

“ A P R O J E C T O F N A T I O N A L S I G N I F I C A N C E ”



T H E A L A M E D A C O R R I D O R

Presentation Topics

The Alameda Corridor Project

Corridor Performance

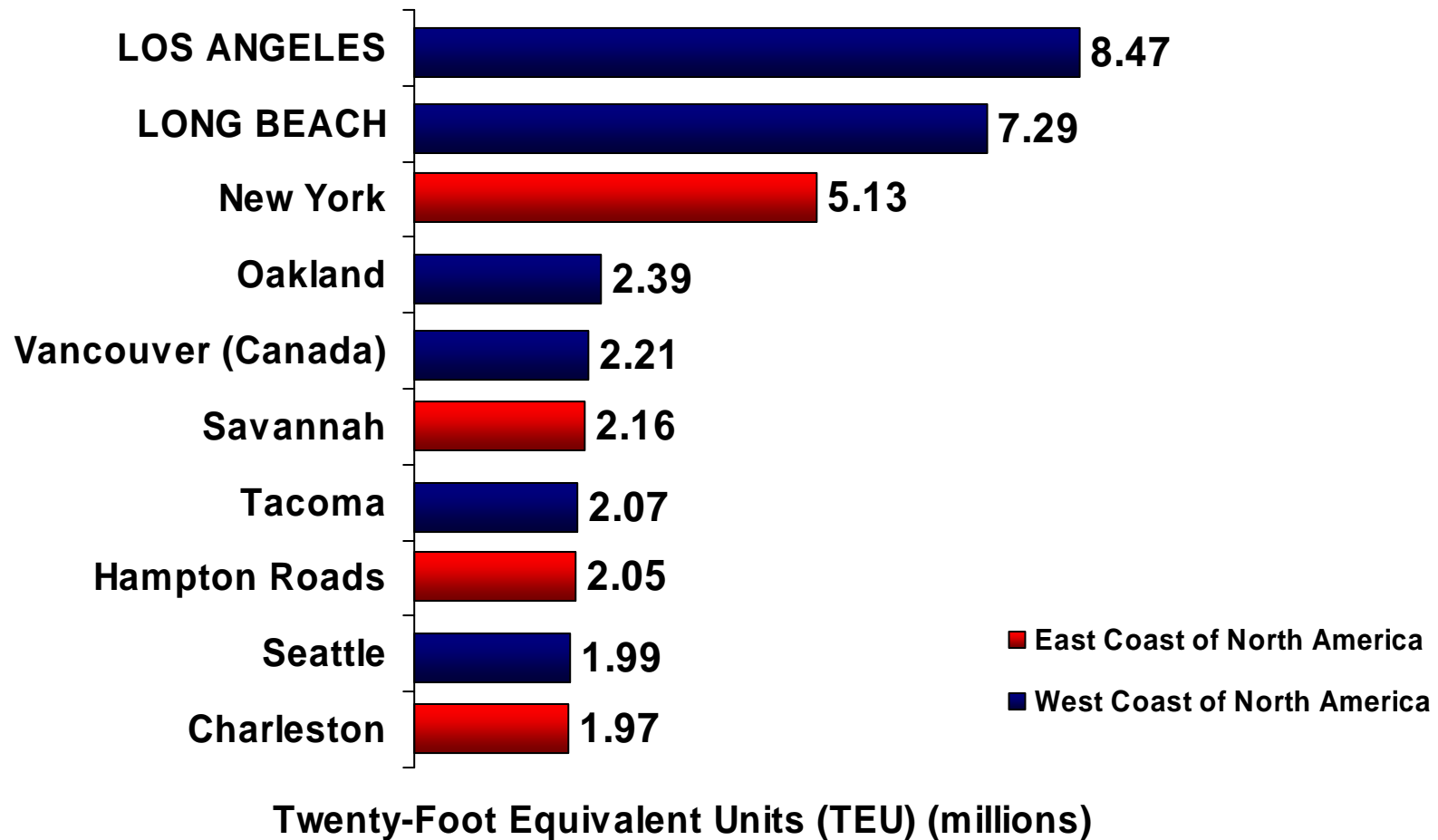
Goods Movement Challenges

Ports of Los Angeles and Long Beach

- Largest port complex in the U.S.
- Fifth largest in the world
- Highest throughput per acre in U.S.
- \$256B in trade annually
- Nearly 40% of all waterborne U.S. trade
- Nearly 60% of all Asian imports
- Over 60% of imports distributed to rest of Nation

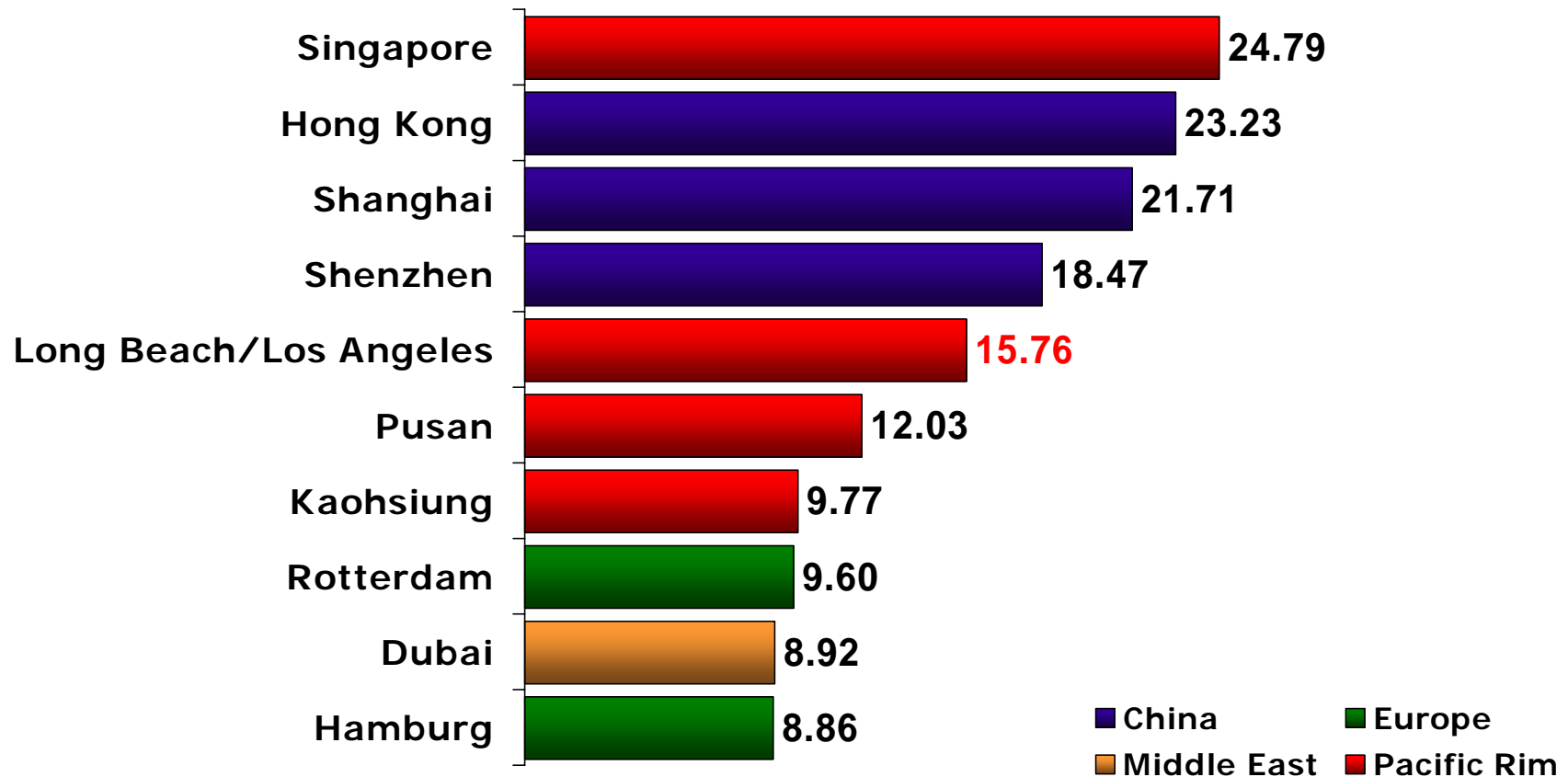


Top 10 U.S. Container Ports in 2006



Source: AAPA

Top 10 World Container Ports in 2006

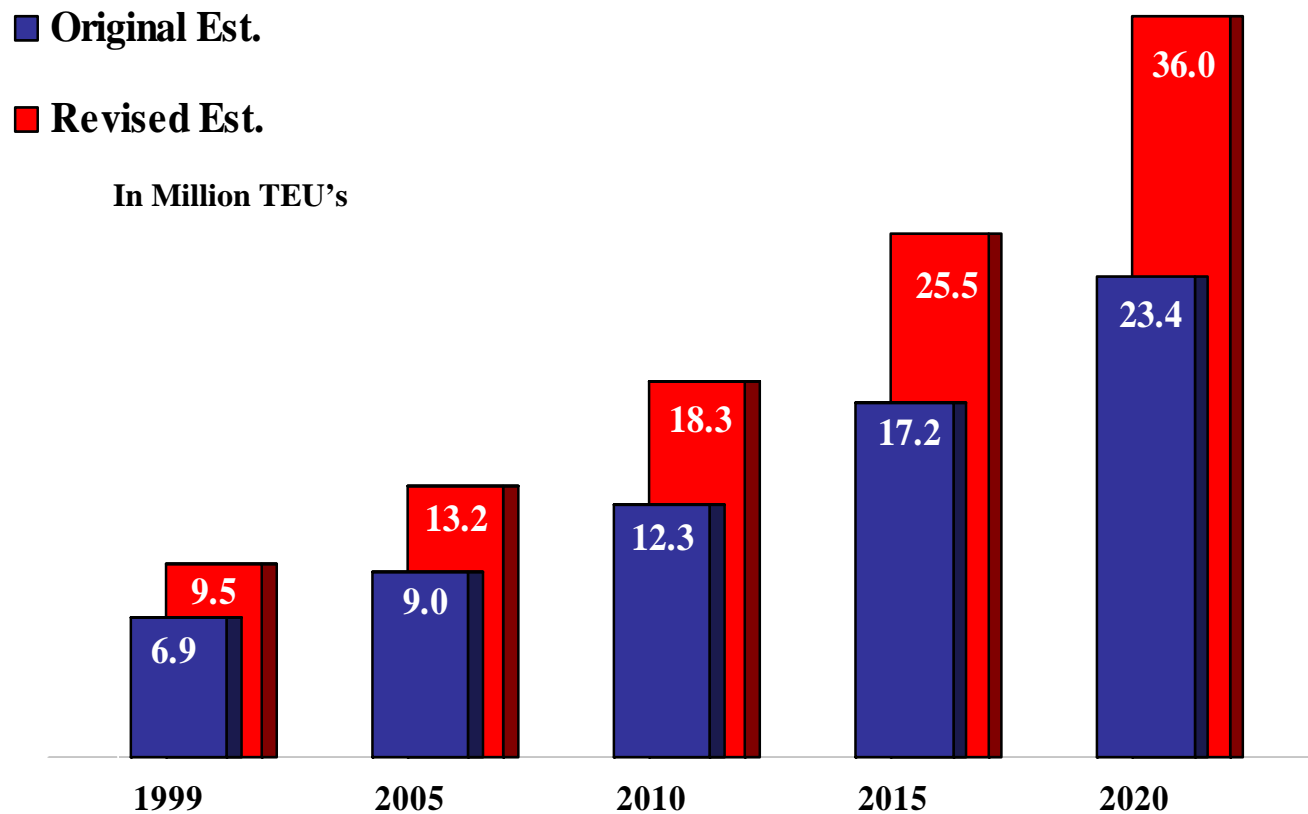


Twenty-Foot Equivalent Units (TEU) (millions)

Source: Containerization International



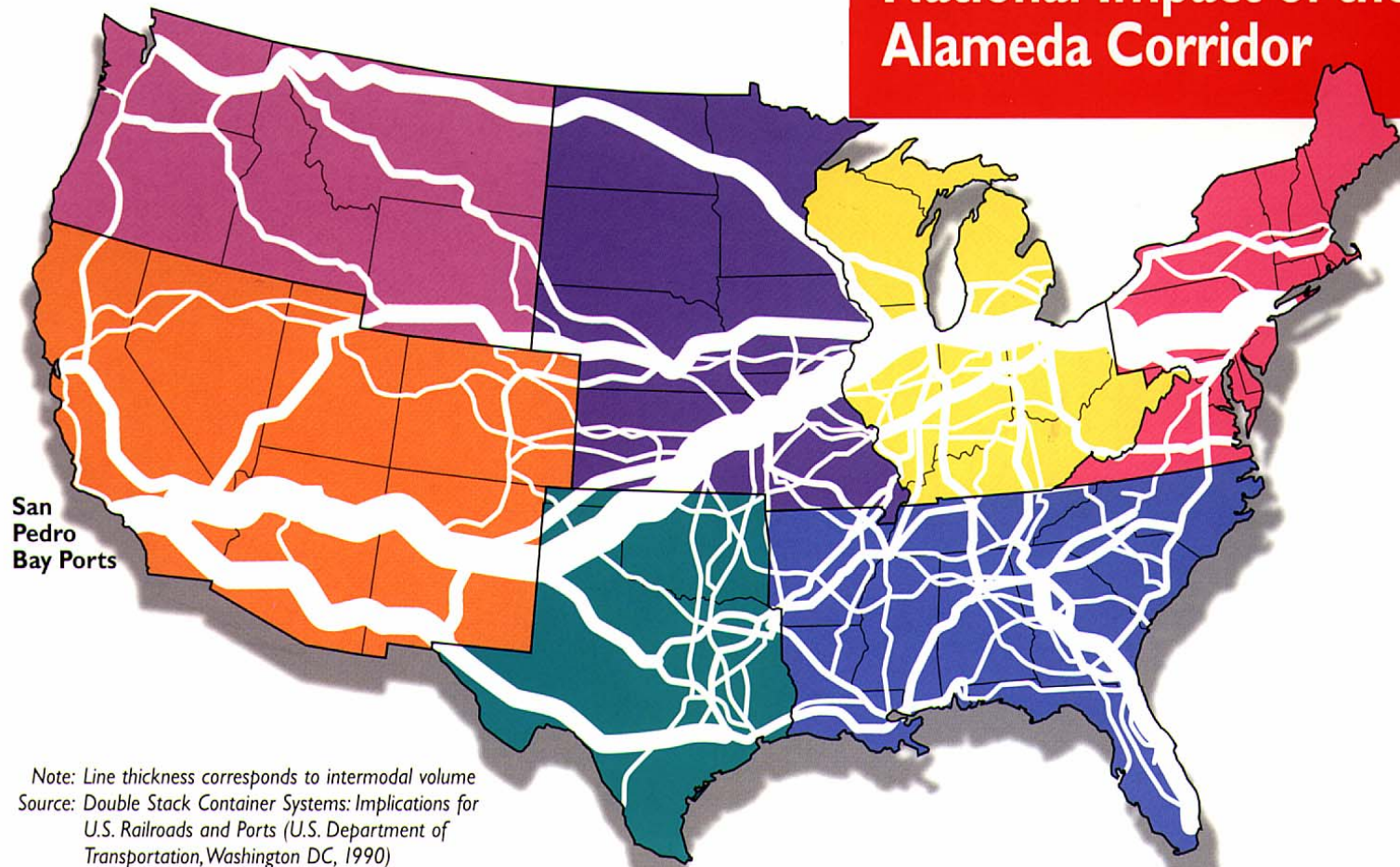
San Pedro Bay Projected Container Growth



Intermodal Goods Movement

Intermodal (Ship+Rail Transport) Trade Volume Today

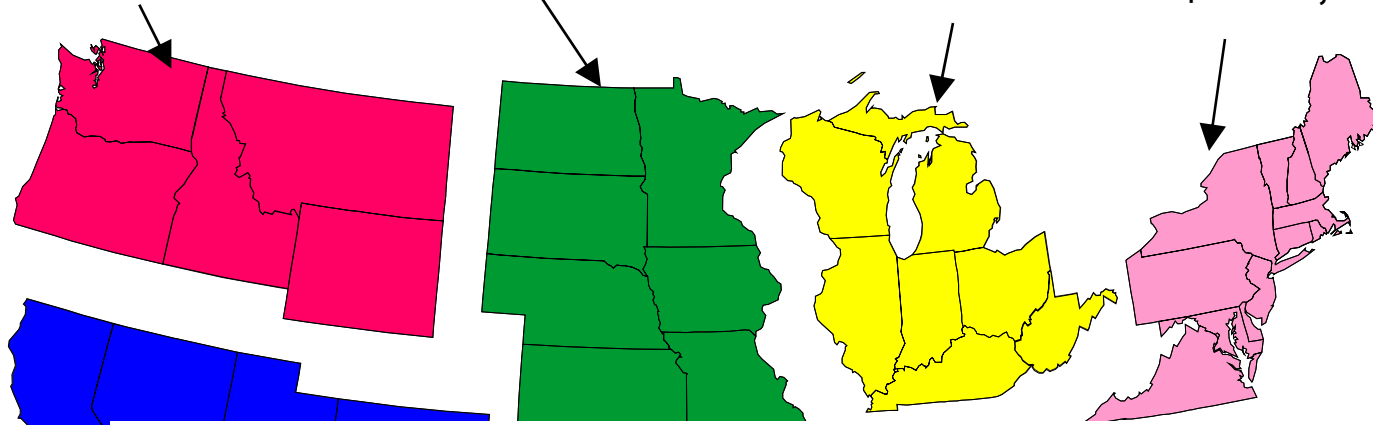
National Impact of the Alameda Corridor



Note: Line thickness corresponds to intermodal volume
Source: Double Stack Container Systems: Implications for U.S. Railroads and Ports (U.S. Department of Transportation, Washington DC, 1990)

Value of Containerized Trade Through Los Angeles and Long Beach

- 7** Northwest
 \$3.2B, **1%**
- 6** Great Plains
 \$19.3B, **8%**
- 2** Great Lakes
 \$53.7B, **21%**
- 5** Atlantic Seaboard
 \$25.9B, **10%**



Int'l Trade Total: \$256 Billion

- 1** Southwest
 \$82.0B, **32%**
- 4** South Central
 \$32.5B, **13%**
- 3** Southeast
 \$37.7B, **15%**

Rank

Note: AK/HI not shown

The Corridor

- An environmental mitigation project
- A capacity enhancement project





- 22-Mile – 40 m.p.h. Rail Corridor
- Consolidates 4 Branch Lines (10 m.p.h.)
- Reduced Conflicts at 200 Grade Crossings
- 10-Mile Trench Section
- 4 Million Cu. Yds. Excavation
- 50 Grade Separations and Bridges
- 2,000 Utility Interfaces
- Nearly 100 Miles of New Track with CTC

ACTA Construction Program

- \$1.2B construction budget
- 23 construction contracts (1998-2002)
- \$785M Mid-Corridor Trench Design-Build Contract (39 Months)

Design-Build Results

- Saved 14-20 months
- Obtained quality construction
- Contractor-initiated changes less than 3%
- Achieved 22% DBE goal
- Achieved job training and local hire goals





- On time
- Under budget
- Open for business
April 15, 2002
- 110 trains first 3 days



Post Corridor Completion Activities

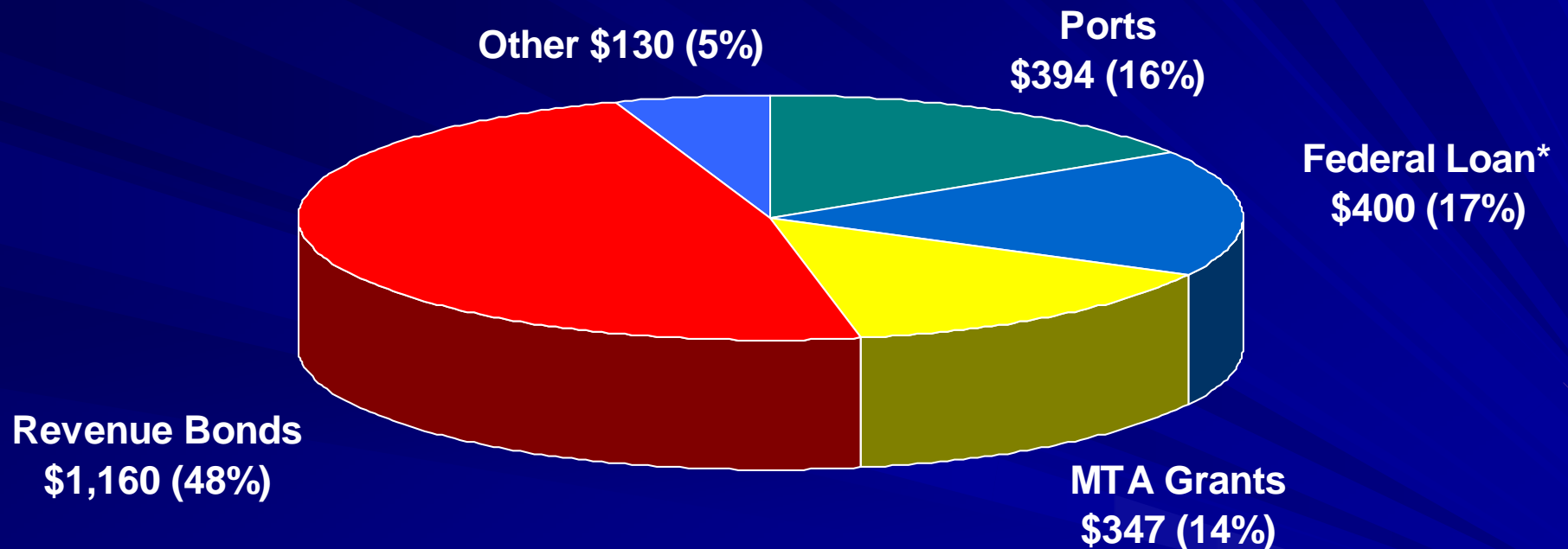
- Pacific Coast Highway project
- Anaheim Street Pump Station project
- Additional railroad projects
- Federal loan refinancing
- Colton Crossing Feasibility Study
- SR-47 Environmental Documents

Alameda Corridor Transportation Authority

- California Joint Powers Authority
- Created by the Cities of Long Beach and Los Angeles in 1989
- A single purpose agency
- Governed by a seven-member board (Cities, Ports, LACMTA)

Sources of Funding

(in Millions)



* Federal Loan was Repaid
on May 6, 2004 with
\$172 Million in Interest

Total Project Cost: \$2.43 Billion

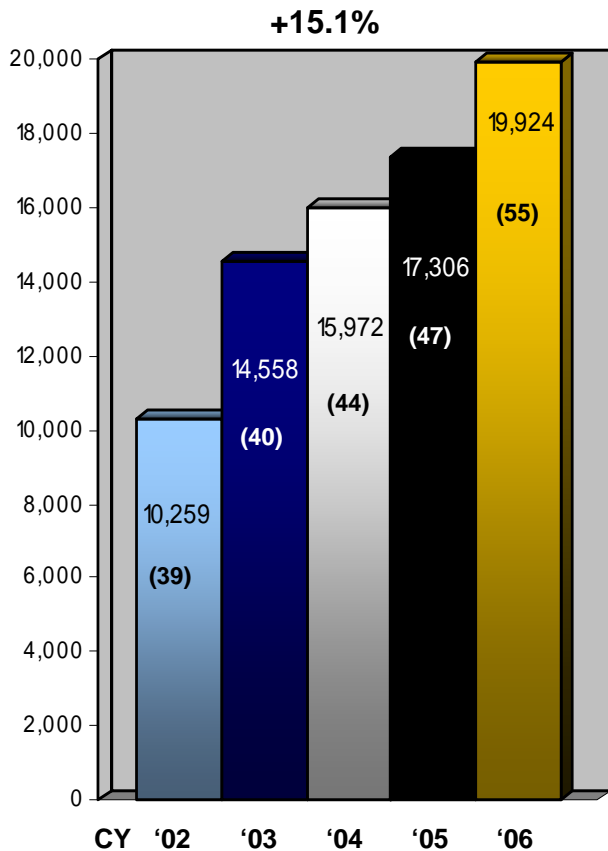
Alameda Corridor Fees (per TEU)

| <u>Type</u> | <u>Fee</u> | <u>% of Total Revenue</u> |
|---------------------------------|------------|---------------------------|
| Waterborne Full | \$18.04 | 94%* |
| Waterborne Empty | \$4.57 | 4.5% |
| Non-Waterborne Full or Empty | \$4.57 | <1% |
| Other Loaded Railcars (per Car) | \$9.13 | <1% |

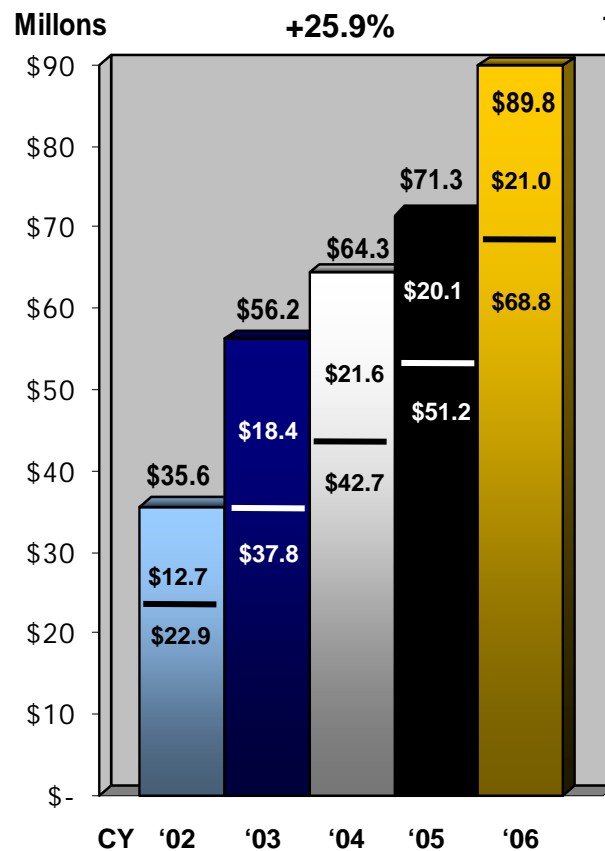
* 64% Use Fee, 30% Container Charge

Annual Performance Comparison

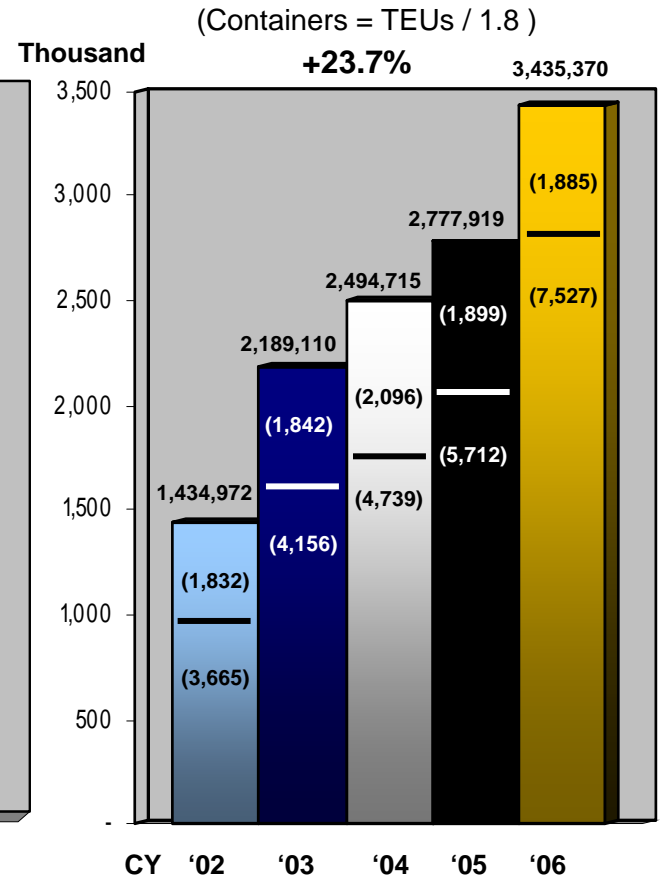
Number of Trains



ACTA Revenue *



Containers *



Note: Numbers in () = Daily Average for Year
 * (Railroad Self Assessed)

Top: Trucked Around Corridor
 Bottom: Uses Corridor

Top: Trucked Around Corridor
 Bottom: Uses Corridor

Environmental Performance

- Over 2,300 tons of NO_x and PM removed
- For every ton removed by improved rail speed a ½ ton is removed from idling vehicles at crossings
- Does not include truck emissions removed due to Corridor use
- One train is the equivalent of 250-280 trucks
- Rail is more energy efficient and less polluting on a ton-mile basis than trucks

Annual Emissions Reductions (tons/year)

| Year | ROG | CO | NOx | PM10 | SOx | Total |
|-------------------|-------|---------|---------|------|------|---------|
| 2002* | 85.8 | 822.4 | 324.7 | 13.2 | 5.5 | 1,251.6 |
| 2003 | 84.2 | 778.3 | 407.3 | 16.8 | 7.2 | 1,293.8 |
| 2004 | 83.9 | 771.2 | 438.2 | 18.4 | 7.7 | 1,319.4 |
| 2005 | 81.0 | 728.8 | 452.0 | 18.9 | 4.7 | 1,285.4 |
| 2006 | 91.0 | 750.2 | 631.1 | 23.1 | 0.7 | 1,496.1 |
| Cumulative | 425.9 | 3,850.9 | 2,253.3 | 90.4 | 25.8 | 6,646.3 |

* True benefits start in April 2002 with the new Corridor and are not annualized.

Other Environmental Benefits

- Grade crossing delays Reduced 90%
- Train stops Reduced 75%
- Locomotive hours Reduced 30%
- Noise & vibration Reduced 90%
- Aesthetics Greatly improved



Before



After

Is the Corridor Running at Capacity?

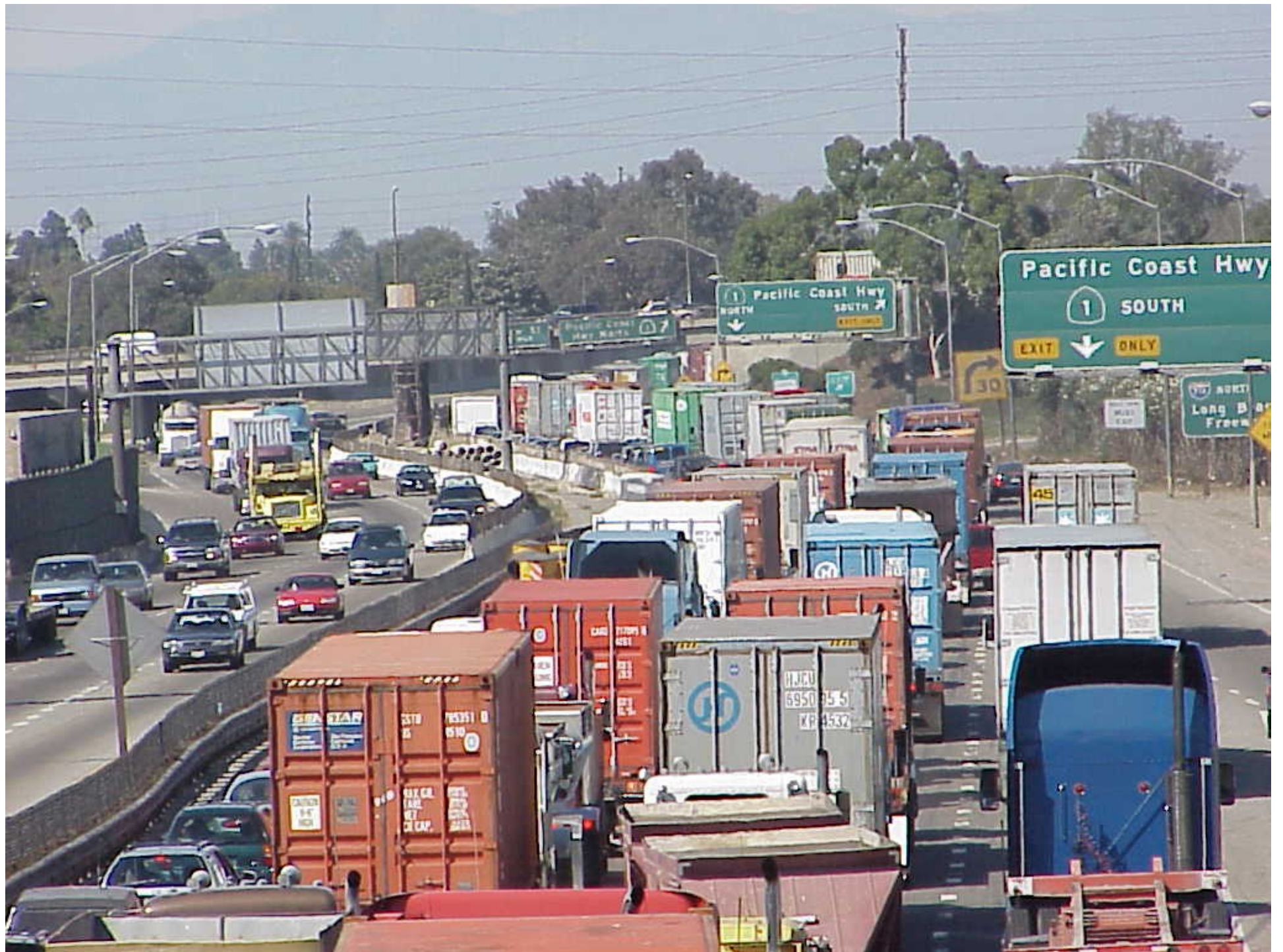
- Corridor was built with excess capacity to meet port cargo demands of the future – 2020 and beyond
- Average number of trains per day for the year-to-date is 55 (train every 26 minutes)
- Corridor has practical “capacity” of over 150 daily train movements (train every 10 minutes)

Why Can't All Trucks be Shifted to Rail?

- Rail only economical for trips over 800 miles
- Trucks are needed for all local and regional distribution
- Truck trips to downtown rail yards and inland distribution centers can possibly be shifted to rail

The Future of Goods Movement

- International trade and population are growing rapidly
- Existing infrastructure needs upgrading to keep pace
- New funding is limited to non-existent
- If funding was available, it would take years to plan and build projects
- Construction will cause added congestion
- In the interim, must optimize use of existing infrastructure



ACTA's Expanded Mission

Initiatives

1. Extended Terminal Gate Hours
 2. Increase Use of On-Dock Facilities
 3. Shuttle Trains
 4. New Near-Dock Rail Facility
 5. SR-47 Project
 6. Participate in Goods Movement Studies
 7. Funding Options
 8. Empty Container Storage Survey
 9. Inland Truck Depots
- Optimizes use of existing infrastructure

Regional Benefits of Trade Growth

- SCAG region dropped from 4th to 11th in average payroll per job (1991-2001)
- 550,000 existing logistics jobs have helped to replace lost manufacturing jobs
- These jobs do not require advanced schooling
- 1.3M more jobs, if projected trade growth can be accommodated

Growth Impediments

- Air quality issues
- Terminal capacity
- Labor availability
- Trucker availability
- Rail capacity and grade separations
- Freeway capacity

Alameda Corridor East

