

Amtrak Cascades

Annual Report

ESHB 1837

December 2025



Rail, Freight and Ports Division

ESHB 1837 - Amtrak Cascades 2025 Annual Report

The 2025 Washington State Legislature passed Engrossed Substitute House Bill 1837 (ESHB 1837) that set ambitious target goals for WSDOT's intercity passenger rail program. The service, commonly known as Amtrak Cascades, is funded by WSDOT and the Oregon Department of Transportation (ODOT) and operated by Amtrak, mostly over infrastructure owned by BNSF Railway. ESHB 1837 requires WSDOT to submit a report to the Transportation Committees of the Legislature and the Joint Transportation Committee each year to summarize analysis performed and progress made to achieve the target goals within 10 years, or by 2035¹. This 2025 report is WSDOT's first Annual Report to the respective Transportation Committees and is intended to meet the reporting requirement set forth in the bill.

Planning for success

To secure preferential access to federal funding and ensure that future investments in Amtrak Cascades are feasible, endorsed, and implementable, WSDOT is actively participating in the Federal Railroad Administration's (FRA) Corridor Identification and Development (CID) process.

Amtrak Cascades was accepted into the CID program in 2023. CID is designed to prioritize intercity passenger rail corridors nationwide and direct federal funds to those that demonstrate comprehensive planning, coordination, and readiness. Corridors in the CID program receive priority consideration for FRA grant programs, including funding for long-term capital improvements, service expansion, and state of good repair needs.

A key requirement of the program is development of a detailed Service Development Plan (SDP). This plan includes technical planning, engineering analysis, cost estimates, operational modeling, public feedback, and coordinated decision-making across multiple partners. Importantly, the SDP must be formally endorsed by both FRA and the host railroads (BNSF Railway and Sound Transit) on which the trains operate. This endorsement ensures that proposed investments are achievable, operationally feasible, and supported by the agencies and railroads involved in owning and operating the corridor.

WSDOT continues to work closely with FRA and anticipates beginning SDP development in early 2026. Through this process, WSDOT will position Amtrak Cascades to access significant federal funding and meet the targets established in ESHB 1837.

¹ Codified under RCW 47.79.160 (2025).

Current capital project delivery

In support of the goals established in ESHB 1837, WSDOT continues to advance a substantial capital program for the Amtrak Cascades corridor. While state match available in the FY 2025–27 biennium is limited for initiating new large projects, approximately \$649 million in active projects are already underway. These investments, funded by WSDOT, BNSF, Amtrak and FRA, will improve reliability, resiliency, passenger experience, and long-term system performance. They position the corridor for future service expansion as contemplated under ESHB 1837.

Major capital projects underway

New Trainsets and Spares — \$200M - *Reliability and Passenger Experience*

Acquisition of eight new Amtrak Cascades trainsets, two additional locomotives, and a spare cab control car. This modern fleet will improve reliability, reduce maintenance needs, and enhance onboard passenger amenities.

Seattle Maintenance Facility — \$300M - *Reliability*

Construction of a new 90,000-square-foot maintenance facility in Seattle designed to support the new Amtrak Cascades fleet. This facility will provide improved fleet availability and reduce service disruptions caused by equipment cycling or out-of-state maintenance.

Salmon Bay Bridge — \$110M - *Preservation*

Replacement of the aging superstructure, joints, and counterweight on this critical movable span. The project ensures the ongoing safe operation of the corridor and supports future capacity.

Landslide Mitigation — \$15M - *Resiliency and Reliability*

Implementation of targeted mitigation measures along historically slide-prone areas to reduce service cancellations and delays resulting from slope failures.

Trackside Equipment Upgrades — \$13M - *Resiliency and Reliability*

Upgrades to railroad switches and related infrastructure between Everett and Vancouver, WA, improving system reliability and reducing maintenance-related delays.

New Centralia Platform — \$10M - *Reliability and Passenger Experience*

Construction of a second station platform to improve customer accessibility and operational flexibility, helping reduce dwell times and support more efficient train meets.

U.S. Customs and Border Protection Pre-Clearance Facility — \$1M

Passenger Experience and On-Time Performance

Development of the first rail pre-clearance facility in North America. This project will streamline cross-border processing and reduce travel times by approximately ten minutes between Vancouver, BC and Seattle.

ESHB 1837 target goals

The bill establishes four target goals for WSDOT’s intercity passenger rail program that are to be achieved by the year 2035. These are:

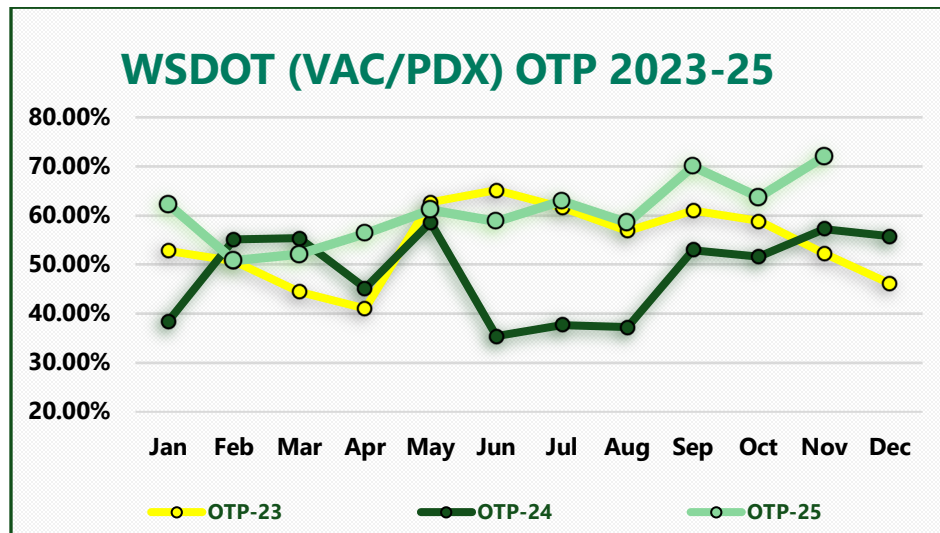
1. 88% of Amtrak Cascades trains operate on time
2. WSDOT and its service operator will provide a minimum of fourteen (14) daily round trip trains between Seattle and Portland and a minimum of five (5) daily round trip trains between Seattle and Vancouver, British Columbia
3. Improve first- and last-mile multimodal connections to other transportation options at Amtrak Cascades stations
4. Reduce greenhouse gas emissions in alignment with state law

ESHB 1837 stipulates that if WSDOT cannot achieve one or more of the target goals due to a constraint that can be mitigated by legislative or another party’s action, WSDOT must provide a full explanation of the constraint and detail what is necessary to mitigate it in WSDOT’s Annual Report. Further, if a constraint preventing achievement of a target goal cannot be mitigated, ESHB 1837 requires WSDOT to recommend whether the target goal should be modified.

2025 performance summary and WSDOT’s 2026 action plans

Target Goal #1: 88% On-time Performance (OTP)

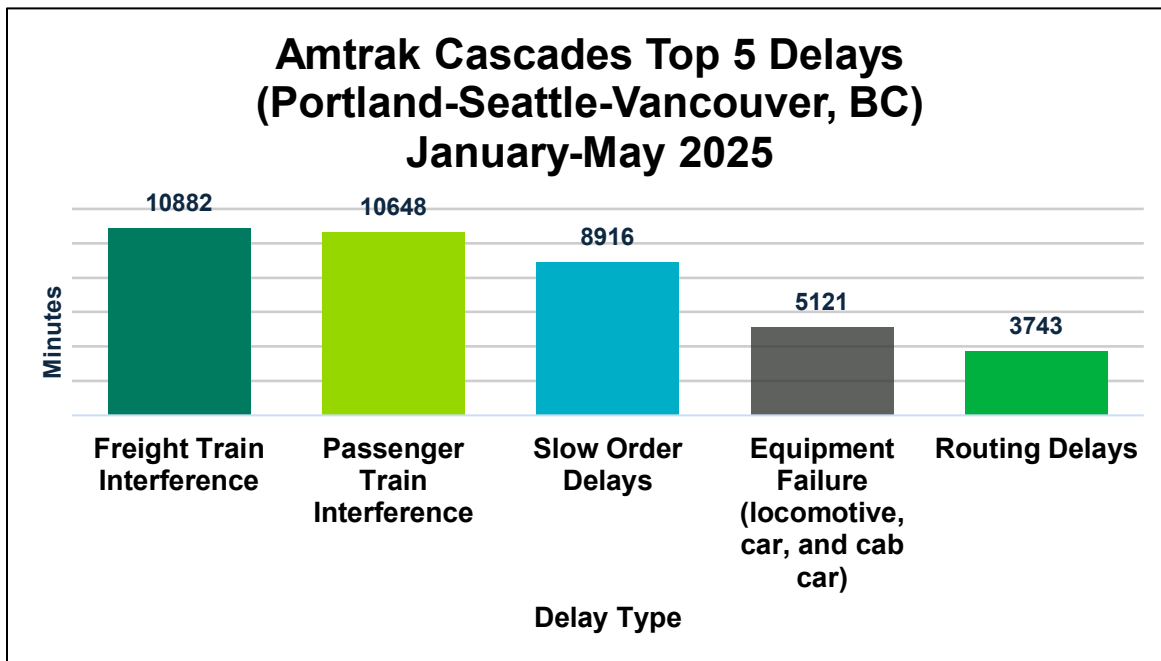
In keeping with contractual language between WSDOT, BNSF, Amtrak and Sound Transit, on-time performance is measured based on the arrival of trains at the three anchor stations within 10 minutes of scheduled times. From January through mid-November 2025, a total of 60.6% of trains arrived in Portland (PDX), Seattle (SEA), and Vancouver, BC (VAC) on time, with a positive upward trend in the final months of 2025.



OTP is trending upwards for 2025, exceeding average OTP for 2023 and 2024.

The most common delays Amtrak Cascades trains experienced in 2025 were freight train interference, passenger train interference, speed limit restrictions (slow orders), and routing delays. Amtrak Cascades trains also experienced delays when the locomotives and train cars had mechanical malfunctions and incurred lengthy delays when freight or passenger trains were involved in trespasser incidents when people or vehicles encroached on the railway.

In 2025, BNSF Railway met its contractual OTP obligations in the first three quarters of the year under the BNSF/WSDOT Service Outcome Agreement that guides the 88% OTP goal², and will likely meet it again in the final quarter of 2025.



Top five causes of delays for Amtrak Cascades based on minutes of delay.

WSDOT actions in 2026 to meet Target Goal #1

WSDOT, Amtrak, Sound Transit and BNSF meet regularly to identify and discuss the root cause of delays and actions that can be taken to mitigate, reduce and eliminate delays. Each minute of delay, as recorded by an on-board train conductor, is assigned a specific delay code. These delays are then automatically recorded in a comprehensive database, and the agencies meet to review all the delays and determine corrective actions to address the issues. As a result of this collaboration, in 2025 Amtrak selected the Amtrak Cascades route as one deserving more in-depth analysis and Amtrak is now delving deeper into root causes of delays. BNSF has identified infrastructure projects that could address choke points on the corridor where congestion occurs on a regular basis that results in delays.

² Established upon completion of the Cascades Corridor American Recovery and Reinvestment Act Capital Program in 2017.

While positive OTP improvements occurred in 2025, further enhancements are needed to drive continued OTP improvements. These are some of the actions which WSDOT and its partners will be pursuing in 2026 and beyond:

- ✓ Partner with BNSF Railway to apply for a federal National Railroad Partnership Program (NRPP) grant to fund the construction of an additional railroad siding track at Vancouver, WA to reduce freight train interference delays.
- ✓ Continue coordination with Sound Transit to obtain federal NRPP grant funds to complete final design of the Pierce County Rail Capacity and Reliability Improvement Project, which will add long sections of double-track to the primarily single-track railroad and support better OTP for Sounder and Amtrak trains.
- ✓ Support ODOT's NRPP grant application for higher speed crossovers between Portland and the Willamette River Bridge to increase speeds from 10 mph to 30 mph, improving fluidity and reducing delays for passenger and freight trains.
- ✓ Incorporate OTP improvements as part of the Service Development Plan work.
- ✓ Press Amtrak to hire and train sufficient Amtrak mechanics, conductors, and engineers.
- ✓ Develop and implement a near and long-term railroad operating plan with Amtrak, Sound Transit, and BNSF to improve operating efficiencies for Union Pacific, BNSF, Sounder, and Amtrak trains that share the railroad.
- ✓ Explore making some schedule adjustments to Amtrak Cascades trains to reduce recurring train conflicts.
- ✓ In conjunction with Amtrak and BNSF, continue discussions with Canadian National Railway leadership in British Columbia to improve Amtrak Cascades OTP between the Fraser River Bridge and downtown Vancouver, BC.
- ✓ Partner with BNSF to continue and advance construction at 10 landslide mitigation project sites between Seattle and Everett and the Salmon Bay Bridge rehabilitation in north Seattle to prevent train delays caused by landslides and aging infrastructure.
- ✓ Institute passenger pre-clearance inspections at Vancouver, BC's Pacific Central Station, eliminating the 10-minute stop at the international border and improving rail system fluidity over the cross-border region.
- ✓ Continue active participation with the Washington Operation Lifesaver program to promote public safety near railroad tracks to reduce delays caused by trespassing and rail crossing collisions.
- ✓ Begin operating eight new Amtrak Cascades trainsets over the entire Amtrak Cascades corridor and retire the existing, aging fleet of equipment which is susceptible to mechanical issues that result in delays.

Target Goal #2: More daily trains between Portland, Seattle, and Vancouver, BC

In 2025, Amtrak Cascades service consists of six daily roundtrips between Seattle and Portland, and two daily roundtrips between Seattle and Vancouver, BC. In Oregon, two daily roundtrip trains operate between Portland and Eugene, with both connecting directly to Seattle.

Additional Amtrak Cascades service is dependent on the completion of the Service Development Plan and securing state and federal funding.

WSDOT actions in 2026 to meet Target Goal #2 by 2035

WSDOT published a Preliminary Amtrak Cascades Service Development plan in 2023 that identified five different service alternatives for increasing the number of daily trips³. The service alternatives will be refined as the final SDP is developed, providing a more detailed analysis of service options, necessary capital improvements, costs, and a phased implementation plan.

Summary of Preliminary Alternatives

	Preliminary Alternatives					
	Baseline	A	B	C	D	E
Seattle - Vancouver, BC daily roundtrips	2	4	5	6	6	6
Local trips	2	2	3	3	2	6
Express trips (13 minutes faster)	-	-	-	-	1	-
Seattle - Bellingham with bus to Vancouver	-	2	2	3	3	-
Seattle - Portland daily roundtrips	6	8	10	13	13	16
Local trips	6	7	10	13	9	16
Limited trips (14 minutes faster)	-	-	-	-	2	-
Express trips (20 minutes faster)	-	1	-	-	2	-
Maximum speed limit³	79 mph	79 mph	79 mph	90 mph	79 mph	90 mph
Estimated 2045 annual ridership (in millions)	1.3 M	2.1 M	2.4 M	2.9 M	2.5 M	3.2 M
Minimum number of infrastructure improvements	-	14	15	17	17	19

As part of the SDP, WSDOT will continue to coordinate with ODOT, Amtrak, BNSF, Sound Transit, the Canadian National Railway and potential Canadian public sector funding partners to plan for adding more daily Amtrak Cascades service in the future. Railroad infrastructure upgrades in Oregon between the Columbia River and downtown Portland and in British Columbia between the international border and downtown Vancouver, BC cannot be funded with Washington state capital funds, so ongoing coordination and collaboration with these neighboring entities will be essential for adding more daily service as directed by ESHB 1837.

³ <https://wsdot.wa.gov/construction-planning/statewide-plans/passenger-rail-plans/amtrak-cascades-service-development-plan>

New grant applications to support future expansion of service

FRA's latest notice of funding opportunity is for grant funding under the National Railroad Partnership Program (NRPP). WSDOT will be participating in at least two funding applications, using available appropriations from the 2025-2027 biennial transportation budget. WSDOT is working with BNSF, Amtrak and other states to develop the applications that are due on February 6, 2026. Each grant requires at least a 20% local match.

1. Vancouver Rail Yard Congestion Relief - on-time performance project

- Constructs additional freight train storage tracks in the large rail yard at Vancouver, WA to help keep the main line tracks available for faster passenger trains (16 passenger trains per day, including Amtrak Cascades, Empire Builder, and Coast Starlight).
- Funding: Project is estimated at \$20 million. BNSF will partner with WSDOT on match funding with each contributing up to \$2 million.

2. Locomotive Lifecycle Enhancement Project

- WSDOT is partnering with Midwest states (WI, IL, MI, MO) and Oregon for capital maintenance funding for major overhauls of both the Midwest fleet and eight WSDOT-owned locomotives over a five-year period. If awarded, the grant would offset overhaul costs otherwise funded entirely by Washington and Oregon. The grant application is being prepared and submitted by the Wisconsin DOT.
- Project estimate: \$160 million total cost for the national fleet; the states of Washington and Oregon would receive \$31.8 million.
- Funding: Since WSDOT is already responsible for the costs of the overhauls, no further new match monies are required in the 2025–27 biennium. Existing funds budgeted for locomotive maintenance over the life of the equipment would serve as the required match.

In addition to the eight new trainsets that will enter Amtrak Cascades service in 2026, WSDOT is exploring the acquisition of additional trainsets in future biennium. Recognizing that additional equipment will be needed before any additional service frequencies can be added to the Amtrak Cascades route, WSDOT is participating in Amtrak's initial investigation of routes across the nation that may want additional trainsets in the future. These additional trainsets would not be manufactured until after all the current trainset orders are fulfilled, which is anticipated to be complete in 2031.



Eight new Amtrak Cascades trainsets will start service in 2026, providing increased seating capacity, larger café cars, nicer seating, wheelchair accessibility upgrades, and more amenities.



Target Goal #3: First- and last-mile connections

Amtrak Cascades trains stop at 18 stations between Eugene, OR and Vancouver, BC each day. In Washington, there are 12 Amtrak Cascades stations.

Washington Stations	Station Owner
Bellingham	Port of Bellingham
Mount Vernon	Skagit Transit
Stanwood	WSDOT
Everett	City of Everett
Edmonds	BNSF Railway
Seattle	City of Seattle
Tukwila	Sound Transit
Tacoma	WSDOT
Olympia/Lacey	Intercity Transit
Centralia	City of Centralia
Kelso/Longview	City of Kelso
Vancouver (WA)	City of Vancouver

Improving multimodal connections at Amtrak Cascades stations requires ongoing coordination with multiple transit agencies; station owners; and local jurisdictions responsible for roads, sidewalks, and bike lanes. Amtrak plays a critical role in improving multimodal connections at Amtrak Cascades stations through contracted motor coach services between Seattle, Everett, Mount Vernon and Bellingham, as well as between Seattle and Pacific Central Station in Vancouver, BC. WSDOT will continue to engage communities on these topics and multimodal connections will be analyzed and results summarized as part of the SDP.

Many Amtrak Cascades passengers use technology to make connections to Amtrak Cascades trains. To support first- and last-mile connection planning, Amtrak and WSDOT disseminate real-time train arrival and departure data to many travel information platforms, including AmtrakCascades.com and WSDOT’s mobile app, allowing passengers to time their trips using various modes to and from stations to minimize station waiting times.

Although ESHB 1837 does not specify a quantitative goal for multimodal connections, WSDOT is actively working to enhance first- and last-mile access at stations throughout the corridor. Regular coordination with Sound Transit and local transit agencies ensures that upcoming projects and service changes continue to improve multimodal connectivity for Amtrak Cascades passengers.



WSDOT sponsors two daily roundtrip Cascades thruway buses between Seattle, Everett, Mt. Vernon, and Bellingham, serving as an important multimodal train connection. The Cascades bus service features the first electric bus in Amtrak's thruway network.

Enhancing multimodal connections

Significant multimodal transit investments are underway throughout the Puget Sound region that will strengthen first- and last-mile access to Amtrak Cascades stations. Key projects include:

Sound Transit light rail expansions

- **Federal Way Link Extension** (Opened December 2025)
Provides service between Federal Way and Seattle, with light rail access to Amtrak Cascades trains at King Street Station.
- **East Link Extension** (2026 Opening)
Will connect Eastside communities to downtown Seattle, with a station at International District/Chinatown directly across from King Street Station—the busiest station on the Amtrak Cascades corridor.
- **West Seattle and Ballard Link Extensions** (Planning and Environmental Review)
Both projects include planned stations near King Street Station, improving regional access for future Amtrak Cascades riders.

Tacoma-Dome area improvements

- **Tacoma Dome Link Extension** (Design Phase)
The project's southern terminus will be located near WSDOT's Tacoma Dome Station which services both Amtrak Cascades and Coast Starlight trains.
- **Coordinated planning efforts**
WSDOT is actively participating in station-area planning alongside Sound Transit, Pierce Transit, the City of Tacoma, and Amtrak to:
 - Maximize multimodal connectivity,
 - Integrate local and regional transit access
 - Support convenient connections to Sound Transit's T-Line serving downtown Tacoma and the Hilltop District.

Statewide station connectivity improvements

- **Washington State Rail Plan 2019–2024**
WSDOT incorporated a station connectivity analysis identifying opportunities to improve multimodal access at Amtrak Cascades stations in the 2019 Washington State Rail Plan. Appendix C of the Rail Plan outlines improvement strategies such as:
 - Transit-oriented development and supportive land use policies,
 - Integrated local and regional transit service,
 - Railroad grade crossing upgrades,
 - Enhanced sidewalks and pedestrian facilities,
 - Improved bicycle routes, and
 - Updated and expanded wayfinding signage.
- **2026 State Rail Plan update**
WSDOT will continue to prioritize multimodal connectivity as part of the upcoming Rail Plan update, focusing on integrated operations with transit and transportation partners. WSDOT is engaging communities throughout the Amtrak Cascades corridor as part of its public outreach activities.

Future integration with Cascadia High-Speed Rail

- WSDOT continues internal and external coordination to ensure seamless connectivity between Amtrak Cascades and the emerging Cascadia High-Speed Rail Corridor, thus supporting long-term regional mobility goals.

WSDOT actions in 2026 to achieve Target Goal #3

WSDOT will continue to coordinate with local planning agencies and the municipalities where Amtrak Cascades stations are located to identify projects and funding opportunities that enhance multimodal connectivity at Washington's 12 stations.

Target Goal #4: Reduce greenhouse emissions to align with state laws

Washington has set ambitious greenhouse gas reduction targets in RCW 70A.45.020: a 45% cut by 2030, 70% by 2040, and 95% by 2050 compared to 1990 levels. Rail transportation produces fewer emissions per passenger mile and freight-ton mile than most other modes, positioning Amtrak Cascades as a key contributor to meeting these goals. The service currently operates eight EPA Tier IV-rated SC-44 Charger locomotives, which meet the most stringent diesel emission standards. While older



locomotives supplement operations at times, these will be replaced with new EPA Tier IV locomotives in 2026.

In addition, Amtrak Cascades includes one fully electric bus connection between Seattle and Bellingham, providing a zero-emission travel option that expands corridor coverage while further reducing the service’s overall carbon footprint.

Also, in alignment with greenhouse gas reduction goals,

as part of the Climate Commitment Act, the Legislature directed WSDOT to provide free Amtrak Cascades tickets for passengers aged 18 and under. Since the program launched in May 2024, more than 81,000 youth riders have participated, reducing single-occupancy vehicle trips and encouraging a new generation to choose rail travel. While ESHB 1837 did not establish a specific emissions target, progress in 2025 positioned Amtrak Cascades to play a central role in advancing Washington’s broader reduction goals.

WSDOT actions in 2026 to achieve Target Goal #4

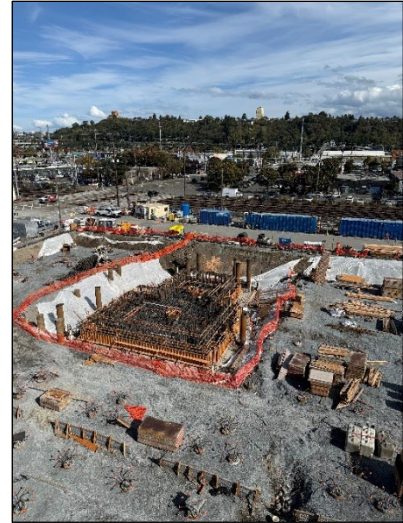
Amtrak Cascades trains will continue operating all eight SC-44 Charger locomotives across the entire 461-mile rail corridor connecting Eugene, Portland, Seattle, and Vancouver, BC. In mid- to late-2026, two additional new Tier IV compliant locomotives will begin operations on the corridor in conjunction with the launch of the new Amtrak Cascades trainsets.

Once the new locomotives enter service in 2026, 10 Tier IV compliant locomotives will be available for daily Amtrak Cascades service, which will lessen and ultimately eliminate the use of Amtrak’s legacy P-42 locomotives and further reduce greenhouse gas emissions. WSDOT also will seek continued funding of the zero-youth-fare program to support the Climate Commitment Act and align with the intent of the Washington State Legislature.

Looking to the future for more emission reductions

To advance greenhouse gas reduction, Amtrak's new Seattle maintenance facility will feature employee EV charging and future rooftop solar panels designed to generate clean electricity for building operations. The \$300 million facility, scheduled to open in late 2026, will also service the eight new Amtrak Cascades trainsets.

WSDOT, in conjunction with Amtrak and other service partners, will continue to explore and identify opportunities to reduce greenhouse gas emissions at stations and across all aspects of Amtrak Cascades operations.



Amtrak's new Seattle Maintenance Facility is under construction just south of the stadiums.

What can the Legislature do to assist WSDOT with meeting the target goals set forth in ESHB 1837?

- **Corridor Identification Program** – Fund and support the advancement of the Federal Railroad Administration Corridor Identification and Development (CID) program to ensure Amtrak Cascades continues to advance through FRA's planning pipeline. Legislative investment enables WSDOT to complete the required Service Development Plan (SDP), which unlocks prioritized federal funding and regulatory approvals for corridor expansion. The SDP will generate detailed data and cost estimates, identify service options, and outline the phasing of capital improvements needed to expand and enhance the corridor. With this information, the Legislature can evaluate priorities, determine appropriate funding actions, and ensure Washington maximizes its share of federal rail infrastructure funding. By supporting CID participation, the Legislature positions Washington to compete for billions in federal rail dollars, accelerate modernization of the Amtrak Cascades service, and align operations with legislative and state goals.
- **Near-term federal capital grants** – Provide near-term matching funds that enable WSDOT to compete successfully for Federal Railroad Administration grant programs such as the Consolidated Rail Infrastructure and Safety Improvements (CRISI) program. These grants require state participation and funding commitments to unlock federal dollars when applications are submitted. Timely legislative action ensures Washington can advance projects already identified to improve reliability and provide congestion relief on the Amtrak Cascades corridor. By committing matching funds ahead of grant solicitations, the Legislature positions the state to leverage significant federal investment, accelerate progress toward ESHB 1837's

target goals, and deliver tangible benefits to passengers and communities across the region.

WSDOT, in coordination with corridor partners, has identified several near-term capital projects that still require technical analysis and/or engineering details. These projects are primarily between Seattle and Portland and are intended to improve on-time performance and overall reliability. These projects range in current development from initial scoping to some preliminary engineering. Should the Legislature choose to pursue them in future biennia, WSDOT can provide information on project readiness and cost ranges to support informed funding decisions and maximize opportunities for federal partnership. In addition, the full corridor delivery plan, including project sequencing and phasing, will be provided upon completion of the SDP, ensuring that near-term investments align with the long-term vision for Amtrak Cascades.

- **Operations** – Continued investment in Amtrak Cascades operations is essential to maintain reliable service and ensure alignment with Washington’s climate and mobility goals. Rising costs for fuel, labor, and equipment make sustained legislative support even more critical to preserve service quality and affordability. Legislative support for operating funds strengthens WSDOT’s ability to sustain service improvements while advancing initiatives like the youth fare program. Ongoing funding for both operations and youth fares ensures Amtrak Cascades remains affordable, accessible, and positioned to deliver long-term greenhouse gas reductions.
- **Second all-electric bus** – Amtrak Cascades currently operates one all-electric bus between Seattle and Bellingham, providing a zero-emission travel option that complements rail service, reduces highway congestion, and supports Washington’s greenhouse gas emission reduction goals. A second conventional diesel bus operates on the same route. Funding a second electric bus and charging infrastructure would further reduce greenhouse gas emissions by replacing the diesel bus and supporting reduction of single-occupancy vehicle trips. Legislative support for this investment would demonstrate Washington’s commitment to clean transportation, strengthen multimodal connectivity, and build on the success of the state’s first all-electric intercity bus deployment.
- **Ongoing Legislative engagement and coordination** – Continued engagement by the Legislature plays a critical role in advancing the Amtrak Cascades program beyond direct funding actions. WSDOT would benefit from regular dialogue through venues such as the legislative Rail Caucus, dedicated work sessions, or interim briefings focused on Amtrak Cascades implementation and planning. These venues provide a forum for coordination and information sharing among state, federal, and regional partners, helping clarify corridor priorities and support informed decision-making.

Does WSDOT recommend any of the target goals be modified or temporarily adjusted for 2026?

No, WSDOT does not currently recommend modifying the target goals. ESHB 1837's target goals are very ambitious, but they codify an urgency for improvements to Amtrak Cascades as a key component of Washington state's multimodal transportation system. Reliable, frequent, and integrated public transportation is essential to support forecasted economic and population growth and to contend with the impacts of climate change on the people and businesses of the Pacific Northwest.

Conclusion

WSDOT is actively advancing efforts to achieve the four target goals established in ESHB 1837. Each goal presents distinct priorities, as outlined in this Annual Report, that will require collaboration among multiple partners—including communities across the state and the Washington State Legislature. Legislative leadership will be essential in prioritizing and directing significant public funding to WSDOT to ensure these goals are achieved by 2035.

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It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OEO's Title VI Coordinator at (360) 705-7090.

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