



**Washington State
Department of Transportation**

Transportation Improvements for the 2010 Olympic Games



(January 2007 Update)

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Executive Summary

The Washington State Department of Transportation (WSDOT) keeps people and businesses moving by operating, maintaining, and improving state transportation system. WSDOT is continuing in its on-going efforts to prepare for a potential influx of visitors during the 2010 Winter Olympic Games in Vancouver, British Columbia.

This Executive Summary provides an overview of actions to date and what additional funding is still needed in order to keep the state's transportation system operating efficiently during the 2010 Olympic Games. This document is an update to a April 2006 briefing paper prepared by WSDOT.

Overall, a number of important steps have been taken by the Washington State Legislature and WSDOT to prepare for the Games, but many more important steps still need to be taken.

Actions to Date Include:


- The Legislature's 2003 Nickel Funding Package, which provided funding for highway improvement projects along Interstate 5 (I-5) near Everett, State Route (SR) 539, SR 543, and SR 9 near Bellingham and Blaine.
- The Legislature also accelerated the timeline and funding for two projects in its 2004 supplemental transportation budget so that the I-5 freeway expansion through Everett and the SR 539 widening between Bellingham and the international border could be open to drivers in time for the 2010 Olympic Games.
- WSDOT participated in a peer exchange with Salt Lake City (host of the 2002 Winter Olympics) and is an active participant in the Governor's Task Force charged with preparing the state for the 2010 Olympic Games.
- WSDOT developed a six-year strategy to accommodate the additional visitors during the 2010 Olympic Games.
- In the 2006 legislative supplemental budget the Legislature provided a significant amount of federal funding for capital improvements from the SAFETEA-LU Coordinated Border Infrastructure Program. To date no additional funding has been provided for Intelligent Transportation Systems improvements, operations, and maintenance. Existing operation funding has provided for approximately \$1.5 million for Olympics-related operational needs.

Next steps include seeking funding for transportation improvements for capital improvements, operations, maintenance, and passenger rail service. The following table provides a detailed breakdown of the remaining funding needs. Greater detail for each item can be found in the remainder of this document.

Remaining Funding Needs (In Millions of Dollars):

CAPITAL	2005-07	2007-09	2009-11	Total
Vancouver Rail Station Security Upgrades	0.75			0.75
Bellingham/Blaine/Border Traveler Information Project		1.0	1.8	2.8
Rest Area Enhancements	0.10	0.4	1.0	1.5
Maintenance Facilities and Communications	0.13	.15	0.95	1.23
Small Cost Safety Improvements			0.15	0.15
Capital Needs Total	<u>0.75</u>	<u>1.55</u>	<u>3.9</u>	<u>6.2</u>

Proposed funding—federal earmark

 = Funded with existing revenue

OPERATIONS	2005-07	2007-09	2009-11	Total
Incident Response			0.35	0.35
Traffic Management Centers			0.15	0.15
Traffic Analysis			0.05	0.05
ITS/Signals/Operations Tune-up and Maintenance			0.25	0.25
Public Information			0.15	0.15
Operations Needs Total			<u>0.95</u>	<u>0.95</u>

MAINTENANCE	2005-07	2007-09	2009-11	Total
Winter Operations and Maintenance			3.5	3.5
Rest Area Operations			0.21	0.21
Maintenance Needs Total			<u>3.75</u>	<u>3.76</u>

Total Remaining Funding Needs	0.75	1.55	8.56	10.86
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Preparing for the 2010 Olympic Games

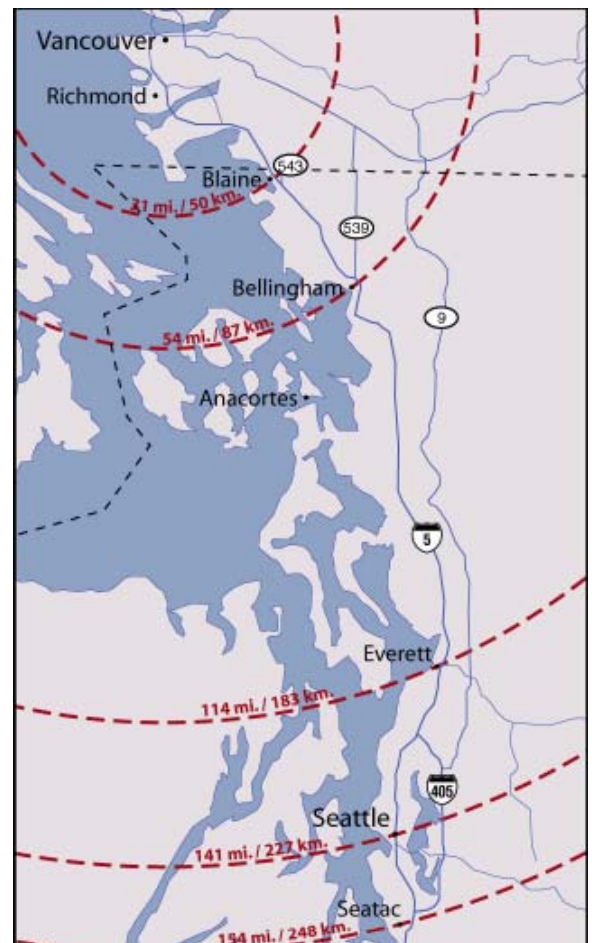
The Washington State Department of Transportation (WSDOT) keeps people and businesses moving by operating, maintaining, and improving state transportation system. WSDOT is continuing in its on-going efforts to prepare for a potential influx of visitors and news media during the 2010 Winter Olympic Games in Vancouver and Whistler, British Columbia.

This document is an updated version of the April 2006 briefing paper that WSDOT prepared to describe the department's actions to date, as well as the projects and activities that WSDOT recommends pursuing in order to keep the state's transportation system operating efficiently during this influx of visitors.

The 2003 Legislative Transportation Funding Package (Nickel Package) provided a start to many necessary transportation improvements. This funding package provides for highway improvement projects along Interstate 5 (I-5) near Everett, State Route (SR) 539, SR 543, and SR 9 near Bellingham and Blaine. The Washington State Legislature also accelerated the timeline and funding for the two projects in its 2004 supplemental transportation budget so that the improvements could be open to drivers in time for the 2010 Olympic Games.

Highway operations and maintenance are also critical issues in preparation for the 2010 Olympic Games. WSDOT's highways and rest areas need to be operating in peak condition to ensure a pleasant, safe, and efficient trip for visitors to the Olympic Games. Winter weather in Northwest Washington is unpredictable during the winter and can bring fierce winter storms. WSDOT has begun site improvements at its maintenance facility in Deming, Washington, invested in improved radio communications systems near the border, conducted an evaluation of rest areas in Northwest Washington, and is currently evaluating the vulnerability of its infrastructure to security issues.

Finally, passenger rail service between Seattle and Vancouver, BC, should be enhanced to provide another way for travelers to get to Vancouver and the Olympic Games. This document provides an in-depth discussion of WSDOT's projects and activities associated with the 2010 Winter Olympic Games.



Actions to Date

Lessons Learned at the Salt Lake City Olympics Peer Exchange

In March 2004, the Federal Highway Administration (FHWA) sponsored a Salt Lake City Olympic Peer Exchange trip to provide useful information for the Whatcom Council of Governments, WSDOT, and other local elected officials preparing for the 2010 Olympic Games. Peers in Salt Lake City, host of the 2002 Winter Olympics, provided perspective on how the 2010 Olympic Games may affect western Washington.



The most important lesson learned in Salt Lake City was the importance of upgrading highway operations to help travelers “know before you go.” Salt Lake City found intelligent transportation systems, such as closed-circuit TV and variable message signs, along with public outreach, to be the best investments. The Utah Department of Transportation Traffic Management Center was the key coordination point for many agencies and the Olympics organization.

- At this point, we cannot accurately predict how many visitors Washington State should expect as a result of the 2010 Olympics as there are too many unique characteristics about each year’s Olympic Games and its host city. Vancouver, BC, is slightly larger than the Salt Lake City metropolitan area and has more accommodations available. Vancouver is also expanding its airport and transportation systems in preparation for the 2010 Olympic Games.

WSDOT can learn more about the number of visitors to expect by developing a working relationship with the Vancouver Olympic Organizing Committee (VANOC), which has more data on the stream of people, goods, vendors, suppliers, and contractors expected for the Olympic Games. Building this relationship with VANOC was one of the top recommendations made by Utah staff that participated in the peer exchange. WSDOT hopes to build a relationship with VANOC through our participation on a taskforce that was established by the Governor to prepare our state for the 2010 Olympic Games in Vancouver.

Property Exchange Enhances Deming and Shuksan Maintenance Facilities

WSDOT completed its first ever “equivalent value exchange” of property with a private developer in order to attain additional storage facilities for winter storm materials at its Shuksan and Deming maintenance facilities. By exchanging our former Bellingham Maintenance facility for the new storage facilities, WSDOT is better able to fight winter storms in Whatcom County and prepare for delivering the best possible road conditions during the 2010 Olympic Games.

Legislative Actions

Based on WSDOT's January 2003 request, the legislature took action in 2004 and 2005 to accelerate the funding on the following two major highway improvement projects so that they could be completed in time for the 2010 Olympic Games:

I-5 Everett Freeway Expansion: SR 526 to US 2

Efforts to unclog one of Washington State's most notorious bottlenecks and improve safety through Everett are now well underway. In its 2004 supplemental transportation budget, the Washington State Legislature accelerated the timeline for this project to expand Interstate-5 through Everett. Utilizing the design-build method of contracting on this project should help us to open the expanded freeway to drivers by summer 2008, three years earlier than originally scheduled.

Construction began in September 2005 on this \$260 million dollar project. Crews will extend high occupancy vehicle (HOV) lanes, build a brand new interchange at 41st Street, build additional merging lanes, improve onramps and exits, widen seventeen bridges and build four new bridges, build a new right-hand Broadway Avenue exit, modify an existing left-hand exit for HOV use only, and make dozens of environmental, safety and traffic flow improvements on this crucial north, south and east gateway. When complete, the additional lanes and other improvements will reduce congestion and merging, enhance safety and move traffic more smoothly.

SR 539: Ten Mile Road to International Border Widening

The Washington State Legislature accelerated the timeline for this project in its 2004 supplemental transportation budget. The \$85 million project will widen the highway, providing an additional lane for traffic in each direction to help ease congestion between Bellingham and the city of Lynden. This contract has been awarded and construction is scheduled to begin in 2007 and will be completed prior to the 2010 Olympic Games.



I-5 Interchange at US/Canada Border in Blaine

The United States General Services Administration (GSA) is currently in the process of designing an expansion of the Peace Arch Port of Entry border crossing, which will affect Interstate 5 and the interchange at Exit 276. GSA's schedule is to begin work in the summer of 2007 and complete construction of the Port of Entry expansion, including modifications to I-5 between Exit 276 and the border, by Fall 2009.

WSDOT has been working closely with GSA to coordinate modifications to I-5 and the Interchange at Exit 276. In 2005 and 2006, WSDOT received two separate federal earmarks totaling \$5.2 million for design and some right of way purchase. In March 2006, the State Legislature provided \$15.5 million in their supplemental budget for this project from SAFETEA-LU federal funding (Coordinated Border Infrastructure program funds).

In June 2006, GSA completed their Environmental Impact Statement and selected their preferred alternative for the Port of Entry expansion. This has allowed WSDOT to finalize the scope of modifications needed to the interchange at Exit 276. WSDOT's project to modify the interchange will consist of reconstructing the intersections of the on- and off-ramps at D Street. WSDOT's project is on schedule to complete the modifications by Fall 2009.

Both the GSA and WSDOT project will impact I-5 and border crossing traffic during construction. To mitigate these impacts, WSDOT is using \$3 million of their project funding to expand and place ITS components (traffic data loops, closed-circuit TV cameras, etc.) along I-5 south of Blaine, and at the SR 9 and SR 539 border crossings. The ITS components will result in WSDOT's ability to provide "real time" wait time information at all four of the main border crossings in Whatcom County. Construction of the ITS project will be complete by Fall of 2007.



Remaining Funding Needs: Capital Improvements

Bellingham and Blaine Border: Traveler Information Project

Travelers to the Olympic Games need good, real-time information about road and traffic conditions at border crossings and on I-5 so that they can plan their trips and alter their route if traffic conditions change. WSDOT traffic managers and local agencies need border crossing traffic information to react quickly to traffic accidents and manage traffic during the Games. In addition, WSDOT needs to provide modern systems to control traffic signals in the area. The Washington State Patrol and WSDOT need traffic roadway information to implement security plans for the Games.



This project will provide the intelligent transportation systems required to manage traffic, react to accidents and monitor state highways affected by the Olympic Games. This includes the installation of cameras, variable message signs, data collection stations, weather information systems, and traffic signal control equipment. This equipment will be controlled at WSDOT's Bellingham Traffic Management Center, where the information will be shared with Canadian border and transportation agencies, local cities, counties, transit organizations, law enforcement agencies, and broadcast to the public. Together, these systems allow for integrated response, control, and management of the transportation network.


ITS deployments in Salt Lake City proved extremely valuable in managing the transportation network during the 2002 Olympic Games. Completing ITS from Everett to the border will help improve safety and traffic flow during the Games and will serve as a critical foundation for infrastructure security during disasters and terrorism.

	2005-07	2007-09	2009-11	Total	Comments
Bellingham/Blaine Border Traveler Information Project		1.0	1.80	2.80	Provides Intelligent Transportation Systems (ITS) and traveler information infrastructure for Olympics travelers in Whatcom County, primarily, I-5, SR 543, SR 539, and SR 9 border crossings and Bellingham. The system will provide: border wait times, traffic queue information, traffic cameras, radio and variable message signs advising travelers of border crossing and Olympics information. WSDOT is developing a proposal for a federal earmark for funding the construction of this project.

Rest Area Enhancements

Safety rest areas north of the Sea-Tac Airport will be targeted for improved operation with emphasis placed on Whatcom County and Snohomish County rest areas. The northbound and southbound safety rest areas at Bow Hill and Custer suffer from inadequate bus and truck parking and are in need of site circulation improvements. The commercial truck parking study (2005) shows the Smokey Point rest area is over capacity by ten to twenty trucks each night. Proposed improvements include revising access and truck and bus parking to accommodate additional tour bus demand and turning needs, sidewalk repair, and accessibility upgrades. Provisions will be made to provide generators to sites that need emergency power to keep water and sewer running. Additionally, lighting and security improvements, interior toilet partition, and sink and faucet replacements will be added based on a facilities condition assessment prior to the Games. Finally, we need to add a crew/storage building to provide adequate space for paper supplies and other equipment that are required to keep the rest area operational. In January 2006 WSDOT entered into an agreement to provide Wi-Fi services at its rest areas throughout the I-5 corridor. Providing these technology “hot spots” will improve the travel experience for visitors and potentially enhance traveler information services.

	2005-07	2007-09	2009-11	Total Unfunded	Comments
Rest Area Enhancements	0.1	0.4	1.0	1.5	Provides for addressing building deficiencies, providing ADA access, site circulation improvements for tour buses, and truck access at the rest areas north of SeaTac Airport (Bow Hill, Custer, Smokey Point and Silver Lake) based on the 2004 rest area facility assessment. \$100K has been identified to continue pre-design activities in 05-07 and make minor facility improvements in anticipation of the 07-09-budget cycle. WSDOT is developing a proposal for a federal earmark for funding the design and construction of this project.

 = Anticipated to be funded with existing revenue

Maintenance Facilities and Communications

The Deming site development project includes two phases of work. Phase I was accomplished in 2005 and included the construction of a sand shed, relocating the power vault, paving the access to the site, and adding fencing around the site. Phase II is a step toward our twenty-year plan and is required to station crews at Deming. This phase includes improving water and sewer facilities at the site, abandoning the old well, renovating the existing




building for vehicle storage, adding a new modular building for crew facilities, mix/fill bay, wash bay, and vehicle storage. It also includes minor modifications to other maintenance sites including short-term leasing of sites along the I-5 corridor to provide for additional staff.

Communications are key to providing successful snow and ice operations as well as adequate security. Improvements to WSDOT's 800mHz radio system will allow for better communications between WSDOT field staff and with the Emergency Operations Center.

To accomplish this, design and a portion of construction must start in the 07- 09 biennium. We will be developing a federal earmark grant proposal that will allow us to begin design in late 2008. The existing facility at Maple Falls is not large enough or equipped to accommodate the expanded crews necessary to run the maintenance services required during the Olympic Games.

	2005-07	2007-09	2009-11	Total	Comments
Maintenance Facilities Phase 1					Deming and Shuksan sand shed and containment. Completed in 2005 through property exchange.
Maintenance Facilities Phase 11	0.13	0.15	0.95	1.23	New crew facility at Deming. The new facility will provide truck parking and crew space necessary for the additional maintenance staff required to keep the SR 9 and SR 539 border crossings and other state highways in eastern Whatcom County open during the Games. Also provides for \$200K in minor upgrades to WSDOT maintenance sheds in the I-5 Whatcom County corridor and for building improvements to allow for an emergency Operations room during the Olympics. \$30K of Facilities funding has been reprioritized to allow for pre-design work prior to the 07-09 budget process.

 = Anticipated to be funded with existing revenue

Small Cost Safety Improvements

Prior to the Olympic Games, WSDOT will do a thorough analysis of safety hot spots and bottlenecks in the Whatcom County area. The summer prior to the Games WSDOT will construct relatively low cost improvements, typically less than \$60,000 per location. These interim "spot" improvements are typically in response to citizen or local agency safety concerns or suggestions. They provide an opportunity to solve problems before they become much bigger.

	2005-07	2007-09	2009-11	Total	Comments
Small Cost Safety Improvements			0.15	0.15	Spot improvements on roadways to enhance traffic flow on border routes.

Funding Needs: Operations

Incident Response, Traffic Operations Staffing

During the Olympic Games we should increase Incident Response Team roving patrols. Lessons learned from the Salt Lake City Olympic Games showed that event congestion could extend as much as 100 miles from the site. During a two-month period surrounding the Olympics event dates, additional patrols would be concentrated in the Bellingham, Mt. Vernon, Everett, and Seattle zones.

- The Bellingham zone would have multiple I-5 segments covered with two 8-hour shifts daily.
- Mt. Vernon, Everett, and Seattle zones would be covered for 8-10 hours daily.
- Up to twelve additional Incident Response Teams roving patrols along I-5 between Seattle and the Canadian border and up to four additional Incident Response Team roving patrols on State Route (SR) 539, SR 542, SR 546, SR 547, SR 9, SR 20, SR 2, and the north end of I-405.
- During peak congestion periods these routes would carry increased traffic to and from the border crossings.
- Hours of coverage for these routes would be similar for the I-5 zones in Mt Vernon, Everett, and Seattle.
- Each new incident response patrol requires one staff and one vehicle. We must acquire vehicles one year before they are needed.

Additional staff associated with incident response could be filled by redeploying existing WSDOT staff, hiring a mix of permanent and temporary staff, and borrowing staff from other departments of transportation. Utah did this during the Salt Lake City Winter Olympics.

	2005-07	2007-09	2009-11	Total	Comments
Incident Response			0.35	0.35	Provides for expanded IR coverage for the border corridors. For about a 5 week period on SR 5, SR 543, SR 539, and SR 9. Up-front costs to equip IR vehicles is required in 07-09.

Traffic Management Center

The existing Bellingham Traffic Safety Management Center (TSMC) will be outfitted for four additional staff to handle operational response, traffic management system control and public information efforts. The additional staff would most likely be temporary employees hired to cover morning, evening, and weekend shifts. This staff may include two operations engineers to ensure the intelligent transportation system is functioning, to coordinate with the Olympic Games traffic management committee and local agency staff and to coordinate incident management.



	2005-07	2007-09	2009-11	Total	Comments
Traffic Mgmt. Center			0.15	0.15	Provides for expanded coverage and training of management center operators for the Games and for enhanced security and additional communications links.

Olympic Games Traffic Analysis and General Operations

State and local agencies, policy makers and businesses need traffic data and analysis to prepare for the Olympic Games and described the effects of the Games. During and after the Games we will need to produce real-time analysis and traffic impact reports.

	2005-07	2007-09	2009-11	Total	Comments
Traffic Analysis			0.05	0.05	Better traffic data will be gathered and analyzed to anticipate traffic impacts of the Games.

ITS / Signals Major Maintenance and Operations Tune-up

WSDOT can improve traffic signal and intelligent transportation systems (ITS) maintenance with preventative maintenance and testing on the I-5 and border systems. Preventative maintenance and repair work would begin in Summer 2009 and we could finish by Fall 2009. During the Olympic Games, temporarily relocated staff will cover maintenance response for Central Puget Sound, Skagit, and Whatcom counties to ensure enhanced coverage of electrical/electronic maintenance needs during the Games.

Engineers will collect data and implement signal-timing changes along critical routes in Skagit and Whatcom counties prior to the 2009 and 2010 winter season. The same staff will be on hand during the Olympic Games to respond to emergent operational issues. Portions of the funding may be used for low cost improvements to existing traffic signals necessary to improve traffic flow.

	2005-07	2007-09	2009-11	Total	Comments
ITS/Signals Maintenance and Operations Tune-ups			0.25	0.25	Allows for a major maintenance effort to ensure peak operation of signals and traveler information sources prior to the Games. Provides for fresh signal timing strategies and implementation in Blaine and Bellingham. Provides on-site signal maintenance and operations staff during the Games.

Public Information

WSDOT provides advance and real-time travel information using a wide variety of public information outreach methods, including media relations, Web pages, automated telephone systems, e-mail, and more. WSDOT assumes that, as they do today, other organizations will provide travel industry, airport, transit, intercity rail and bus, local transportation, and other transportation-related communications support.

WSDOT recommends that we supplement WSDOT's Bellingham and Seattle public information workforce with temporary or borrowed employees and provide needed equipment for the Olympic Games. Prior to the Games WSDOT will develop strategic communications plans, coordinate Olympics-related transportation public information, produce and distribute advance information, and hire and train temporary and transferred staff.

During the Games WSDOT will provide extensive real-time traffic and travel information. We will extend public information staff coverage to Bellingham and extend coverage in Seattle to include weekend, midday and evening staff coverage. This will require one additional full time equivalent in the year preceding the Games through two months after the Games and another six additional full time equivalents for eight weeks leading up to and through the Games.

	2005-07	2007-09	2009-11	Total	Comments
Public Information			0.15	0.15	Funding for additional staff to coordinate and implement public information activities to keep traffic moving during the Olympic Games, including staff to provide real-time traffic and travel information in Bellingham and expanded real-time information coverage in Seattle during the Games. Additional public information could include web site development of improvement to existing site, tourist information cards to be distributed through visitor centers, kiosks, and rest areas. Coordination with other agencies on tourist and traveler information.

Project Management

WSDOT does not anticipate additional management staffing needs for the 07-09 biennium. However, we will continue to reassess our oversight and coordination responsibilities as planning for the 2010 Olympic Games by the Governor's 2010 Olympics Task Force progresses and additional information is received from the Vancouver Olympic Organizing Committee. If existing managers can no longer handle additional responsibilities, short-term help may be requested to ensure success.

Funding Needs: Maintenance

Winter Highway Maintenance

WSDOT's goal for driving conditions during the 2010 Olympic Games is to provide drivers on the I-5 corridor with pavement that is just bare and wet even during winter storms. In order to deliver this high level of snow and ice service, funding is needed for additional workforce, materials, and equipment. Supplemental workforce needs can be provided to the Bellingham and I-5 corridor maintenance groups through temporary or borrowed WSDOT employees from other regions in order to meet peak workloads. Similarly, some of the necessary equipment can be borrowed from other areas within the Northwest Region or other WSDOT regions. To meet the needs for the Games, equipment that was earmarked for disposal may need to be kept in service. Any equipment that is not available within WSDOT will be rented. Equipment needs may include: storage tanks for liquid deicers, truck mounted tanks to apply deicer, dump trucks to plow snow and apply abrasives, graders to assist plows during heavy snow accumulations, sweepers to clean roadways and/or a vacator to keep drainage systems functioning. Materials, such as sand, salt, and deicing materials will need to be stockpiled prior to the Olympic Games to assure that we are prepared for an aggressive, extended storm.



The winter highway maintenance strategy concentrates on the following areas of focus:

- **Deicer:** British Columbia utilizes straight rock salt to keep their roads snow free. WSDOT is committed to maintaining this same level of service through an aggressive approach. A shift to either steel plow bits in the northern part of Whatcom County combined with an all-out use of solid deicers will be necessary. Crews will be assigned to two twelve-hour shifts 7 days a week in Whatcom County throughout the Olympic Games and on a continuous shift in other I-5 corridor areas in Skagit, Snohomish and King counties during threatening weather conditions.
- **Mt. Baker Ski Area-SR 542:** Historic records show that this highway has the potential to experience world record snowfall. Additional snow blowers are needed to meet the demands. Snow blowers from other maintenance areas in WSDOT's Northwest Region that are used primarily for spring pass openings will be made available to both I-5 and SR-542.
- **In the I-5 corridor and Whatcom County areas** increased service levels will be provided for roadway drainage, graffiti removal, roadside maintenance and litter pickup to make the roadways approaching the border neat and clean in appearance as well as very prepared for either heavy rains or snow during the Games.

- As for equipment, currently there is one piece of snow-fighting equipment for every 55 lane miles of road in the Northwest Region. This plan envisions having one truck for every 20 miles of road on I-5 and the roads in Whatcom County leading to the border.

	2005-07	2007-09	2009-11	Total	Comments
Winter Operations and Maintenance			3.5	3.5	Provides funding for additional workforce for higher level of service and ensure smooth operations of the highway system. Provides for increased snow and ice staffing, drainage and sweeping, and litter control prior to Olympics. On US 97, reprioritize the route for snow and ice removal crews to address this corridor before others (no cost). Allows for increased use of liquid and solid deicers. Also allows for renting additional stockpile sites and associated equipment to increase efficiency of the workforce and provide a higher level of service during inclement weather. Our goal is to provide bare and wet pavement. Provides funding for additional equipment from other WSDOT sources or rented from contracts to provide a higher level of service.

Rest Area Maintenance and Operations

Safety rest areas contribute to the traveler’s convenience and safety by providing an off-road area to rest or relax. Travelers are provided information about Washington State attractions and other traveler information. In addition, vending machines and free coffee contribute additional value and a positive view of Washington State.

Along with the capital enhancements discussed earlier, WSDOT also recommends that the rest areas in Snohomish and Whatcom County be maintained to provide a clean and aesthetically pleasing environment for the Olympic Games traveler and to meet traffic loads similar to those on summer days.

	2005-07	2007-09	2009-11	Total	Comments
Rest Area Operations			0.21	0.21	The interior and exterior condition of the facilities and the grounds will be given priority before and during the Olympics. There will also be 24-hour staffing at all rest areas to ensure that the facilities are well maintained for the duration of the Olympic Games.

Passenger Rail Service

Amtrak *Cascades* provides passenger rail service between Eugene, Oregon, and Vancouver, British Columbia, with intermediate stops in Portland, Seattle, and thirteen other cities. WSDOT offers this service in conjunction with Amtrak, the BNSF Railway, and others.

Washington State's long-range plan for Amtrak *Cascades* calls for up to four daily roundtrip trains between Seattle and Vancouver, BC, with a travel time of under three hours. WSDOT will add this service incrementally over time, based on available funding and market demand. A number of track and safety improvements in Washington State and British Columbia will be necessary before additional service can be added. The preliminary cost estimate for all the improvements needed to support four daily roundtrip trains between Seattle and Vancouver, BC, is \$1.7 billion in Washington State (\$2.8 billion overall) in 2006 US dollars. The Olympic Games gives WSDOT an opportunity to improve rail service before, during, and after the Games.



The Washington State Legislature has provided over \$300 million in capital funds to support the incremental development of Amtrak *Cascades* service between 2005 and 2015. Of this total, \$27 million will be dedicated to rail system improvements between Seattle and the international border. These state funds supplement the \$120 million already invested by the state of Washington for Amtrak *Cascades* capital projects since 1994. The previous investments led to the re-introduction of passenger rail service between Seattle and Vancouver, BC, in 1995, and the addition of a second daily roundtrip between Seattle and Bellingham in 1999. This second daily train was added with the expectation that it would be extended to Vancouver, BC, within a few years.

Amtrak *Cascades* has become increasingly popular with intercity travelers. To encourage greater use of the service, WSDOT recommends adding more daily Amtrak *Cascades* service between Seattle and Vancouver, BC, before the 2010 Olympic Games. WSDOT has identified a series of steps that will need to be taken to extend the Seattle-Bellingham trains to Vancouver, BC, and to ensure safe, reliable, and efficient operations.



Construct the Colebrook Siding

In order to provide sufficient capacity and better schedule reliability for additional Amtrak *Cascades* trains on the BNSF Railway's main line in British Columbia, a new 11,000 ft. siding approximately eight miles north of the international border needs to be constructed. The Colebrook Siding is estimated to cost \$7 million (2006 US dollars). Funds for this project could come from public and private sources. WSDOT is aware of recent negotiations between the Province of British Columbia, the federal government of Canada, Amtrak, and the BNSF Railway to jointly fund and construct the siding. However, no funding commitments have been made thus far.

Construct Improvements near the Swift Customs Inspection Facility

Freight rail traffic on the BNSF Railway's main line connecting Seattle and Vancouver, BC, has increased significantly over the past few years. These freight trains are inspected by US Customs and Border Protection agents upon entry into the United States at the Swift Customs Facility. The cross-border region has limited rail line capacity, so the combination of increased freight traffic and longer freight train inspection times can cause significant delays to Amtrak *Cascades* trains traveling between Seattle and Vancouver, BC. To remedy this problem, the US federal government and the state of Washington have committed a total of \$6.0 million to add track capacity near the Swift Customs Facility. The current cost estimate for the entire project is \$13.8 million. The BNSF Railway is pursuing additional US Homeland Security funds to supplement existing funds and complete the project by mid 2009.

Move all Amtrak *Cascades* Passenger Inspection Activities to Vancouver's Pacific Central Station

Today, US Customs and Border Protection agents located at Vancouver's Pacific Central Station x-ray all luggage and review passports, visas, and other travel documents before allowing Amtrak *Cascades* passengers to board trains departing for the United States. Once the train reaches the border each evening, US Customs and Border Protection agents stop the train so they can walk through each car to collect Customs Declaration forms from passengers. This second inspection can delay the train by up to 40 minutes. WSDOT and Amtrak have proposed that US Customs and Border Protection agents perform all "pre-clearance" inspection activities at Pacific Central Station and eliminate the stop at the border. However, a US federal policy change to enable pre-clearance inspections of rail passengers and their belongings has not yet been implemented. WSDOT and Amtrak are hopeful that an announcement on funding for the Colebrook Siding and the extension of the Seattle-Bellingham train to Vancouver, BC, will expedite this federal policy change and allow for all inspection activities for southbound Amtrak *Cascades* trains to occur in Vancouver, BC.

