



2023-2025 Freight Rail Assistance Program/ Freight Rail Investment Bank project lists

Introduction - prioritized project lists

The Washington State Legislature authorized the Washington State Department of Transportation (WSDOT), under Engrossed Substitute Senate Bill (ESSB) 5689, Section 309 (3), to issue a “Call for Projects” for the Freight Rail Assistance Program (FRAP) and ESSB 5689, Section 309 (2) to provide “low-interest loans” through the Freight Rail Investment Bank (FRIB). The grant program is available to those in the public and private sectors. The loan program is available for publicly owned railroads, port districts, rail districts and local governments.

For the 2023-2025 biennium, the legislature has identified a total of \$7.57 million for FRAP grants and a total of \$5.09 million for FRIB loans. WSDOT issued a “Call for Projects” on May 19, 2022, based on legislative priorities defined in RCW 47.76.240. Proposal submittals were due to WSDOT by September 9, 2022.

WSDOT received eight (8) FRAP grant applications requesting \$7.34 million in funding and two (2) applications for the FRIB loans requesting \$1.99 million in funding. Two (2) of the eight (8) FRAP applications were from the public sector. The applications to WSDOT fall into three broad categories:

- Critical infrastructure including tie replacement, bridges, and tunnels
- Improvement and maintenance of existing infrastructure
- Business development

It was necessary to identify those projects most beneficial to Washington state and those showing the greatest potential to be successful. Projects that directly increased existing rail transportation were prioritized.

WSDOT is required to submit a prioritized list of recommended projects to the Office of Financial Management and the transportation committees of the Legislature by November 15, 2022. The recommended projects were scored and ranked by a review team composed of representatives from the Washington State Department of Agriculture, Washington Public Ports Association and WSDOT Rail, Freight, and Ports Division.



The review panel evaluated each proposal based on the following elements:

- The scoring criteria outlined in the “2023-2025 FRAP/FRIB Call for Projects” application instructions
- Best past practices as specified in section 309, chapter 367, Laws of 2011
- Verified scores based on the self-evaluation matrix required as part of each submission, as outlined in the application criteria

WSDOT’s Rail, Freight and Ports Division verified the benefit/cost analysis supplied by the applicants and then tabulated the total scores for each of the application packages. The entire review panel used their experience and professional judgment to assist in ranking each project.

The priority ranking of the projects led the review team to recommend funding all eight (8) of the FRAP proposals. The review team also recommends funding both of the FRIB proposals. These determinations were based on the amount of funding available, as well as the ranking and quality of the projects proposed.

The WSDOT cost to administer the various proposals were developed and are shown on the Program Master Lists. The projects recommended would be fully funded with the addition of administrative costs figured into the total project cost.



FRAP Grant Program Master List

Applicant	Rank	Total Project Cost	WSDOT Grant	Applicant Match	WSDOT Admin.
Columbia Basin Railroad	1	\$ 1,660,511	\$ 700,000	\$ 925,511	\$ 35,000
Central WA RR	2	\$ 1,487,761	\$ 650,000	\$ 809,761	\$ 28,000
All Weather Wood	3	\$ 514,656	\$ 268,194	\$ 228,462	\$ 18,000
Port of Longview	4	\$ 69,392,259	\$ 2,000,000	\$ 67,332,259	\$ 60,000
Rainier Rail	5	\$ 1,005,000	\$ 445,000	\$ 545,000	\$ 15,000
Port of Benton	6	\$ 1,280,000	\$ 1,000,000	\$ 250,000	\$ 30,000
Columbia Railroad	7	\$ 594,452	\$ 405,617	\$ 173,835	\$ 15,000
PSAP	8	\$ 2,517,700	\$ 1,862,025	\$ 620,675	\$ 35,000
TOTAL		\$ 78,452,339	\$ 7,330,836	\$ 70,885,503	\$ 236,000

FRIB Loan Program Master List

Applicant	Rank	Total Project Cost	WSDOT Grant	Applicant Match	WSDOT Admin.
Tacoma Rail-Blain Peninsula	1	\$ 807,877	\$ 400,000	\$ 399,877	\$ 8,000
Tacoma Rail-Annie Tracks	2	\$ 2,740,625	\$ 1,590,000	\$ 1,118,625	\$ 32,000
TOTAL		\$ 3,548,502	\$ 1,990,000	\$ 1,518,502	\$ 40,000



Freight Rail Assistance Program

Columbia Basin Railroad – Connell to Warden Tie Replacement

Ranking: 1

Recommended for funding

Project description

Install ties on Connell to Warden segment of the 1st subdivision improving the tie condition over approximately 16-20 miles.

Funding

Funding Source	Public or Private	Cash or In-Kind	Amount	%
WSDOT Grant	Public	Cash	\$ 700,000	42%
Columbia Basin Railroad	Private	Cash	\$ 871,828	54%
Columbia Basin Railroad	Private	In-Kind	\$ 53,683	2%
WSDOT Administration	Public	Cash	\$ 35,000	2%
Total			\$ 1,660,511	100%
Recommended for funding			\$ 700,000	

Summary of analysis and recommendation

- This project installs 10,000 ties on its Connell to Warden segment of the 1st subdivision at a rate of 500-600 ties per mile which will improve the tie condition over approximately 16-20 miles.
- This work will maintain and stabilize the track to continue to safely operate at current Federal Railroad Administration (FRA) Class 2 and Class 1 operating classifications.



Freight Rail Assistance Program

Central Washington Railroad – Gibbon to Granger Tie Replacement

Ranking: 2

Recommended for funding

Project Description

Install 9,000 ties over the Gibbon to Granger line in Benton and Yakima counties.

Funding

Funding Source	Public or Private	Cash or In-Kind	Amount	%
WSDOT Grant	Public	Cash	\$ 650,000	44%
Central Washington Railroad	Private	Cash	\$ 754,646	51%
Central Washington Railroad	Private	In-Kind	\$ 55,155	3%
WSDOT Administration	Public	Cash	\$ 28,000	2%
Total			\$ 1,487,761	100%
Recommended for funding			\$ 650,000	

Summary of Analysis and Recommendation

- This project installs 9,000 ties on approximately 15 miles of the Gibbon to Granger line at an approximate rate of 600 ties per mile.
- Maintains the track to safely operate at an FRA Class 2 classification
- Provides communities and businesses dependent on the rail line access to markets.



Freight Rail Assistance Program

All Weather Wood - Spur Restoration

Ranking: 3

Recommended for funding

Project Description

Rehabilitate and realign spur track, remove loading ramp, and place asphalt around the spur track.in Washougal.

Funding

Funding Source	Public or Private	Cash or In-Kind	Amount	%
WSDOT Grant	Public	Cash	\$ 268,194	52%
All Weather Wood	Private	Cash	\$ 228,462	44%
WSDOT Administration	Public	Cash	\$ 18,000	4%
Total			\$ 514,656	100%
Recommended for funding			\$ 268,194	

Summary of analysis and recommendation

- Rehabilitate the existing spur, realign the spur track to accommodate forklift operations on both sides of track, remove the boxcar loading ramp and asphalt the area on either side of the spur track for access.
- Allows for mode shift of products from trucks to rail.
- Reduces trucks volumes on state highways, decreasing highway wear and maintenance, and lowers emissions.



Freight Rail Assistance Program

Port of Longview - Industrial Rail Corridor Expansion

Ranking: 4

Recommended for funding

Project description

Lengthen existing track and construct two additional tracks to accommodate full-length unit trains and build a new six-track rail bed adjacent to the existing corridor.

Funding

Funding Source	Public or Private	Cash or In-Kind	Amount	%
WSDOT Grant	Public	Cash	\$ 2,000,000	3%
Port of Longview	Public	Cash	\$47,332,259	68%
Local - Other	Public	Cash	\$ 1,500,000	2%
Federal Funds-CRISI, MARAD, FHWA	Public	Cash	\$18,500,000	27%
WSDOT Administration	Public	Cash	\$ 60,000	0.1%
Total			\$69,392,259	100%
Recommended for funding			\$ 2,000,000	

Summary of analysis and recommendation

- This project will construct two additional 8,500 rail tracks, increase the length of the current tracks from 7,500 feet to 8,500 feet to accommodate full-length unit trains, and a new six-track rail bed adjacent to the existing corridor.
- Project reduces the truck volumes generated from the Port which reduces the greenhouse gases emitted.



Freight Rail Assistance Program

Rainier Rail - Joint Elimination & Yard Buildout

Ranking: 5

Recommended for funding

Project description

Eliminate rail joints on Rainier Rail's mainline and build track capacity within the existing roadbed of the Chehalis rail yard.

Funding

Funding Source	Public or Private	Cash or In-Kind	Amount	%
WSDOT Grant	Public	Cash	\$ 445,000	45%
Rainier Rail	Private	Cash	\$ 545,000	54%
WSDOT Administration	Public	Cash	\$ 15,000	1%
Total			\$ 1,005,000	100%
Recommended for funding			\$ 445,000	

Summary of analysis and recommendations

- This project will eliminate 445 rail joints with thermite welds on Rainier Rail's mainline and build 1,625 feet of track capacity on existing roadbed within Rainier Rail's Chehalis yard.
- Improves movement of trains along the I-5 corridor.
- Eliminating joints will allow the railroad to operate larger and less frequent trains over the project area, with fewer trains passing over public crossings.
- Provides more fuel and cost-efficient transportation and maintenance operations.



Freight Rail Assistance Program

Port of Benton – Rail Crossings

Ranking: 6

Recommended for funding

Project description

Replace and install crossing panels, repair ties and rail through the crossing, correct and repair track bonding, and repair the asphalt approaches.

Funding

Funding Source	Public or Private	Cash or In-Kind	Amount	%
WSDOT Grant	Public	Cash	\$ 1,000,000	78%
Port of Benton	Public	Cash	\$ 250,000	19%
WSDOT Administration	Public	Cash	\$ 30,000	3%
Total			\$ 1,280,000	100%
Recommended for funding			\$ 1,000,000	

Summary of analysis and recommendation

- This project would replace or install crossing panels, repair ties and rail through the crossing, correct and repair track bonding, and repair the asphalt approaches.
- Project reduces road traffic impacts in a growing community with increasing rail volumes by reducing the number of slower moving trains moving through it.
- Provides economic development and maintains service to industrial customers in north Richland, Washington.



Freight Rail Assistance Program

Columbia Rail – Refurbish Rail Line from Walla Walla to Dayton

Ranking: 7

Recommended for funding

Project Description

Install ties, place ballast, and restore eight road crossings.

Funding

Funding Source	Public or Private	Cash or In-Kind	Amount	%
WSDOT Grant	Public	Cash	\$ 405,617	68%
Columbia Rail	Private	Cash & In-Kind	\$ 153,836	24%
Port District	Public	Cash	\$ 20,000	5%
WSDOT Administration	Public	Cash	\$ 15,000	3%
Total			\$ 594,452	100%
Recommended for funding			\$ 405,617	

Summary of analysis and recommendation

- Install 3,500 ties including full restoration under eight local roads. Place and tamp 1,200 tons of ballast and surface approximately two miles of rail.
- Provides for new business development.
- Preserves existing rail assets.
- Repair eight road crossings which include new ties/crossing panels and asphalt on either side of the tracks.



Freight Rail Assistance Program

Puget Sound and Pacific - Corridor Strengthening and Resiliency Project

Ranking: 8

Recommended for funding

Project Description

Construct a bridge and install culverts to address chronic flooding and drainage issues in Grays Harbor County.

Funding

Funding Source	Public or Private	Cash or In-Kind	Amount	%
WSDOT Grant	Public	Cash	\$ 1,862,025	74%
PSAP Railroad	Private	Cash	\$ 620,675	25%
WSDOT Administration	Public	Cash	\$ 35,000	1%
Total			\$ 2,517,700	100%
Recommended for funding			\$ 1,862,025	

Summary of analysis and recommendation

- The project will design, permit, and construct a new bridge (MP 47), replace one culvert (MP 56.2), and install five new culverts (MPs 32.5, 33.9, 37.9, 39.6, and 44.3).
- Mitigates washout impacts while addressing derailment concerns.
- Improves drainage and reduces impacts of flooding.



Freight Rail Investment Bank

Tacoma Rail – Blair Peninsula

Ranking: 1

Recommended for funding

Project description

Remove and replace worn track switches within the Blair Peninsula in the Port of Tacoma area.

Funding

Funding Source	Public or Private	Cash or In-Kind	Amount	%
WSDOT Loan	Public	Cash	\$ 400,000	50%
Tacoma Rail	Public	Cash & In-Kind	\$ 399,877	49%
WSDOT Administration	Public	Cash	\$ 8,000	1%
Total			\$ 807,877	100%
Recommended for funding			\$ 400,000	

Summary of analysis and recommendations

- Removes six worn and deteriorated railroad track switches at select locations on the Blair Peninsula in the Port of Tacoma area.
- Provides ongoing improvements to the operations of one of the critical ports in the state of Washington.
- Replacing the railroad track switches will help to ensure that the rail infrastructure can be relied upon for adequate railcar loading and offloading.



Freight Rail Investment Bank

Tacoma Rail - Annie Tracks Switch and Curve Upgrade

Ranking: 2

Recommended for funding

Project description

Replace nine turnouts, replace and relocate one crossover, relay existing rail in all curves on new tie plates, and replace 1,200 crossties.

Funding

Funding Source	Public or Private	Cash or In-Kind	Amount	%
WSDOT Loan	Public	Cash	\$ 1,590,000	58%
Tacoma Rail	Public	Cash & In-Kind	\$ 1,118,625	41%
WSDOT Administration	Public	Cash	\$ 32,000	1%
Total			\$ 2,740,625	100%
Recommended for funding			\$ 1,590,000	

Summary of analysis and recommendations

- The project encompasses approximately 9,000 track feet, including the replacement of nine turnouts, replacing, and relocating one crossover, and relaying existing rail in all curves on Pandrol-style tie plating, in addition to the replacing 1,200 crossties throughout the project limits.
- The project will improve the safety and reliability of the tracks that support the Port of Tacoma's North Intermodal Yard (NIM).
- Provides improved rail access to industries located in the Port of Tacoma area.
- Provides ongoing improvements to the operations of one of the critical ports in the state of Washington.