

UNIQUE PARTNERSHIP OPENS \$2.4 BILLION FREIGHT RAIL PROJECT ON TIME, ON BUDGET, PROVIDES GOOD-GOVERNMENT MODEL

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LOS ANGELES COUNTY, CALIF. – A first-of-its-kind freight rail expressway opens this week in Los Angeles County, speeding everyday consumer products from the nation's two busiest ports to the transcontinental rail yards near downtown Los Angeles, providing a model for public-private partnerships and delivering multiple benefits to the nation, state and region.

One of the nation's largest public works projects, the \$2.4 billion Alameda Corridor is opening on time and on budget. Reflecting the project's significance, more than 1,000 people – including U.S. Secretary of Transportation Norman Y. Mineta, California Gov. Gray Davis, Los Angeles Mayor James Hahn and Long Beach Mayor Beverly O'Neill – are expected to attend a grand opening ceremony on April 12.

Stretching through eight cities along its 20-mile route, the Alameda Corridor is a series of bridges, underpasses, overpasses and street improvements that separate freight rail, passenger rail and street traffic. The centerpiece is the Mid-Corridor Trench, a 10-mile-long below-ground trainway that runs parallel to Alameda Street. By consolidating four railroad branch lines serving the ports, the Alameda Corridor eliminates more than 200 at-grade crossings where rail and street traffic conflict, thereby easing traffic congestion and significantly reducing air and noise pollution from idling trains, trucks and cars.

The Alameda Corridor was built by the Alameda Corridor Transportation Authority (ACTA), a joint powers authority governed by the cities of Los Angeles and Long Beach, the ports of Los Angeles and Long Beach, and the Los Angeles County Metropolitan Transportation Authority. When operations begin April 15, the Alameda Corridor will be operated by a unique partnership between the Port of Los Angeles, the Port of Long Beach, Burlington Northern and Santa Fe Railway and Union Pacific Railroad.

"The Alameda Corridor was a monumental undertaking and an example of what can be accomplished when government agencies join together to work in cooperation with the private sector," ACTA Chief Executive Officer James C. Hankla said. "The project also demonstrates that we can facilitate economic growth and international trade without sacrificing quality of life."

The adjacent ports of Los Angeles and Long Beach are the two busiest seaports in the nation, handling more than \$200 billion in cargo in 2001. Approximately half of the cargo – including

everyday consumer products such as electronics, apparel and shoes – is transported by train outside of Southern California to destinations across the country. The volume of cargo containers handled by the ports doubled in the 1990s to approximately 8 million units. Those volumes continue to increase, and the ports project more than 24 million units by 2020.

Today, there are 20-35 daily train trips on the branch lines serving the ports, with trains averaging 10-20 mph. The Alameda Corridor is designed to accommodate the 100 daily train trips to and from the ports projected for 2020, with trains averaging 30-40 mph.

By providing a more efficient way to transport cargo, the Alameda Corridor delivers significant economic benefits to the nation, state and region. Leaving a legacy beyond construction of a public works project, the Alameda Corridor also provided direct benefits to local communities and residents. Among them were:

§ Construction industry-specific job training for 1,281 local residents, including 637 placed in union apprenticeships.

§ On-the-job training and education credits for more than 420 young adults who performed multiple community beautification projects through the Alameda Corridor Conservation Corps program.

§ Aggressive outreach and technical assistance for disadvantaged businesses, which earned Alameda Corridor contracts worth more than \$285 million.

§ The repaving of Alameda Street and other improvements to improve traffic flow, including new turn lanes, curbs and gutters and synchronization of traffic signals.

§ Extensive landscaping and other beautification work along Alameda Street, including thousands of new trees, decorative lighting and paving and public plazas.

The Alameda Corridor was funded through a unique blend of public and private sources, including \$1.16 billion in revenue bonds sold by ACTA, a \$400 million loan from the U.S. Department of Transportation and \$394 million from the ports. Bond debt service will be paid with fees collected from the railroads for the transportation of cargo containers outside of Southern California.

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