

2019-2021 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 ESSB 6106, Section 310 (2) and (6), to issue a “Call for Projects” for both the Freight Rail Investment Bank (loan program) and the Freight Rail Assistance Program (grant program). The loan program is available for publicly owned railroads, port districts, rail districts and local governments. The grant program is available to those in the public and private sectors.

For the 2019-2021 biennium, a total of \$8.3 million is available for FRAP grants and \$7.13 million is available for FRIB loans. WSDOT issued a “Call for Projects” on July 3, 2018, based on legislative priorities defined in RCW 47.76.240. Proposal submittals were due to WSDOT by September 21, 2018. WSDOT received 18 FRAP grant applications requesting more than \$24.5 million in funding. Four of these applications were from the public sector. WSDOT also received four applications for the FRIB loan program totaling \$7.9 million.

The grant and loan applications to WSDOT fall into three broad categories:

- Critical infrastructure including bridges/tunnels
- Improvement and maintenance of existing infrastructure
- Business development

Since the FRIB/FRAP proposals exceeded available funding, it was necessary to identify those projects most beneficial to Washington and those showing the greatest potential to be successful. Projects that directly increased existing rail transportation were ranked higher than those that were forecasted as being beneficial, such as repairing rail equipment or storing cars. In some cases, projects fell into more than one category. Included in the tables below is a dollar amount for WSDOT administering the projects.

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, 2018. The recommended projects were scored and ranked by a review team composed of representatives from the Washington Department of Commerce, Washington Department of Agriculture, the Washington Public Ports Association and WSDOT’s Rail, Freight, and Ports Division.



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

- The benefit/cost analysis outlined in the “Freight Rail Project Priorities” report submitted to the Legislature on Sept. 1, 2008 (<http://www.wsdot.wa.gov/NR/rdonlyres/9AFD9F7E-8246-43F7-A1F6-45CBE3D9A034/0/A1Exhibit18FinalBenefitImpactMethodology.pdf>)
- 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. Other members of the review team used their experience and professional judgment to assist in ranking each project.

In a few cases, multiple projects were combined in a single application. In such cases, each project was considered individually. Several proposals involved previously-funded projects with the current proposal complementing or building on the previous project(s). The priority ranking of the projects led the review team to recommend to fund ten (10) of the FRAP proposals and three (3) of the FRIB proposals. These determinations were based on the amount of funding available, as well as the ranking of the proposals.



FRIB Loan Program Master List

Applicant	Project	Rank	Amount	Note
Port of Everett	South Terminal Modernization	1	\$6,157,000	
Tacoma Rail	Tote Yard	2	\$400,000	
Tacoma Rail	Mazda	3	\$240,000	
Port of Benton	Yakima and Berry's Bridges and Jadwin Ave Crossing	4	\$250,000	
TOTAL			\$7,047,000	

FRAP Grant Program Master List

Applicant	Project	Rank	Grant	WSDOT Admin	Note
Columbia Basin/CW	Sunnyside to Granger	1	\$ 650,000	\$26,000	
PSAP	Hoquiam Bridge	2	\$ 840,320	\$33,613	
Port of Benton	Berry's Bridge, Yakima Bridge, Jadwin Crossing	3	\$ 1,500,000	\$60,000	
Columbia/Walla Walla	Aggregate Cars	4	\$ 300,000	\$12,000	
Columbia Basin/CW	Wheeler to Moses Lake	5	\$ 700,000	\$28,000	
Washington Eastern	MP 11-24, 37-57	6	\$ 780,730	\$31,229	
Rainier Rail	Blakeslee to Chehalis/Bridges	7	\$ 440,000	\$17,600	
POVA	Usk to Newport	8	\$ 600,000	\$24,000	
Washington and Idaho	Marshall to Oakesdale	9	\$ 750,000	\$30,000	
Tacoma Rail	MVD Track	10	\$ 1,100,000	\$44,000	
Columbia Cowlitz	Yard Tracks				A
Columbia Cowlitz	Mint Farm Industrial Park				A
Washington and Idaho	Storage Track/Repair Shop				A
Mayflower Metals	Rail Siding				A
Kennewick Rail	Transload/Repair Shop				A
PVJR	Class 2 Track				A
WSAE	Beverly Bridge				B
TOTAL			\$7,661,050	\$ 306,442	
Tidewater	<i>(not included in total)</i>		\$50,000	\$2,000	C

Note A – Projects did not rank high enough to receive grant funding

Note B – Project did not pass the benefit/cost requirements, and could not be scored based on inadequate data detailing benefits or project scope, schedule and budget. This project is not recommended

Note C – Recommended to submit for approval to fund using remaining Federal Local Rail Service Assistance program funds (Non- Appropriated Fund 688)



FRIB Loan Program

Port of Everett – South Terminal Modernization Project

Ranking: 1

Recommended for funding

Project Description

This project proposes to strengthen a wharf to provide Roll-on/Roll-off cargo berthing while constructing additional rail sidings to increase on-terminal storage capacity.

Funding

Funding Source	Public or Private	Cash or In-Kind	Amount	%
Local Port District	Public	Cash	\$13,950,000	36%
State Dept. of Commerce	Public	Cash	\$970,000	3%
Railroad	Public	Cash	\$0	0%
WSDOT - FRIB 2017-2019	Public	Cash	\$5,000,000	13%
WSDOT - FRIB 2019-2021	Public	Cash	\$6,157,000	16%
Federal (TIGER)	Public	Cash	\$11,812,000	30%
Unfunded			\$843,000	2%
Total			\$38,732,000	100%

Summary of Analysis and Recommendation

- The scope of this project has been reviewed and funding the project is recommended
- The cost of the project has been updated to show an overall cost of \$38,732,000 and the line items are also updated
- WSDOT’s contribution through loans will total \$11.157 million
- The review team is recommending partial funding for the project
- This is phase 2 of the project. Phase 1 was successfully completed in 2015
- Current rail shipper customer list includes Boeing, LeHigh Cement, Eastern Car Liner

FRIB Loan Program

Tacoma Rail – Tote Yard Improvement

Ranking: 2

Recommended for funding

Project Description

This project proposes to replace worn 112# rail with 115# pound rail to support car volume, modern rail loads including accommodating 286,000 pound carloads commonly used by other railroads.

Funding

Funding Source	Public or Private	Cash or In-Kind	Amount	%
Local funds	Public	Cash	\$604,547	60%
WSDOT	Public	Cash	\$400,000	40%
Total			\$1,004,547	100%

Summary of Analysis and Recommendation

- The benefit/cost ratio is in excess of 1 for this project
- The project will support an increase in train efficiency and operation safety
- Applicant appears to have capacity to oversee project

FRIB Loan Program

Tacoma Rail - Mazda

Ranking: 3

Recommended for funding

Project Description

This project proposes to improve 1500 feet of existing rail on Blair Peninsula replacing worn 112# rail with 115# rail to accommodate existing rail volumes.

Funding

Funding Source	Public or Private	Cash or In-Kind	Amount	%
Local funds	Public	Cash	\$110,000	31%
WSDOT	Public	Cash	\$240,000	69%
Total			\$350,000	100%

Summary of Analysis and Recommendation

- The benefit cost ratio is in excess of 1 for this project
- Complements improvements in this corridor
- Improves safety and insures no service interruptions

FRIB Loan Program

Port of Benton – Yakima and Berry’s Bridges and Jadwin Ave Crossing

Ranking: 4

Recommended for funding

Project Description

This project proposes to replace ties on two bridges, Berry’s and Yakima, and install a concrete crossing on Jadwin Avenue. The project will cost \$2 million and the Port is seeking a \$250,000 FRIB and a \$1,500,000 FRAP. The local match will be \$250,000 and applies to both the FRIB/FRAP included in FRAP submittal on page 10.

Funding

Funding Source	Public or Private	Cash or In-Kind	Amount	%
WSDOT	Public	Cash	\$250,000	
Total			\$250,000	100%

Summary of Analysis and Recommendation

- The benefit cost ratio is in excess of 1 for this project
- These improvements would allow the Port of Benton to continue rail service for rail served customers
- Bridges in a state of good repair are critical infrastructure needed to continue operations and meet shipper needs



FRAP Grant Program

Central Washington Railroad – Sunnyside to Granger Track Rehabilitation

Ranking: 1

Recommended for funding

Project Description

The Central Washington Railroad proposes to install 9,000 ties from Sunnyside to Granger.

Funding

Funding Source	Public or Private	Cash or In-Kind	Amount	%
Local funds	Public	Cash	\$617,445	49%
WSDOT	Public	Cash	\$650,000	51%
Total			\$1,267,445	100%

Summary of Analysis and Recommendation

- The benefit cost ratio is in excess of 1 for this project
- The project will make improvements on the section of the rail corridor that has the most railcar shipments
- Strategic location and demand for rail



FRAP Grant Program

Puget Sound & Pacific Railroad-Hoquiam Bridge

Ranking: 2

Recommended for funding

Project Description

This project proposes to repair the historic swing bridge that crossed the Hoquiam.

Funding

Funding Source	Public or Private	Cash or In-Kind	Amount	%
Local funds	Private	Cash	\$280,107	25%
WSDOT	Public	Cash	\$840,320	75%
Total			\$1,120,427	100%

Summary of Analysis and Recommendation

- The benefit cost ratio is in excess of 1 for this project
- The railroad provides the only rail service to the Port of Grays Harbor



FRAP Grant Program

Port of Benton – Yakima and Berry’s Bridges and Jadwin Ave Crossing

Ranking: 3

Recommended for funding

Project Description

This project proposes to replace ties on two bridges and install a concrete crossing on Jadwin Avenue. The project will cost \$2 million and the Port is seeking a \$250,000 FRIB and a \$1,500,000 FRAP. The local match will be \$250,000 and applies to both FRIB and FRAP.

Funding

Funding Source	Public or Private	Cash or In-Kind	Amount	%
Local funds	Private	Cash	\$250,000	12.5%
WSDOT Loan	Public	Cash	\$250,000	12.5%
WSDOT	Public	Cash	\$1,500,000	75%
Total			\$2,000,000	100%

Summary of Analysis and Recommendation

- The benefit cost ratio is in excess of 1 for this project
- These improvements would allow the Port of Benton to continue rail service for rail served customers
- Bridges in a state of good repair are critical infrastructure needed to continue operations and meet shipper needs

FRAP Grant Program

Columbia Walla Walla Railroad – Aggregate Hopper Cars

Ranking: 4

Recommended for funding

Project Description

This project proposes to purchase 20 side dump hopper cars to move aggregates from Dayton to Walla Walla.

Funding

Funding Source	Public or Private	Cash or In-Kind	Amount	%
Local funds	Private	Cash	\$200,000	40%
WSDOT	Public	Cash	\$300,000	60%
Total			\$500,000	100%

Summary of Analysis and Recommendation

- The benefit cost ratio is in excess of 1 for this project
- Allows for moving additional traffic on the shortline
- Washington state would maintain a contingent interest in the cars



FRAP Grant Program

Columbia Basin Railroad –Wheeler to Moses Lake Rehabilitation

Ranking: 5

Recommended for funding

Project Description

This project proposes to install 10,360 ties on 17 miles of line running south from Wheeler to McDonald.

Funding

Funding Source	Public or Private	Cash or In-Kind	Amount	%
Local funds	Public	Cash	\$773,707	53%
WSDOT	Public	Cash	\$700,000	47%
Total			\$1,473,707	100%

Summary of Analysis and Recommendation

- The benefit cost ratio is in excess of 1 for this project
- Project supports goal of a safe, 25 mile-per-hour operation and maintains for 286,000 pound railcars in the system

FRAP Grant Program

Washington Eastern MP 11-24, 37-57

Ranking: 6

Recommended for funding

Project Description

Upgrade track and installing 7000 trail ties to bring sections of line to Class 2 status allowing more efficient operation.

Funding

Funding Source	Public or Private	Cash or In-Kind	Amount	%
Local funds	Private	In Kind	\$641,577	45%
WSDOT	Public	Cash	\$780,730	55%
Total			\$1,422,307	100%

Summary of Analysis and Recommendation

- The benefit cost ratio is in excess of 1 for this project
- The project supports “scoot” train operations to transport grain from each of the storage facilities along the Central Washington Line

FRAP Grant Program

Rainier Rail – Blakeslee to Chehalis Bridges

Ranking: 7

Recommended for funding

Project Description

Upgrade track and bridges to accommodate more than 5 cars at a time and allow the interchange of cars with the BNSF at Chehalis.

Funding

Funding Source	Public or Private	Cash or In-Kind	Amount	%
Local funds	Public	Cash	\$360,000	45%
WSDOT	Public	Cash	\$440,000	55%
Total			\$800,000	100%

Summary of Analysis and Recommendation

- The benefit cost ratio is in excess of 1 for this project
- Funds will be used to upgrade bridges to allow more cars and improve the interchange of cars with the BNSF at Chehalis

FRAP Grant Program

Port of Pend Oreille-Usk to Newport Track Rehabilitation

Ranking: 8

Recommended for funding

Project Description

Port of Pend Oreille proposes to install 90# rail to replace worn 85# rail between Newport and Usk.

Funding

Funding Source	Public or Private	Cash or In-Kind	Amount	%
Local funds	Public	Cash	\$240,000	29%
WSDOT	Public	Cash	\$600,000	71%
Total			\$840,000	100%

Summary of Analysis and Recommendation

- The benefit cost ratio is in excess of 1 for this project
- This project will allow for the handling of 286,000 pound carloads, the industry standard



FRAP Grant Program

Washington and Idaho Railroad – Upgrade line from Marshall to Oakesdale

Ranking: 9

Recommended for funding

Project Description

The project proposes installing 10,000 ties between Oakesdale station and the interchange at Marshall.

Funding

Funding Source	Public or Private	Cash or In-Kind	Amount	%
Railroad	Private	In-Kind	\$700,000	48%
WSDOT - Grant	Public	Cash	\$750,000	52%
Total			\$1,450,000	

Summary of Analysis and Recommendation

- The benefit cost ratio is in excess of 1 for this project
- Supports unit trains that move grain from this growing region to export elevators
- Project would reduce delays and improve safety



FRAP Grant Program

Tacoma Rail-MVD Track Rehabilitation

Ranking: 10

Recommended for funding

Project Description

This project proposes to replace work 112# with 115# including ties. Project would improve 19 private crossings.

Funding

Funding Source	Public or Private	Cash or In-Kind	Amount	%
Local funds	Public	Cash	\$420,000	28%
WSDOT	Public	Cash	\$1,100,000	72%
Total			\$1,520,000	100%

Summary of Analysis and Recommendation

- The benefit cost ratio is in excess of 1 for this project
- This project makes improvements to accommodate traffic volumes and improve safety



FRAP Grant Program

Columbia Cowlitz Yard Tracks

Ranking: 11

Not recommended for funding

Project Description

The project proposes extending six yard tracks to better accommodate longer trains reducing the need to divide trains.

Funding

Funding Source	Public or Private	Cash or In-Kind	Amount	%
Local funds	Private	Cash	\$387,380	45%
WSDOT	Public	Cash	No funding is recommended	55%
Total			\$860,844	100%

Summary of Analysis and Recommendation

- The ranking was insufficient to fund this project



FRAP Grant Program

Columbia Cowlitz – Mint Farm Industrial Park

Ranking: 12

Not recommended for funding

Project Description

This project proposes adding a siding and track to develop a rail served industrial yard.

Funding

Funding Source	Public or Private	Cash or In-Kind	Amount	%
Local funds	Private	Cash	\$1,004,675	
WSDOT	Public	Cash	No funding recommended	
Total			\$2,211,834	100%

Summary of Analysis and Recommendation

- The benefit cost ratio and ranking was insufficient for this project
- Project does not have identified tenants requiring rail service
- Limited business plan and volume projections are not clear



FRAP Grant Program

Washington and Idaho – Storage Track/Repair Shop

Ranking: 13

Not recommended for funding

Project Description

The project proposes a repair shop and adjacent storage track.

Funding

Funding Source	Public or Private	Cash or In-Kind	Amount	%
Local funds	Private	Cash	\$975,266	
WSDOT	Public	Cash	No funding recommended	
Total			\$1,625,444	100%

Summary of Analysis and Recommendation

- The benefit cost ratio and ranking was insufficient to fund this project



FRAP Grant Program

Mayflower Metals-Rail Siding

Ranking: 14

Not recommended for funding

Project Description

The project proposes to construct a rail siding for shipment of scrap metal.

Funding

Funding Source	Public or Private	Cash or In-Kind	Amount	%
Local	Private	Cash	\$1,054,369	67%
WSDOT - Grant	Public	Cash	No funding recommended	0
Total			\$1,764,238	100%

Summary of Analysis and Recommendation

- The benefit cost ratio and ranking was insufficient to fund this project
- The business plan is limited and there are no commitments for metal shipment contracts



FRAP Grant Program

Kennewick Rail-Transload and Repair Shop

Ranking: 15

Not recommended for funding

Project Description

This project proposes to construct a repair shop for railroad cars and engines and a rail transload facility.

Funding

Funding Source	Public or Private	Cash or In-Kind	Amount	%
Local funds	Private	Cash	\$320,000	40%
WSDOT - Grant	Public	Cash	No funding recommended	0%
Total			\$800,000	100%

Summary of Analysis and Recommendation

- The benefit cost ratio and ranking was insufficient to fund this project
- The public benefits not clearly defined
- The business model is not clear for use of the Transload facility

FRAP Grant Program

Portland Vancouver Junction Railroad-Upgrade of track to Class 2

Ranking: 16

Not recommended for funding

Project Description

This would upgrade ties, rail and ballast on 12 miles of railroad.

Funding

Funding Source	Public or Private	Cash or In-Kind	Amount	%
WSDOT - Grant	Public	Cash	No funding recommended	0%
Total			\$8,500,000	100%

Summary of Analysis and Recommendation

- The benefit cost ratio and ranking was insufficient to fund this project
- No local match funds provided
- Car volumes and shipper utilization was not verifiable



FRAP Grant Program

WSAE – Purchase of Beverly Bridge

Ranking: 17

Not recommended for funding

Project Description

Purchase of the Beverly Bridge that crosses the Columbia River between Royal Slope and Ellensburg.

Funding

Funding Source	Public or Private	Cash or In-Kind	Amount	%
WSDOT - Grant	Public	Cash	No funding recommended	0%
Total			\$7,600,000	100%

Summary of Analysis and Recommendation

- The benefit cost ratio and ranking was insufficient to fund this project

Tidewater – Rail/Barge Project in Pasco

Ranking: Excluded from ranking because it is eligible for federal funding

Project Description

Competes Rail/Barge Project.

Funding

Funding Source	Public or Private	Cash or In-Kind	Amount	%
WSDOT - Grant	Public	Cash	No funding recommended	0%
Total			\$50,000	100%

Summary of Analysis and Recommendation

- The benefit cost ratio and ranking was sufficient
- Funding may be available for this project from another source - Federal Local Rail Service Assistance program (Non-Appropriated Fund 688)