

" A PROJECT OF NATIONAL SIGNIFICANCE "



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

January 31, 2006

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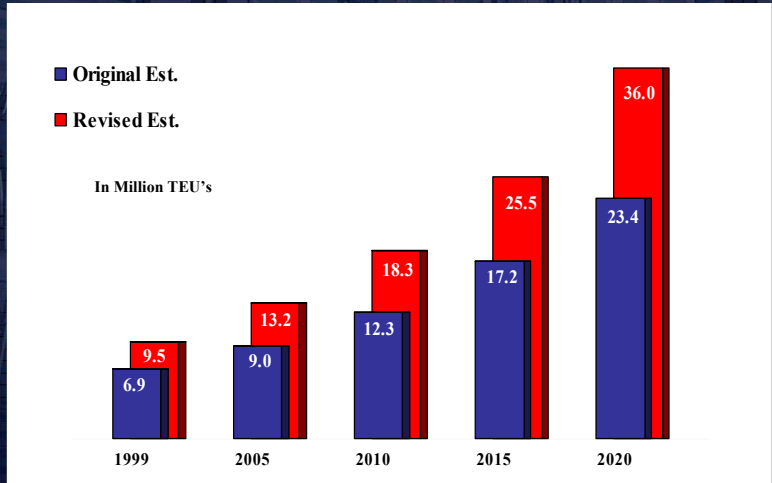
Asian Imports

- Ports of LA and LB are the 5th largest complex in the world
- Handle 60% of Asian imports entering U.S. (about 20% Panama Canal, 20% other West Coast Ports)
- Two-thirds of imports leave Southern California, one-third stays
- Virtually all imports that leave Southern California use rail (Phoenix & Las Vegas excepted)

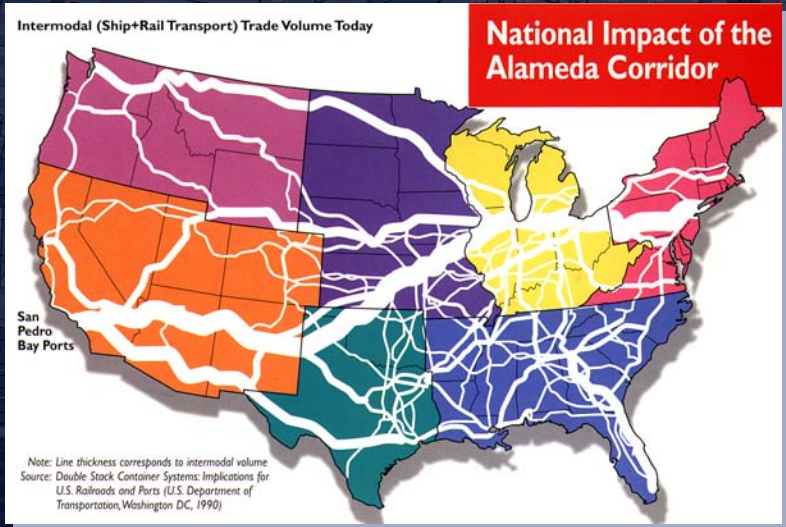


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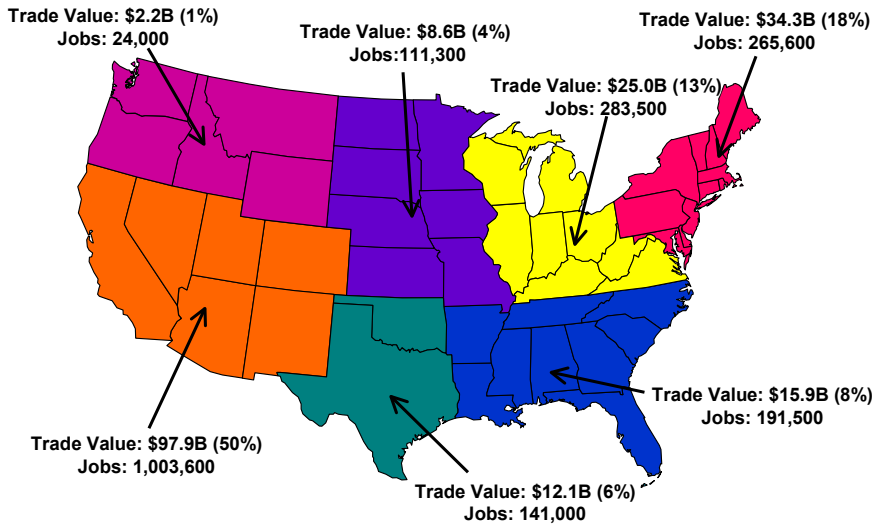
San Pedro Bay Projected Container Growth



Intermodal Goods Movement



Impact of International Trade Value & Number of Jobs



Source: OnTrac Trade Impact Study

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The Corridor

- An environmental mitigation project
- A capacity enhancement project

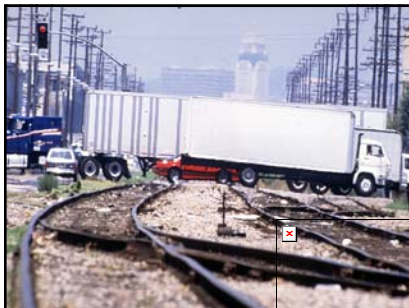




ALAMEDA CORRIDOR

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- 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



THE ALAMEDA CORRIDOR

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ALAMEDA CORRIDOR

- On time
- Under budget
- Open for business
April 15, 2002

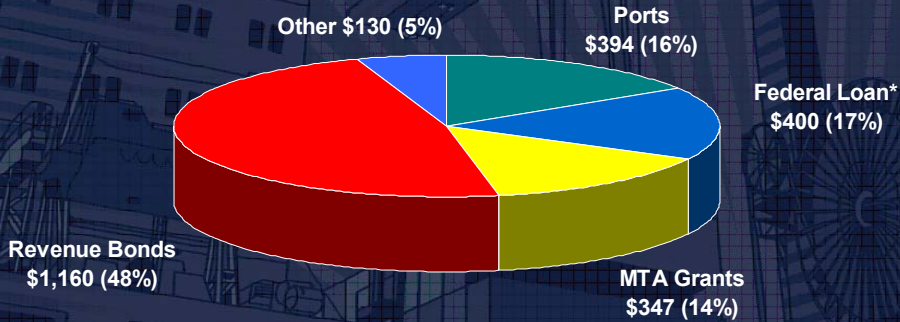


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THE ALAMEDA CORRIDOR

Sources of Funding

(in Millions)



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

Total Project Cost: \$2.43 Billion

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Alameda Corridor Fees (per TEU)

<u>Type</u>	<u>Fee</u>	<u>% of Total Revenue</u>
Waterborne Full	\$16.75	94%*
Waterborne Empty	\$4.47	4.5%
Non-Waterborne Full or Empty	\$4.47	<1%
Other Loaded Railcars (per Car)	\$8.94	<1%

* 64% Use Fee, 30% Container Charge

Rail Usage

- Corridor carries nearly 30% of imports
- Corridor collects revenue on another 13% of imports that are trucked around Corridor
- About 20% of imports leave by rail after reconsolidation

Is the Corridor Running at Capacity?

- Corridor was built with excess capacity to meet port cargo demands of the future – 2020 and beyond
- Currently 47 average daily trains (train every 30 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 1,000 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



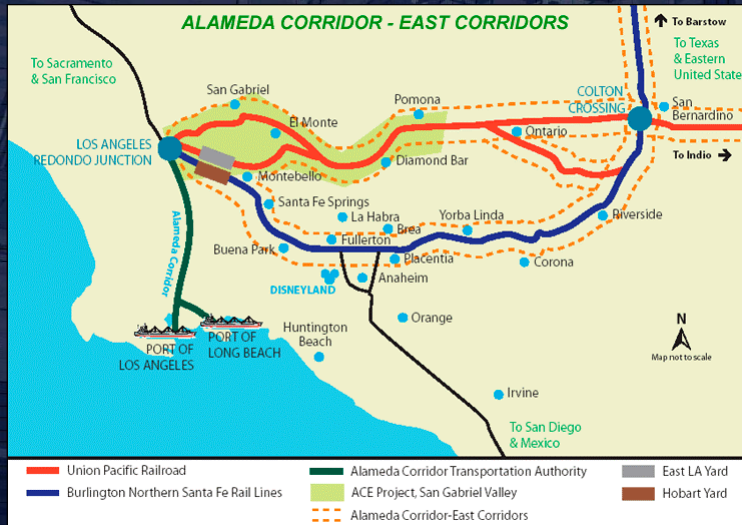
THE ALAMEDA CORRIDOR

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
- 500,000 more jobs, if projected trade growth can be accommodated

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Alameda Corridor East



Alameda Corridor East

- 35-mile rail corridor east of the Alameda Corridor
- Series of crossing improvements and 20 grade separations
- Program to be expanded
- Approximately \$2.5B needed for grade separations

Train Counts

	<u>2000</u>	<u>2010</u>	<u>2025</u>
BNSF Freight	57	80	120
BNSF Passenger	46	75	100
UPRR Freight	55	85	130
UPRR Passenger	12	25	40
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	170	265	390

Source: LAEDC, October 2002

Additional Rail Improvements

- Grade separations east of Los Angeles
- New intermodal facilities
- Additional mainline tracks
- Colton Crossing