

" 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

Making Investments to Move Goods

June 30, 2005

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.
- \$200B in trade annually
- 40% of all waterborne U.S. trade
- 60% of all Asian imports
- Over 60% distributed to rest of Nation



Ports Access Infrastructure



If this is the present, what's the future?

The Future of Goods Movement

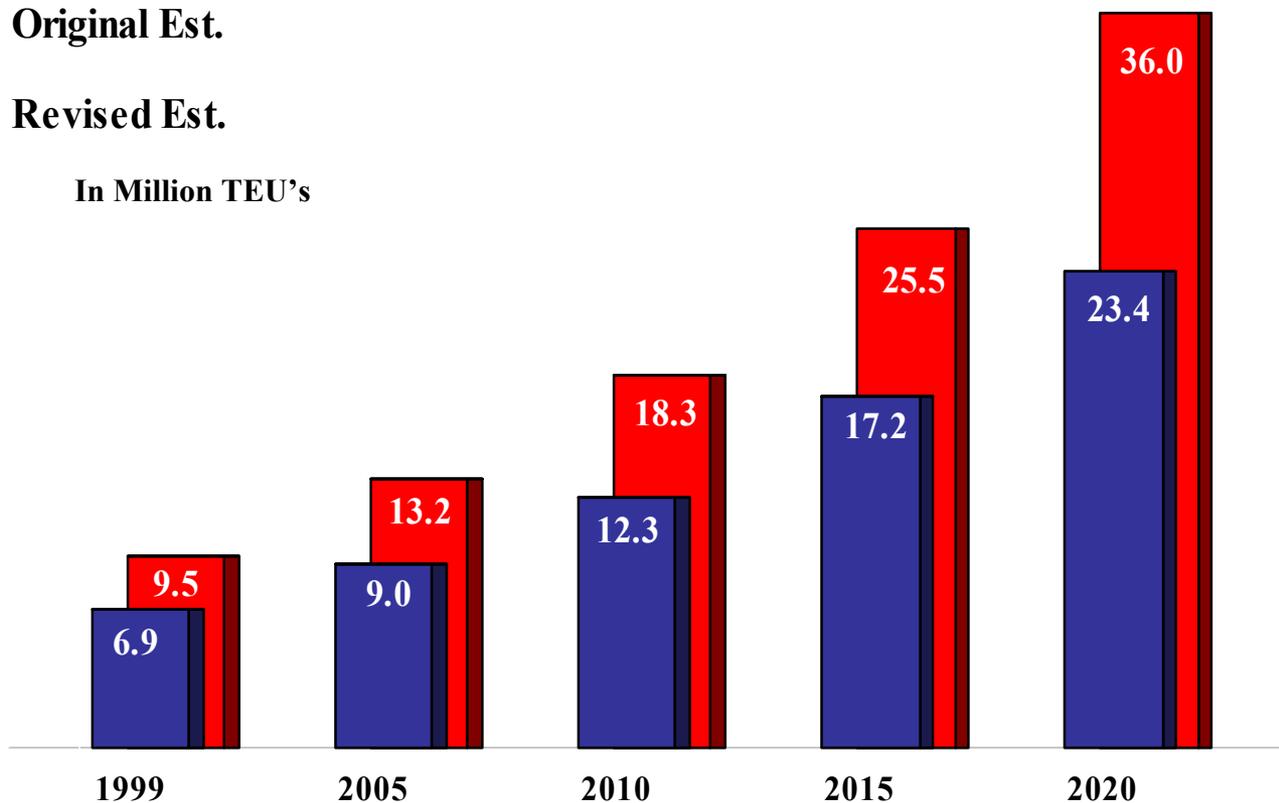
- International trade and population are growing rapidly
- Existing infrastructure needs upgrading to keep pace
- New funding is limited to non-existent
- If funding was available, it would take years to plan and build projects
- Construction will cause added congestion
- In the interim, must optimize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

San Pedro Bay Projected Container Growth

■ Original Est.

■ Revised Est.

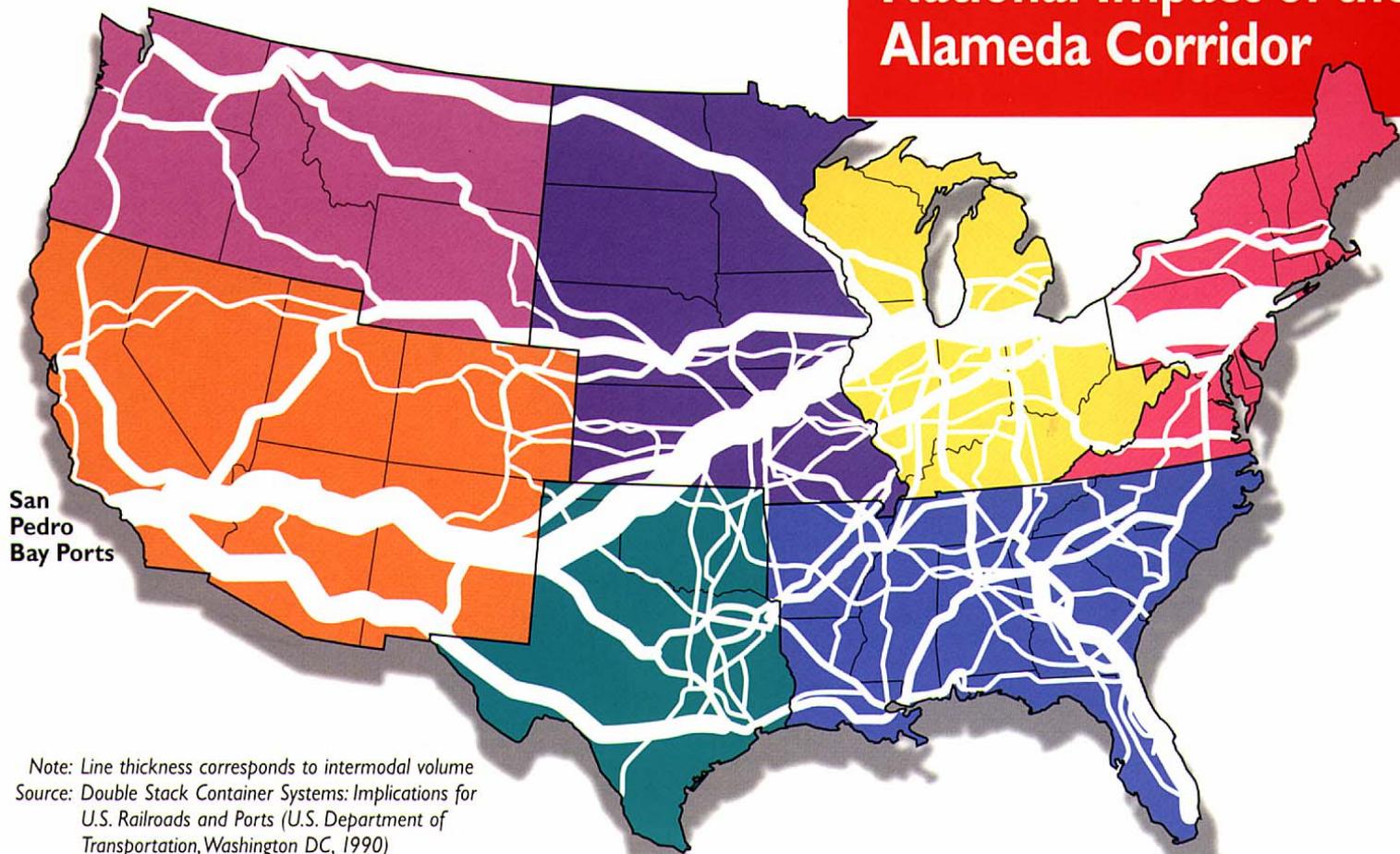
In Million TEU's



Intermodal Goods Movement

Intermodal (Ship+Rail Transport) Trade Volume Today

National Impact of the Alameda Corridor



San Pedro Bay Ports

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)

-  Alameda Corridor
-  BNSF Intermodal Railyard
-  UP Intermodal Railyard

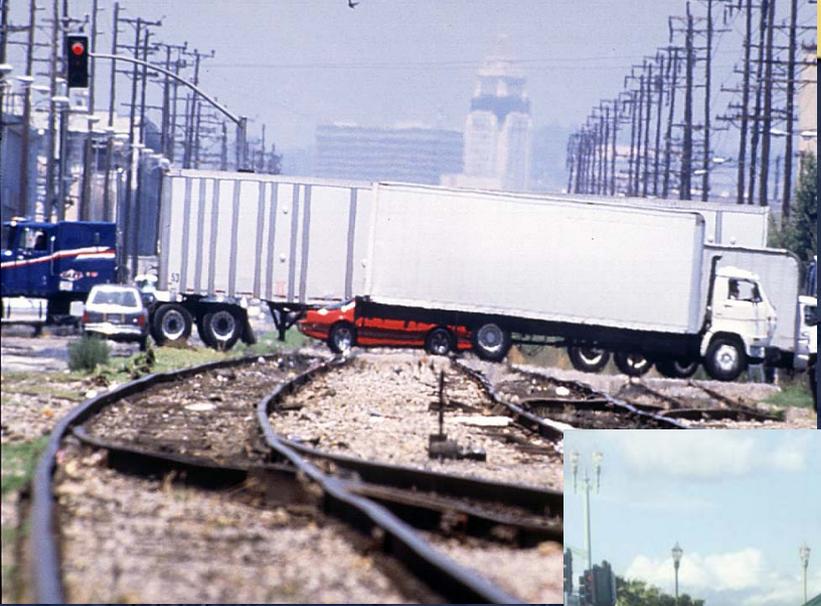
Los Angeles Rail Lines



- **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**
- **40 Grade Separations**
- **2,000 Utility Interfaces**

THE ALAMEDA CORRIDOR

A PROJECT OF NATION



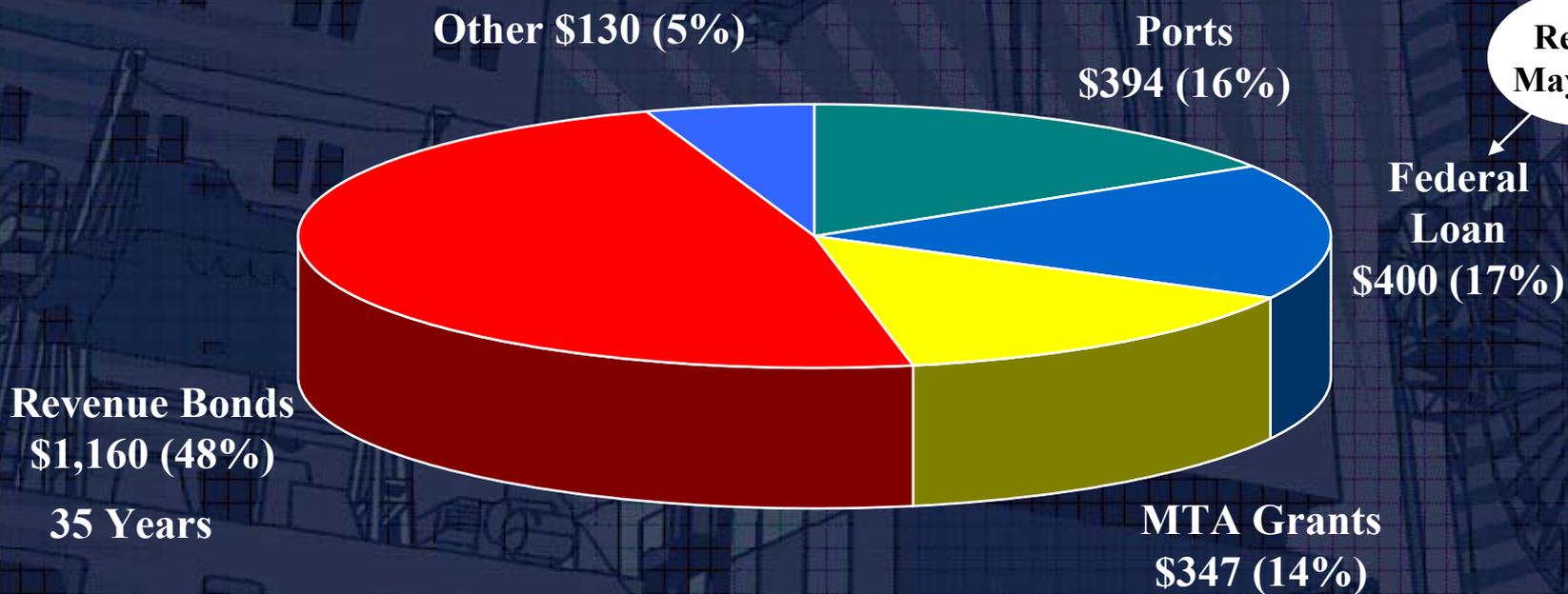


- On time
- Under budget
- Open for business
April 15, 2002
- Over 5,500 containers
per day (9,000 TEU's)
- Over 45,000 trains in
first 3 years



Sources of Funding

(in Millions)

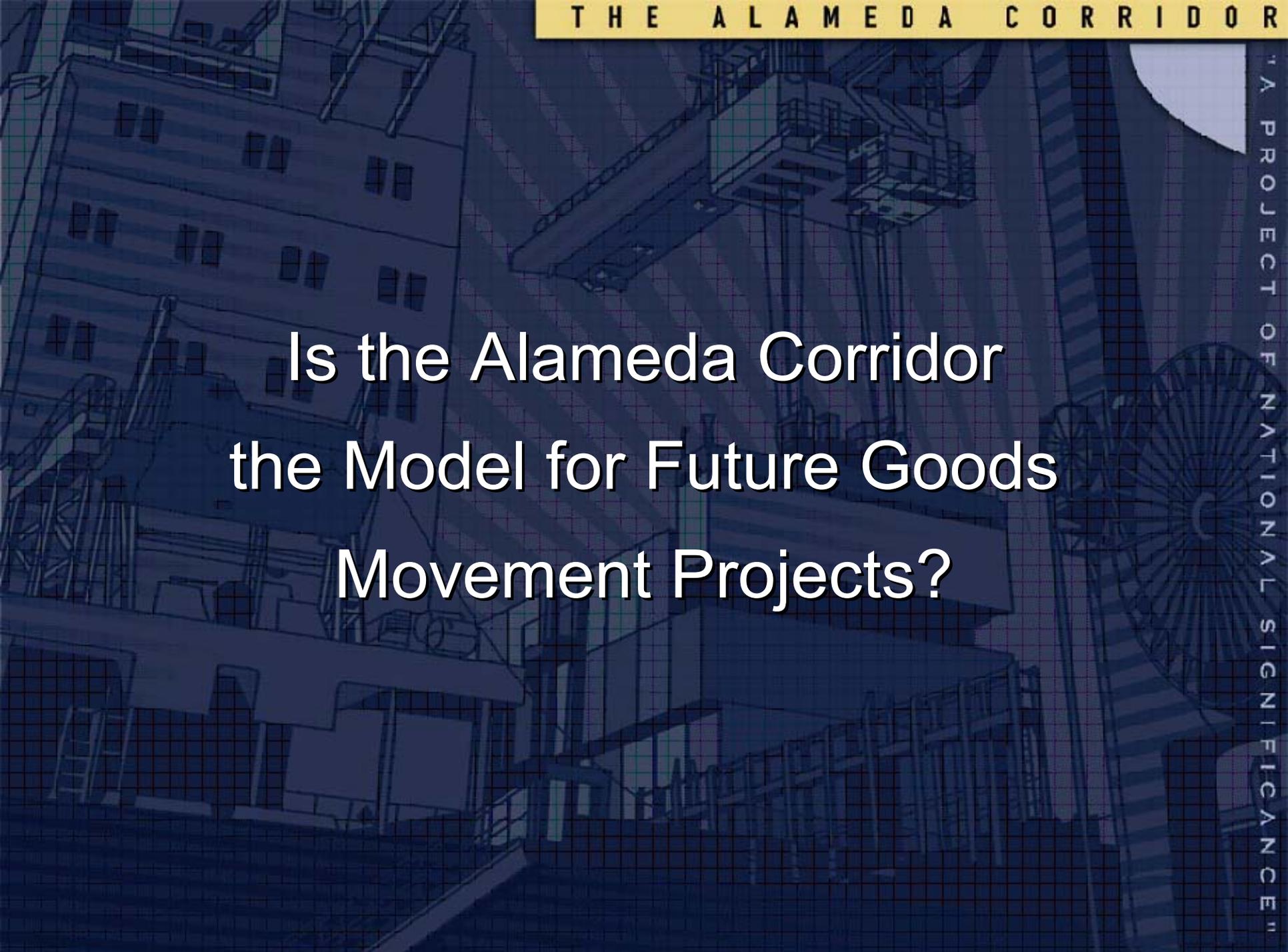


Total Project Cost: \$2.43 Billion

Annual Debt Service: \$75M (2005) → \$201M (2033)

Use Fees & Container Charges

Waterborne Loaded Containers (94%)	\$16.26/TEU
Non-Waterborne Loaded Containers	\$4.34/TEU
Empty Containers	\$4.34/TEU
Other Rail Cars	\$8.67/TEU
1994 Revenues	\$64.2M



Is the Alameda Corridor the Model for Future Goods Movement Projects?