



## ALAMEDA CORRIDOR MARKS 10<sup>TH</sup> ANNIVERSARY

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LOS ANGELES COUNTY - Sunday April 15, 2012 marks the 10<sup>th</sup> anniversary of the first train transporting cargo from the San Pedro Bay Ports through the Alameda Corridor.

Designed to improve the efficiency of transporting cargo from the Los Angeles and Long Beach ports to the rest of the nation, the Alameda Corridor's operation has also resulted in significant air emission reductions and lessened the traffic impacts resulting from dramatic trade growth through the ports over the past decades. About two-thirds of the import containers coming into the local ports are moved by trucks to warehouses and distribution centers around the region and do not use the Corridor.

According to ACTA, in the Alameda Corridor's 10 years of operation more than 150,000 trains have moved more than 20 million containers through the 20-mile freight rail expressway linking the ports of Long Beach and Los Angeles to the transcontinental rail network near downtown Los Angeles.

"The Alameda Corridor was designed to take trucks off local freeways and trains off the rail lines that go through our neighborhoods, and it works beautifully," said Long Beach City Councilman Gary DeLong, chairman of ACTA's governing board. "Without the rail line dedicated to port traffic, we would have seen massive and continuous gridlock all around Southern California, especially during the height of the import boom a few years ago. The Alameda Corridor has improved the quality of life in the surrounding

neighborhoods by reducing air emissions, improving infrastructure for the business community, and creating jobs."

The Alameda Corridor is a series of bridges, underpasses, overpasses and street improvements that separate freight trains from street traffic and passenger trains, facilitating more efficient movement throughout the local transportation network. The project's centerpiece is the Mid-Corridor Trench, which carries freight trains in an open trench that is 10-miles long, 33-feet deep and 50-feet wide between Route 91 in Carson and 25th Street in Los Angeles.

Prior to completion of the Corridor, trains on the four low-speed branch lines that were consolidated onto the Corridor would cross more than 200 at-grade crossings at an average speed of 10-15 miles per hour. It was common for a motorist to wait 20-30 minutes while a 6,000 foot long train passed the crossing. The Alameda Corridor eliminated conflicts at those 200 crossings. Trains now travel along the Corridor at an average speed of 40 miles per hour.

"The Alameda Corridor is a great example of how different groups can work together to find solutions to complex problems that affect all of us," said newly elected Los Angeles City Councilmember Joe Buscaino, an incoming member of ACTA's governing board. "I'm excited to learn more about the Corridor and how we can use it to keep our ports competitive and create good jobs."

At the peak of the economic boom in 2006, an average of 55 trains per day used the Corridor. That dropped with the economic downturn and rebounded to 42 trains per day in 2011, but with an average of 100 more containers on each train. The average length of a train from the ports has grown from 6,000 to 8,000 feet (a mile and a half long) carrying more than 300 rail containers, and some trains are more than 10,000 feet long.

In addition to relieving traffic congestion, the Alameda Corridor has had a significant, positive impact on air quality. According to ACTA, more than 13,000 tons of total emission reductions have resulted from the consolidation of freight rail operations and the alleviation of traffic congestion at rail crossings in the Southland. The air quality benefits resulting from the Alameda Corridor's operation will

continue to increase as usage of the Corridor grows, because trains generate significantly less pollution than the number of trucks (300 or more) needed to move an equivalent volume of cargo.

For more information, please visit [www.acta.org](http://www.acta.org).

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