
SENATE BILL 5667

State of Washington

69th Legislature

2025 Regular Session

By Senators Valdez, Nobles, Chapman, Lovelett, Pedersen, Shewmake, and Slatter

Read first time 02/05/25. Referred to Committee on Transportation.

1 AN ACT Relating to establishing intercity passenger rail
2 improvement priorities; and adding a new section to chapter 47.79
3 RCW.

4 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

5 NEW SECTION. **Sec. 1.** A new section is added to chapter 47.79
6 RCW to read as follows:

7 (1) The legislature recognizes that intercity passenger rail is
8 an integral part of the state's transportation system and is critical
9 to the state's ability to meet the climate, public health, equity,
10 and mobility goals of the state as it continues to experience growth.
11 The legislature finds that intercity passenger rail is a highly
12 efficient mode of transportation that connects small towns and major
13 urban centers, and that the improvement of intercity passenger rail
14 service through improvements to trip times, frequency, and
15 reliability can enhance local economies and increase mobility options
16 for Washington residents. Therefore, the legislature intends to
17 reemphasize the need to prioritize the improvement of intercity
18 passenger rail in the state by establishing updated targets for the
19 department to use as it develops future plans for the Amtrak Cascades
20 route, and by requiring clear communication about the factors that

1 influence what is achievable so that they can be properly evaluated
2 and, where possible, addressed.

3 (2) The following targets, with a goal of being met by 2035, are
4 established for the Amtrak Cascades service:

5 (a) Two hour and 30 minute trip times between Seattle and
6 Portland, with a minimum of 14 roundtrips per day;

7 (b) Two hour and 45 minute trip times between Seattle and
8 Vancouver, British Columbia, with a minimum of five roundtrips per
9 day; and

10 (c) A minimum trip reliability of 88 percent on-time performance.

11 (3)(a) The department is required to prioritize the targets set
12 in subsection (2) of this section as it conducts project development
13 work, including for the federal corridor identification and
14 development program and for work that may be done in the future as
15 part of the federal-state partnership for intercity passenger rail
16 grant program. Project development work carried out by the department
17 must include infrastructure investments and extensive coordination
18 with host railroads, and other service partners, as necessary to
19 achieve these targets.

20 (b)(i) If the department finds that one or more of the targets
21 set in subsection (2) of this section cannot be achieved due to a
22 constraint unless it is mitigated by the legislature or another
23 party, it must provide a full explanation of the constraint and
24 detail what is necessary to mitigate it as part of the annual
25 reporting requirement under (c) of this subsection.

26 (ii) If the department finds that one or more of the targets set
27 in subsection (2) of this section cannot be achieved due to a
28 constraint that cannot be mitigated, even with assistance from the
29 legislature or another party, it must provide a detailed explanation
30 of the reasons it believes a target should be modified, either
31 temporarily or for the indefinite future, to accommodate the
32 identified unavoidable constraint as part of the annual reporting
33 requirement under (c) of this subsection.

34 (c) The department must provide updates in an annual report to
35 the transportation committees of the legislature, as well as to the
36 joint transportation committee, on the department's progress in
37 working towards the targets set in subsection (2) of this section by
38 December 1st of each calendar year. The annual updates must include

1 any information required to be disclosed under (b) of this
2 subsection.

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