



## 2024 Freight Rail Investment Bank project lists

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### Introduction - prioritized project lists

The Washington State Legislature authorized the Washington State Department of Transportation (WSDOT), under Engrossed Substitute House Bill (ESHB) 1125, Section 309 (2b), to issue a “Call for Projects” to provide “low-interest loans” through the Freight Rail Investment Bank (FRIB). 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 \$7.97 million for FRIB loans. WSDOT issued a “Call for Projects” on May 25, 2023, based on legislative priorities defined in RCW 47.76.240. Proposal submittals were due to WSDOT by September 15, 2023.

WSDOT received one (1) FRIB grant application requesting \$640,000 in funding. This application was from Tacoma Rail, run by Tacoma Public Utilities under the City of Tacoma, WA. This application to WSDOT includes purchasing equipment for improvement and maintenance of existing infrastructure.

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, 2023. As there was only one application, it was not required to score and rank projects by a review team, however the application information was distributed and evaluated by a team composed of representatives from the Washington State Department of Agriculture, Washington Public Ports Association and WSDOT Rail, Freight, and Ports Division to verify eligibility.

Evaluation for the proposal is based on the following elements:

- The scoring criteria outlined in the “2024 Supplemental FRIB Call for Projects” application instructions;
- Best past practices as specified in section 309, chapter 367, Laws of 2011; and
- 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 applicant. The entire review panel applied their experience and professional judgment to assist in reviewing this project.

The review team recommends funding the Tacoma Rail FRIB proposal. This determination was based on the amount of funding available, as well as the quality of the project proposed.

In discussions with eligible applicants who did not apply for loans, it was determined that most are currently seeking infrastructure grants, rather than loans which must be repaid.

The WSDOT cost to administer the proposal was developed and is shown on the Program Master List. It is standard to request approximately 1.0 to 1.5% of the loan for WSDOT administration fees from the line item or loan/grant amount. The project recommended would be fully funded with the addition of administrative costs figured into the total project cost.

## FRIB Loan Program Master List

Applicant	Rank	Total Project Cost	WSDOT Loan	Applicant Match	WSDOT Admin.
Tacoma Rail - New Equipment	1	\$ 810,000	\$ 640,000	\$ 160,000	\$ 10,000
<b>TOTAL</b>		<b>\$ 810,000</b>	<b>\$ 640,000</b>	<b>\$ 160,000</b>	<b>\$ 10,000</b>



## Freight Rail Investment Bank

### Tacoma Rail – New Railway Track Tamper Machine

Ranking: 1 of 1

Recommended for funding

#### Project description

Purchase a new railroad track ballast tamper to replace an existing tamper that is over 35 years old which would be surplus. The tamper is a railroad “roadway maintenance machine” (RMM) which would be utilized to maintain Tacoma Rail’s 32 miles of track in the Port of Tacoma area.

#### Funding

Funding Source	Public or Private	Cash or In-Kind	Amount	%
WSDOT Loan	Public	Cash	\$ 640,000	79%
Tacoma Rail	Public	Cash & In-Kind	\$ 160,000	20%
WSDOT Administration	Public	Cash	\$ 10,000	1%
<b>Total</b>			<b>\$ 810,000</b>	<b>100%</b>
<b>Recommended for funding</b>			<b>\$ 640,000</b>	

#### Summary of analysis and recommendations

- The new tamper machine benefits the state with improved maintenance that provides for better reliability of the railroad tracks to marine terminals and industries in the Port of Tacoma area.
- Tacoma Rail’s 32 miles of track in the Port of Tacoma will utilize the new tamper machine, supporting various modes of employment in the area.
- The new tamper machine can improve safety for railroad and port employees, as well as the general public, by reducing train and railcar incidents.
- Equipment replacement is needed to ensure reliable rail freight services to support existing and projected rail traffic volumes for intermodal containers and railcars.