

# Anzur Logistics LLC

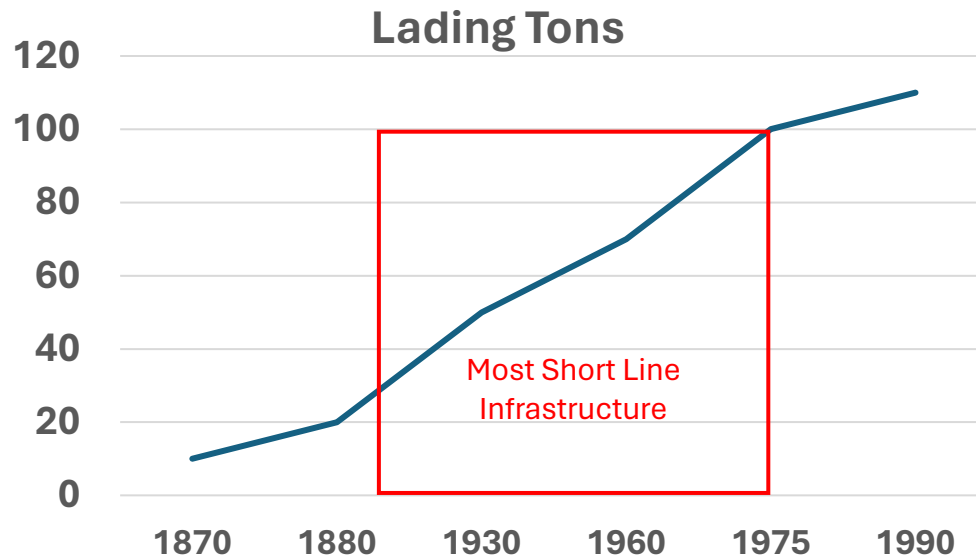
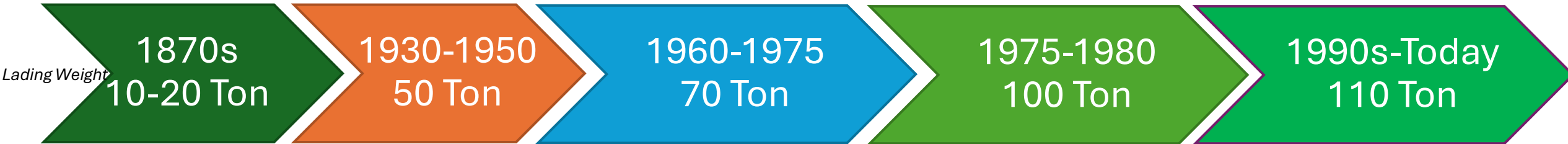


## **David Anzur** – Owner – Anzur Logistics LLC

- 24-years railroad experience
  - 10 years – transportation consultant, transload, rail operations
  - 14 years at Portland & Western Railroad in various roles including director of marketing & sales, director of finance & accounting, and other operating roles.
  - Chair, Oregon Freight Advisory Committee
  - Treasurer, Oregon Rail Users League (ORULE)
- M.B.A. with honors, Willamette University, 2008
- B.S. Business and Economics, University of Oregon, 2000



# Evolution of the Boxcar (and most railcars)



## The 286k Railcar

- 286,000 Pound Gross Vehicle Weight
- 110 Ton Lading
- New Standard
- 4:1 Truck Ratio (13'H, 50' or 60' L, 9.5' W)

**NEXT: 315,000-pound GVW (115-125 tons)**

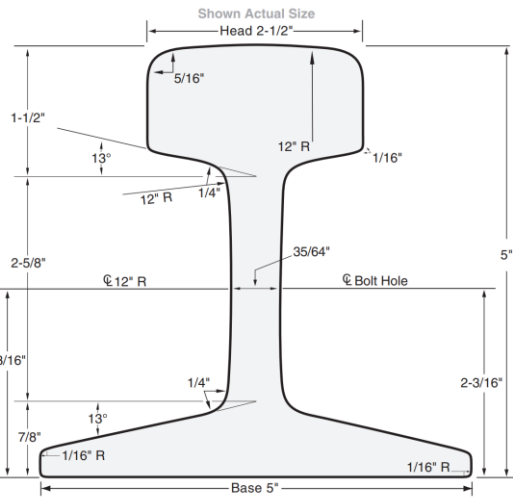
**Why is important?**

# Rail Size

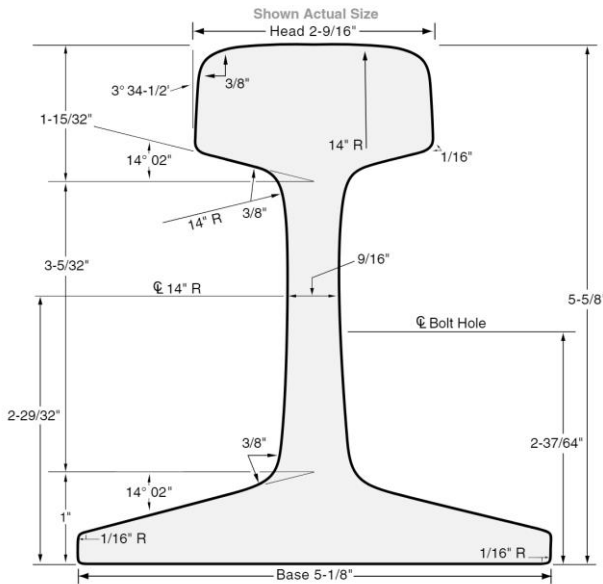
pounds per yard



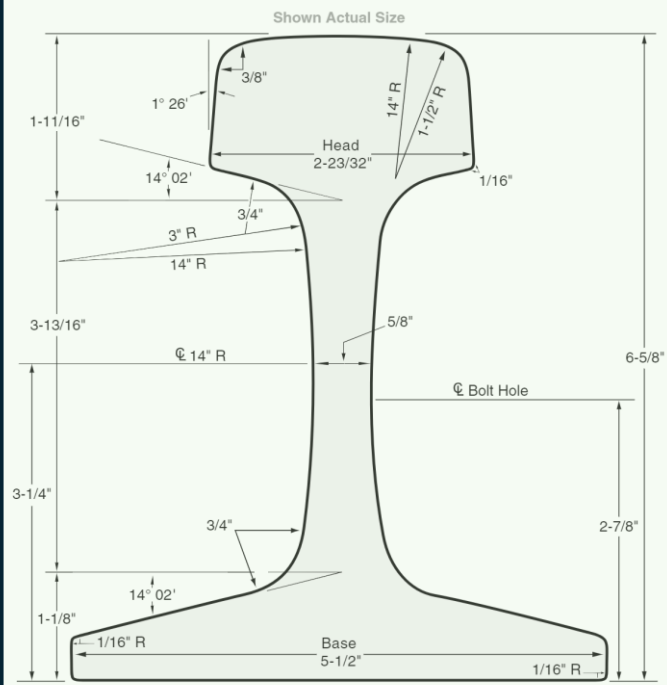
**80-pound**  
~1880-1920



**90-pound**  
~1890-1930

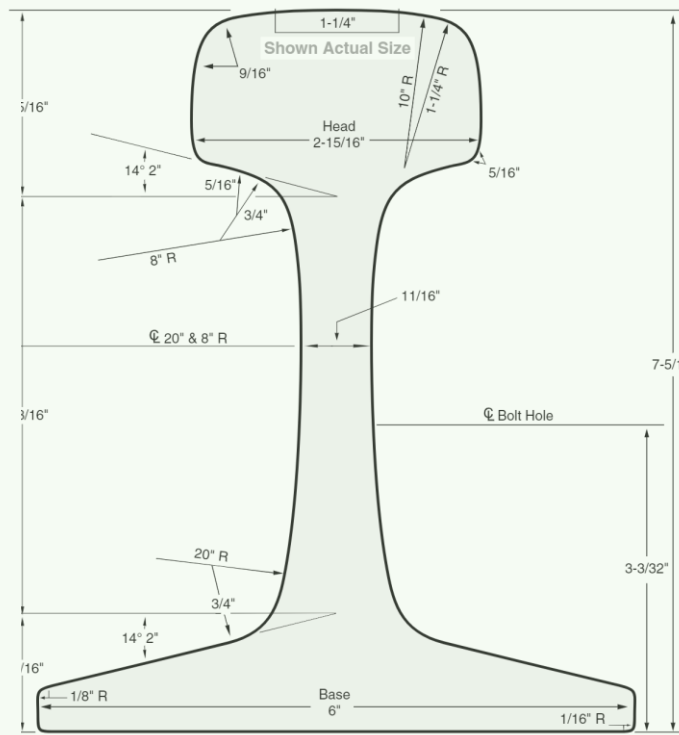


**115-pound**  
~1930-1970+  
Branch/Siding/Yard  
~1970-Present  
Other 5-1/2" base variants:  
110, 112, 113, 119



Ideal size but high  
demand low supply

**136-pound**  
~1950-present  
Other 6" base variants:  
130, 132, 133, 136, 141



239 tons per mile  
\$800-\$1,000/ton used  
\$1,500/ton new IQ





# Types of Rail Projects

## Highway/Railroad Crossing/ Congestion

- Grade Separation
- Queen Ave. Albany
- Hwy 34



*Photo Greg Westergaard - ODOT*

## Safety – ADA

- Klamath Falls and Eugene
- Station Improvements and System Connections



*Photo Ron Reiring*

## Oregon State Rail Plan Implementation Plan

<https://www.oregon.gov/odot/rptd/pages/oregon-state-rail-plan-implementation.aspx>

# Project Types

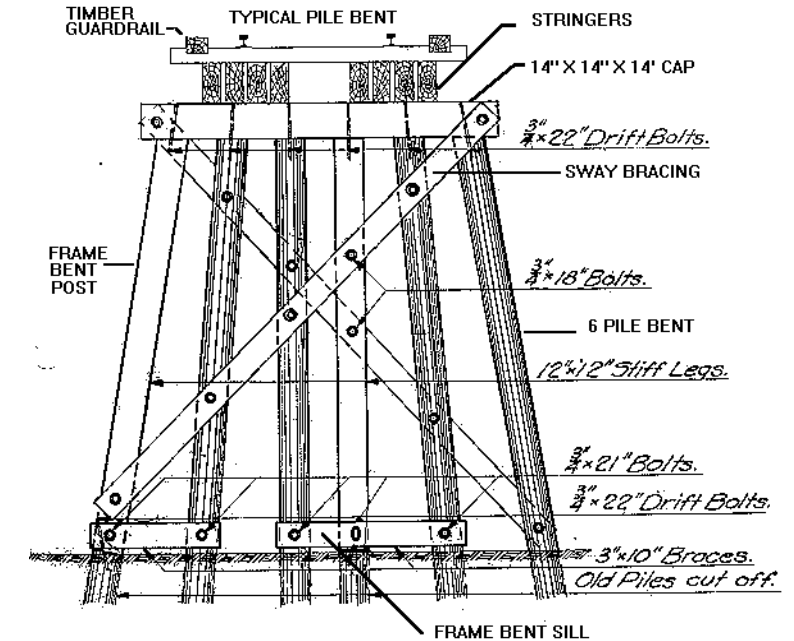
## Preservation & Improvement

- Coos Bay Rail Line bridges
- Lake County Railroad rail upgrade



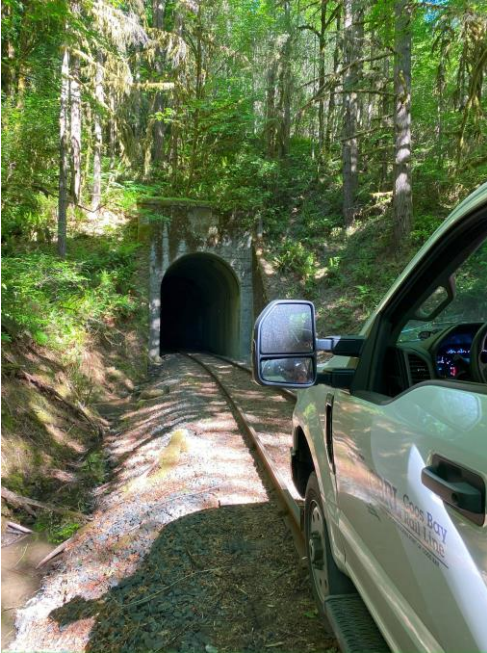
## Economic Development Spurs

- Juanita's
- Marion Ag
- Greenhill Reload
- Pacific Recycling





# Project Types



## Capacity

- New Track
- Coos Bay Rail Line Tunnels
- 286k improvement
- Siding Capacity

## Velocity

- Steel bridge
- Judkins Siding other WV sidings –**Double Track**
- Sidings/power switches



# Rail Funding Options

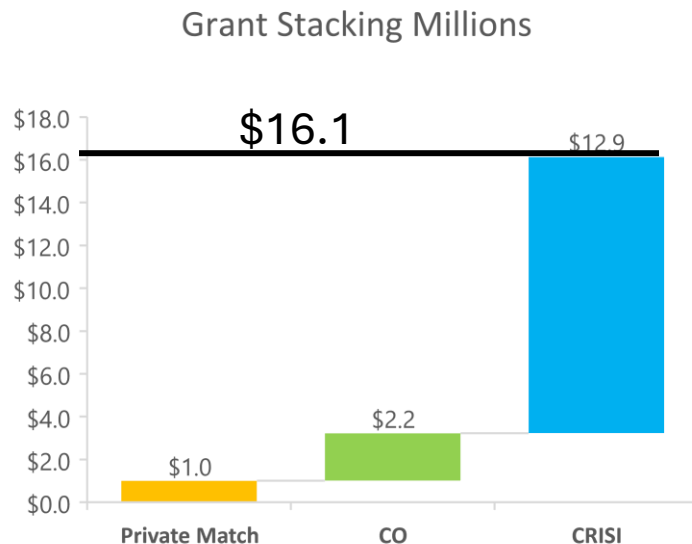
- Federal Consolidated Rail Infrastructure Safety Investment (CRISI) - **\$2.5 Billion** applications due May 28, 2024
  - **Requires 20% match – stronger application for multiple matching –**
    - Private sector short lines are eligible
    - Emissions reductions – Zero Emissions project
- Other Federal funds BUILD, RAISE, ARA, TIGER



# Grant Strategy

- Private Match – use private matching funds from stakeholders
- State of Oregon – Connect Oregon Program
- Federal Consolidated Rail Infrastructure Safety Investment (CRISI) - \$2.5 **Billion** application expected mid 2024
  - Requires 20% match – stronger application for multiple matching sources

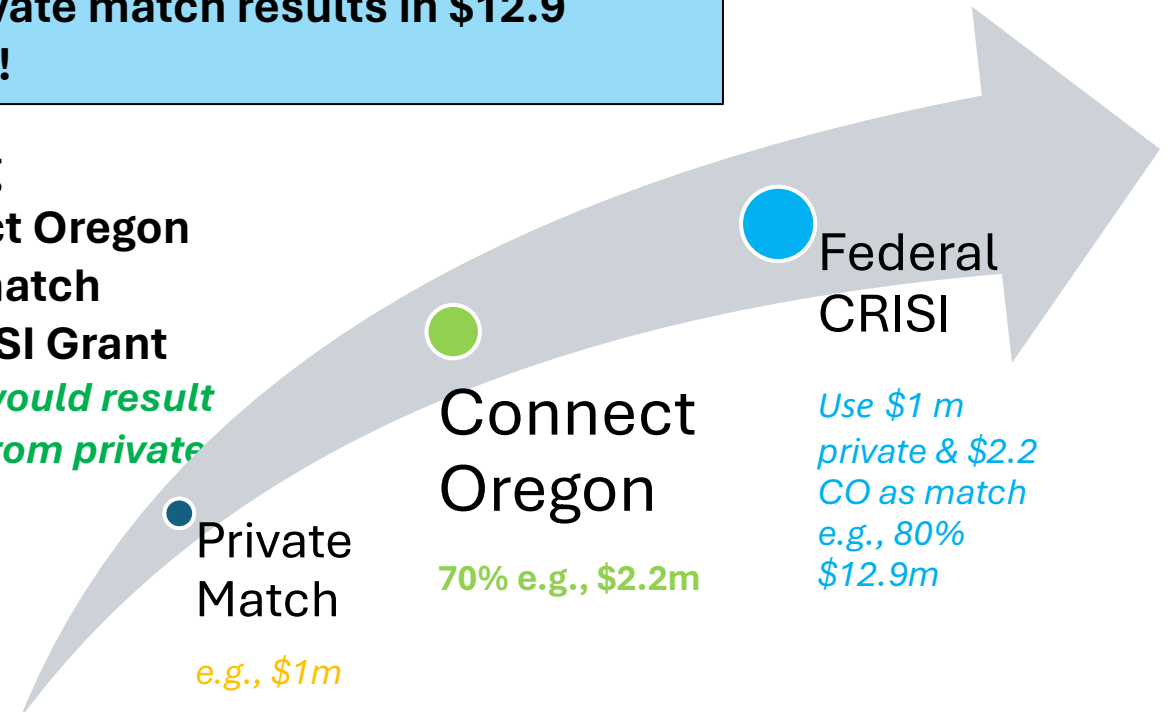
**A \$2.2m Connect Oregon grant + \$1 million in private match results in \$12.9 million in Federal Funding = \$16.1 million project!**



## Grant Stacking

- Use Connect Oregon Project to match Federal CRISI Grant

*If successful it would result in 16x multiple from private match*



# WE NEED YOUR HELP

**Modernization of State Rail Rehabilitation Fund (SB 16):** Senator Gorsek offered ORULE Senate Bill 16 as a vehicle for our priority legislation for 2023. SB 16 modernizes the State Rail Rehabilitation Fund to allow for future investments in rail projects that are consistent with the goals of the Oregon State Rail Plan. Eligible projects include: (1) capacity improvements, such as new or lengthened sidings and industrial spur rehabilitation or construction, and (2) capital investments that improve safety or reduce greenhouse gases. The bill also updates ORS 824.016 to allow applicants to apply for state matching funds to better compete for federal discretionary grants for rail projects. The bill becomes operative in January 2024 after ODOT rulemaking.

➤ **Final Outcome:** After passing both the House and Senate, SB 16 has been signed by the Governor.

# Connect Oregon

Round	Largest Project	Total Projects	Total Cost	Average \$ per project
CO-I	\$7.5m (2 projects)	37	\$97m	\$2.6m
CO-II	\$8.9m	30	\$97m	\$3.2m
CO-III	\$7.8m	40	\$94m	\$2.3m
CO-IV	\$4.5m	37	\$38m	\$1.0m
CO-V	\$6.0m	39	\$43m	\$1.1m
CO-VI	\$8.3m	39	\$49m	\$1.3m
CO-VIII	\$13.9m	21	\$46m	\$2.3m



**FRA Track Safety Standards**  
CFR 49 Part 213

- Wait- What? Confusing Classes:*
- **FRA** Track Classification: Class 1-9
  - **STB** Railroad Class I, II, III based on Revenue

		Class of Track	Max speed MPH freight trains	Max speed MPH for passenger trains
Most Short Lines	{	Excepted track	10 <small>(max of 5 hazmat cars/train)</small>	N/A
		Class 1 track	10	15
		Class 2 track	25	30
Class I & Amtrak	{	Class 3 track	40	60
		Class 4 track	60	80
		Class 5 track	80	90
High-Speed Rail	→	Class 6-9 track		110, 125, 160, 220

# Switches/Turnouts

Standards are set by individual railroad.

## Dark Territory - Track Class 3 and lower.

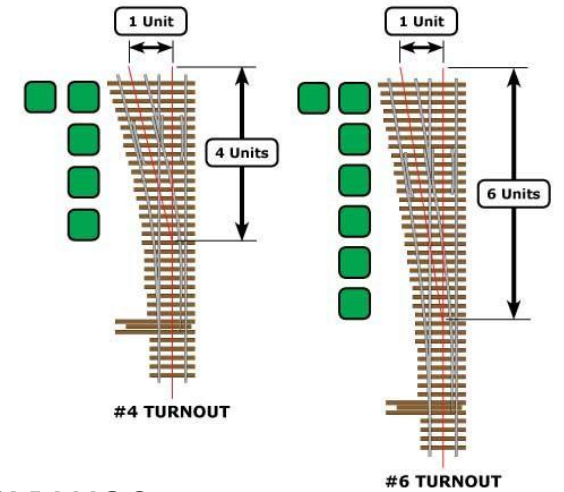
Most RRs require No. 11 on main  
No. 9 can be used internal turnouts  
\$100k to \$200k



## Track Class 4 or higher

Min No. 11 Some high speed heavy use  
corridors require siding with larger  
turnout

Costs \$200k- \$700k + Signal ~\$2 million





# Cross Ties

## Wood Tie

Common 7"x9" x8.5'

Oak, Doug Fir, other

- **Standard Tried & True**
- Dynamic/Flex
- Sturdy
- OTM – spike, plate, anchor
- 18-19" centers
  - (3200/mile)

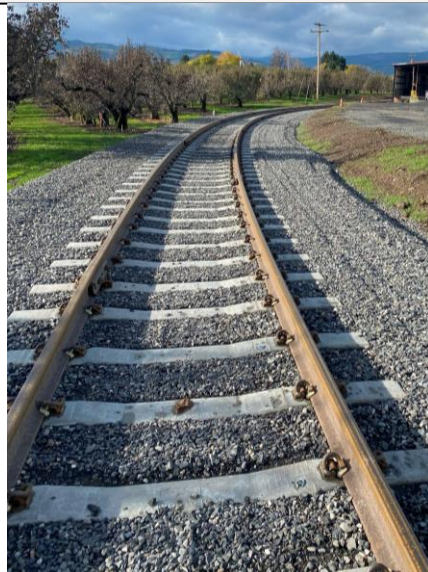
Most Common



## Concrete Tie

- Static/Rigid
  - Can't mix
- Requires clean ballast
- Long Lasting brittle
- OTM e-clips
- 20-24" (28") centers
  - 2600/mile

More Common for  
new construction  
High GTM lines



## Composite

Common 7"x9" x8.5'

Recycled Plastic

- Dynamic/Flex
- Longevity?
- OTM – spike, plate, anchor
- 18-19" centers
  - (3200/mile)

Not Common

Past issues with temperature



## Steel

Solid Steel hollow core

- Static/Rigid
  - Can mix
- Requires clean ballast
- Long Lasting
- OTM e-clips
- Conductor/Shunting

Sharp curves or tunnels



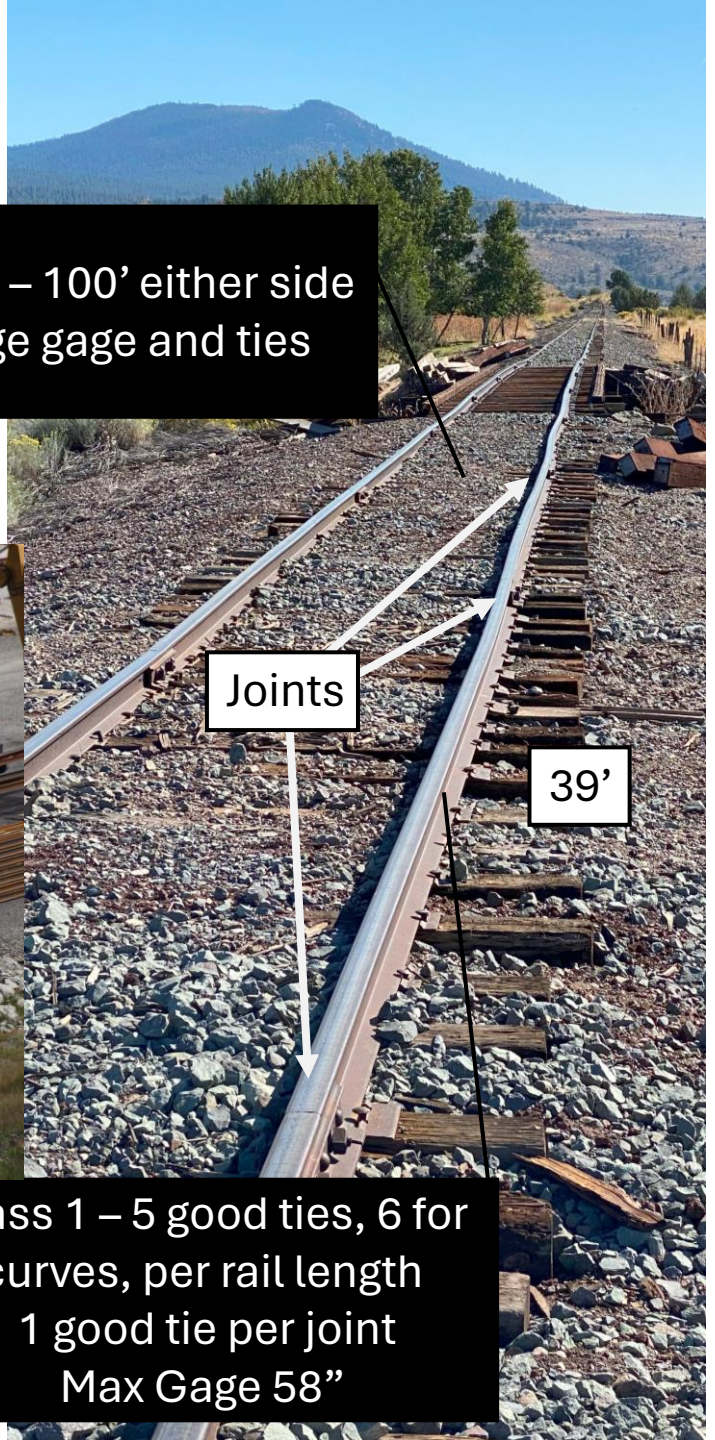
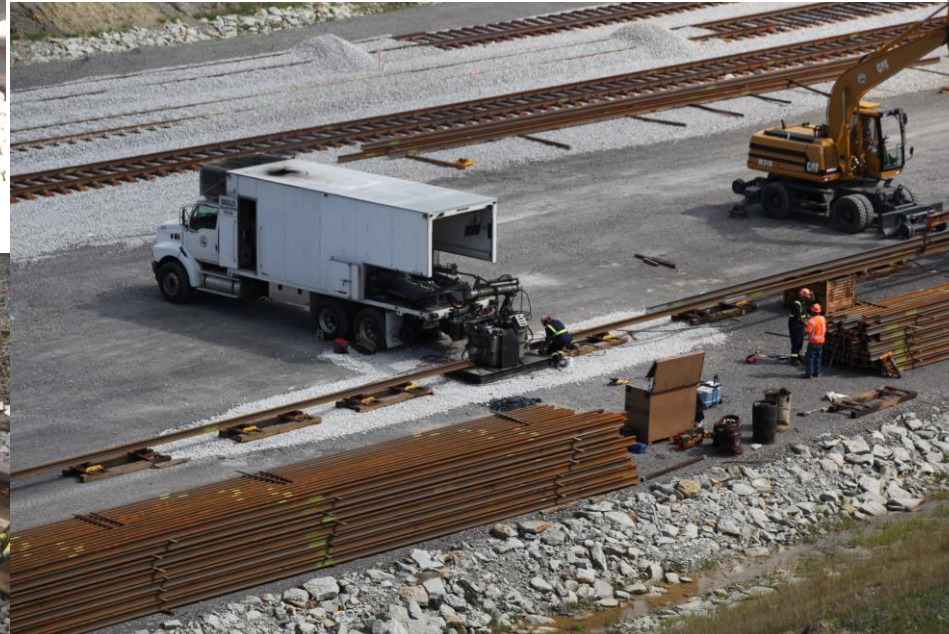


# Excepted to Class 1 and Class 2



- Jointed/Bolted Rail
- Weld Thermite vs Flash Butt
- Continuous Welded Rail (CWR)

Excepted – 100' either side of bridge gage and ties



Joints

39'

Class 1 – 5 good ties, 6 for curves, per rail length  
1 good tie per joint  
Max Gage 58"



# Track Structure

