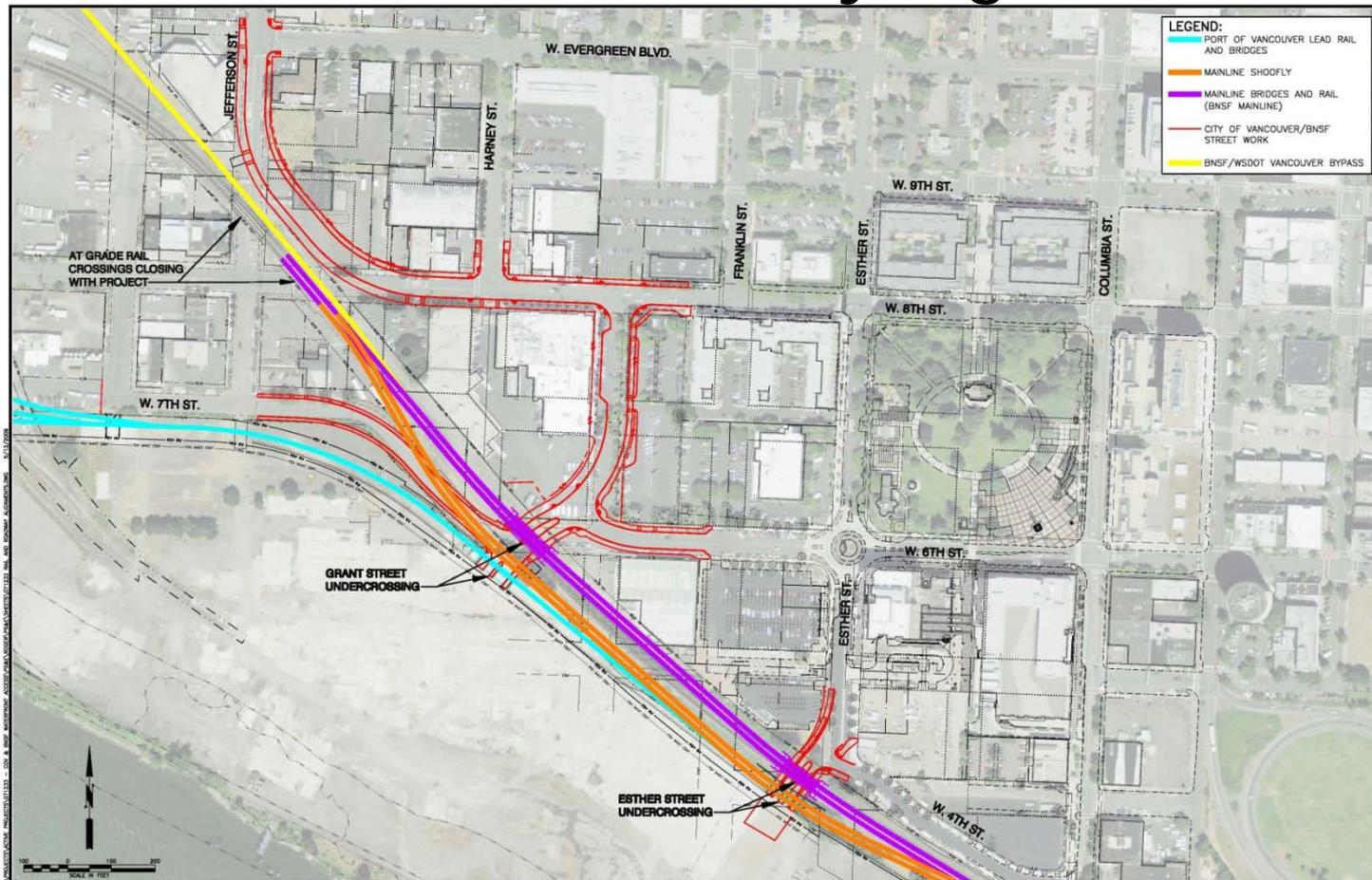
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Future Waterfront



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Waterfront – Rail and Roadway Alignments



City of Vancouver/BNSF Waterfront Access Project
RAIL AND ROADWAY ALIGNMENTS

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Waterfront Access Project

Estimated Costs	<ul style="list-style-type: none">• \$44.6 million
Benefits	<ul style="list-style-type: none">• Reduce delays on BNSF mainline by over 40%• Address rail related safety and noise downtown• Maximize effectiveness of WSDOT rail improvements• Facilitate a \$1.3 billion private reinvestment in Vancouver's downtown<ul style="list-style-type: none">▪ Leverage public/private investment ratio ~ 30:1▪ Create approximately 2,500 new permanent jobs▪ Generate an estimated \$238.1 million in new state and local taxes over the next 20 years, including nearly \$147 million to Washington State

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Waterfront Access Project

Mix of Uses

Office Uses	800,000 square feet
Residential Uses	3,200 units
Retail Uses	100,000 square feet
Active and Improved Park / Open Space	Approximately 8 acres, including a half mile extension of Renaissance Trail



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Columbia River Crossing

- Project
- Impacts to Downtown
- Light Rail Transit (LRT)
- Community Connector
- Continue to support the project

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CRC Light Rail Transit Route



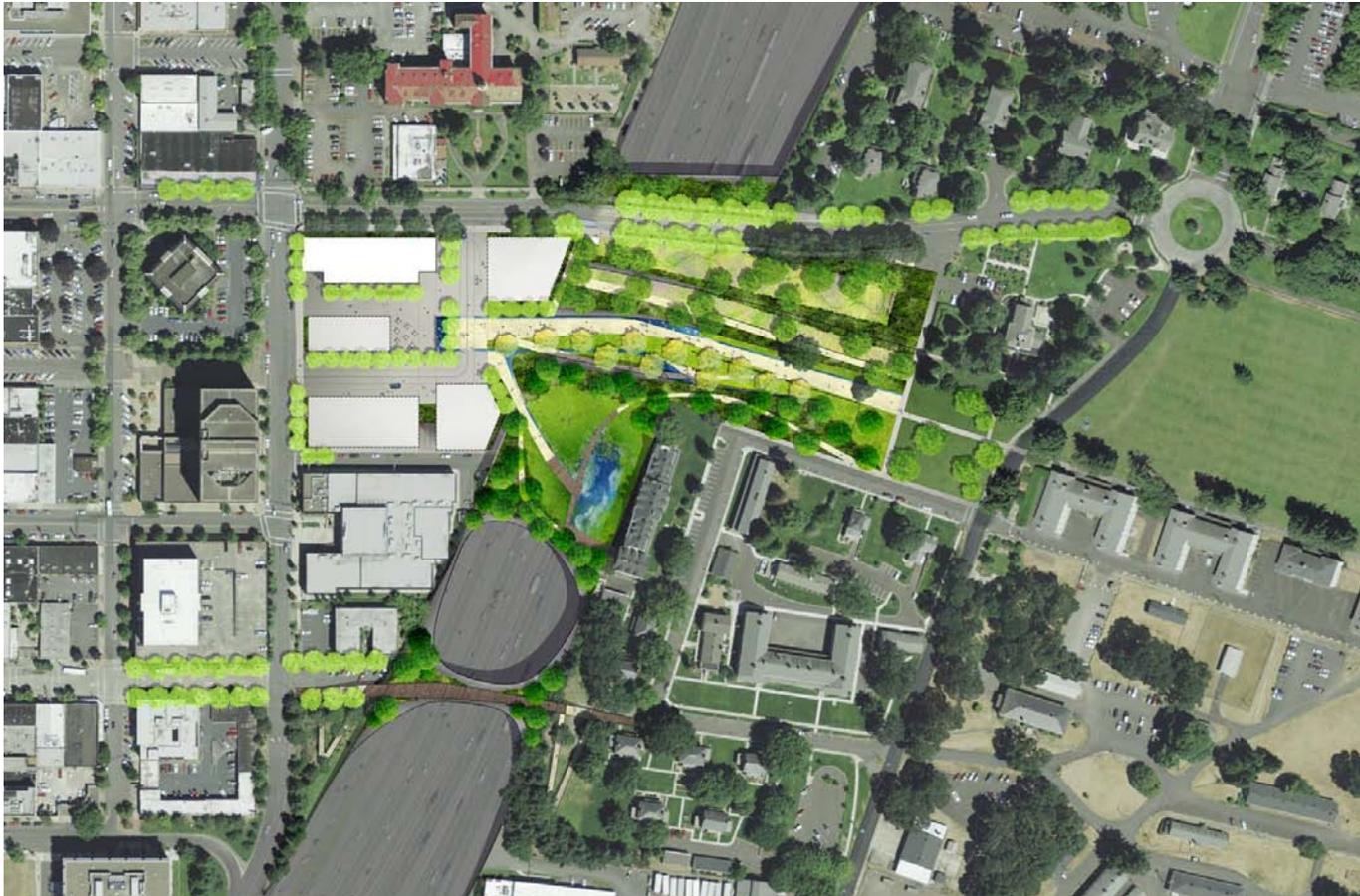
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Reconnect Our Community



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Community Connector





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Thank You

Questions?