

**2023-2025
Freight Rail
Investment Bank (FRIB)
and
Freight Rail Assistance
Program (FRAP)
Progress Report**

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WSDOT Freight Rail Grant and Loan Programs – 2023-2025 Progress Report

Purpose of this report

RCW 47.76.460 and RCW 47.76.470 call for WSDOT to “...report annually to the transportation committees of the legislature and the office of financial management on all” Freight Rail Investment Bank (FRIB) loans and the Freight Rail Assistance Program (FRAP) grants issued.

This report combines reporting for the FRIB and FRAP into a single report with distinct sections for FRIB and FRAP.

Freight Rail Investment Bank (FRIB)

FRIB loans provide funds to build new or improve existing rail infrastructure across the state. The program is administered by WSDOT. Loans are only available to the public sector.¹ Since 50% of the short-line railroads in Washington state are publicly owned by cities, counties, port districts, and the state, these loans are available to public entities. These short-line railroads support rural economies by providing cost effective freight transportation options. Some of the largest industries in the state, including the agriculture, energy, and timber industries, rely heavily on rail in their supply chains.

In accordance with the legislative budget proviso, FRIB projects are charged interest to recover the costs of managing the loan collection process. The projects are charged one percent simple interest, which is assessed on the total amount of the loan. The repayment periods currently are for no more than ten years, although loans made earlier in the program had 15-year repayment schedules. All loan recipients are current on their loan repayments as of December 31, 2023.

A total of 44 FRIB loans have been awarded since the program’s inception in 2007. Exhibit 1 outlines the history of the FRIB program and Exhibit 2 outlines the repayment schedule for calendar year 2025, with receivables of approximately \$2.16 million.

Exhibit 1: FRIB Program History

Biennium	Number of Projects Funded	Funding Amount
2007-2009	4	\$2,500,000
2009-2011	2	\$1,310,000
2011-2013	9	\$5,180,000
2013-2015	10	\$7,332,274
2015-2017	7	\$3,312,242
2017-2019	1	\$5,000,000
2019-2021	4	\$7,047,000
2021-2023	4	\$1,911,000
2023-2025	3	\$2,630,000
TOTAL		\$36,222,516

¹ Article VIII, Section 5, of the state’s Constitution prohibits the state’s credit from being given or loaned to any individual, association, company, or corporation.

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Exhibit 2: Status of FRIB Loan Repayments

Organization	Length of Loan (Years)	Loan Start Date	Loan End Date	Loan Balance	Annual Amount Due	Next Repayment Date
City of Tacoma	10	2/1/17	2/1/26	\$24,223.74	\$12,111.88	2/1/25
City of Tacoma	10	2/1/17	2/1/26	\$81,148.89	\$40,574.45	2/1/25
City of Tacoma	10	2/1/24	2/1/33	\$531,467.03	\$59,051.89	2/1/25
City of Tacoma	10	2/1/17	2/1/26	\$30,010.55	\$14,998.49	2/1/25
City of Tacoma	10	3/1/17	3/1/26	\$36,638.70	\$36,638.70	3/1/25
City of Tacoma	10	5/1/16	5/1/25	\$51,576.99	\$51,576.99	5/1/25
City of Tacoma	10	6/1/16	6/1/25	\$16,630.08	\$16,630.08	6/1/25
Port of Everett	15	7/1/18	7/1/33	\$1,124,165.33	\$140,520.67	7/1/25
Port of Walla Walla	10	7/1/16	7/1/25	\$24,992.71	\$24,992.71	7/1/25
City of Richland	10	7/1/16	7/1/25	\$39,998.18	\$39,998.18	7/1/25
Port of Whitman Cnty	10	7/1/17	7/1/26	\$56,681.70	\$28,340.85	7/1/25
Port of Everett	15	7/1/21	7/1/35	\$6,675,392.46	\$606,853.86	7/1/25
Port of Benton	10	7/1/21	7/1/30	\$149,840.78	\$24,973.47	7/1/25
City of Tacoma	10	7/1/23	7/1/32	\$254,363.86	\$31,795.99	7/1/25
City of Tacoma	10	7/1/23	7/1/32	\$371,407.95	\$46,434.22	7/1/25
Port of Benton	10	7/1/23	7/1/32	\$202,039.44	\$25,254.93	7/1/25
City of Tacoma	10	8/1/16	8/1/25	\$77,307.00	\$77,307.00	8/1/25
City of Tacoma	10	8/1/17	8/1/26	\$62,291.03	\$31,145.52	8/1/25
City of Tacoma	10	8/1/25	8/1/34	\$408,000.00	\$40,800.00	8/1/25
City of Tacoma	10	9/1/16	9/1/25	\$110,505.75	\$110,505.75	9/1/25
City of Tacoma	10	10/1/17	10/1/26	\$73,895.24	\$36,947.62	10/1/25
City of Tacoma	10	10/1/21	10/1/30	\$139,830.79	\$23,305.14	10/1/25
City of Tacoma	10	10/1/21	10/1/30	\$238,519.70	\$39,753.29	10/1/25
City of Tacoma	10	11/1/16	11/1/25	\$91,000.53	\$91,000.53	11/1/25
City of Tacoma	10	12/1/22	12/1/31	\$607,202.12	\$86,750.26	12/1/25
City of Tacoma	10	12/1/25	12/1/34	\$1,622,000.00	\$162,200.00	12/1/25

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Exhibit 3 provides a status report on all FRIB projects that were awarded funding during the 2023-2025 biennium.

Exhibit 3: 2023-2025 FRIB project status

PIN	Project Title	Status of Project	2023-25 Awarded	2023-25 Spent	2023-25 Remaining
726823G	Tacoma Rail-Blair Peninsula	Closeout Phase	\$408,000	\$406,694.15	\$1,305.85
726823H	Tacoma Rail-Annie Tracks Switch and Curve Upgrade	Construction Phase	\$1,622,000	\$12,675.44	\$1,609,324.56
726822A	Tacoma Rail-New Railway Track Tamper Machine	Construction Phase	\$650,000	\$0.00	\$650,000.00
TOTAL			\$2,680,000	\$419,369.59	\$2,260,630.41

Freight Rail Assistance Program (FRAP)

The Freight Rail Assistance Program (FRAP) is a grant program open to both publicly and privately owned railroads, rail shippers or receivers, and port districts with rail for purposes of rehabilitation, infrastructure preservation or economic development. This program is directed toward larger projects where it is difficult to gain a contribution and where the rail location or the project is of strategic importance to the local community and the state.

A total of 68 FRAP grants have been awarded since the program’s inception in 2007. Exhibit 4 outlines the history of the FRAP program and Exhibit 5 provides a status report on all FRAP projects that were awarded funding during the 2023-2025 biennium.

Exhibit 4: FRAP program history

Biennium	Number of Projects Funded	Funding Amount
2007-2009	6	\$3,200,000
2009-2011	7	\$2,800,000
2011-2013	6	\$3,070,000
2013-2015	5	\$3,950,000
2015-2017	7	\$2,750,000
2017-2019	11	\$7,040,000
2019-2021	10	\$7,968,000
2021-2023	8	\$6,588,669
2023-2025	8	\$7,330,836
TOTAL		\$45,327,505

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Exhibit 5: Status of 2023-2025 FRAP projects

PIN	Project Title	Status of project	2023-25 Awarded	2023-25 Spending	2023-25 Remaining
720201B	Columbia Rail – Refurbish Rail Line from Walla Walla to Dayton	Agreement Phase	\$421,000	\$0.00	\$421,000.00
721401A	Port of Benton – Rail Crossings	Construction Phase	\$1,030,000	\$1,957.85	\$1,028,042.15
724401A	Port of Longview – Industrial Rail Corridor Expansion	Agreement Phase	\$2,060,000	\$17,238.16	\$2,042,761.84
741001B	Columbia Basin Railroad – Connell to Warden Tie Replacement	Construction Phase	\$735,000	\$606,770.81	\$128,229.19
744101A	PSAP – Corridor Strengthening and Resiliency Project	Construction Phase	\$1,897,000	\$131,216.93	\$1,765,783.07
750101B	Rainier Rail – Joint Elimination & Yard Buildout (2023 FRAP)	Closeout Phase	\$460,000	\$449,053.99	\$10,946.01
755501A	Allweather Wood – Spur Restoration	Construction Phase	\$286,000	\$5,845.03	\$280,154.97
757101A	Central Washington Railroad – Gibbon to Granger Tie Replacement	Design Phase	\$678,000	\$9,037.17	\$668,962.83
TOTAL			\$7,567,000	\$1,221,119.94	\$6,345,880.06