



Alameda Corridor Transportation Authority

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## **ALAMEDA CORRIDOR SUPPORTS FORMATION OF GOODS MOVEMENT CAUCUS IN CONGRESS**

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**LOS ANGELES COUNTY** – Consistent with its goal of facilitating trade-related transportation infrastructure, the Alameda Corridor Transportation Authority (ACTA) supports formation of a Goods Movement Caucus established by Rep. Juanita Millender-McDonald (D-Carson) and Rep. Lincoln Diaz-Balart (R-FL).

“A Goods Movement Caucus should help focus attention on the need to construct transportation infrastructure to maintain the region’s position as a trade gateway and fully capitalize on the economic benefits of intermodal commerce,” ACTA Chief Executive Officer James C. Hankla said. “The Alameda Corridor – a 20-mile freight rail expressway linking the Ports of Los Angeles and Long Beach to the transcontinental rail yards – was an important step in improving the region’s transportation infrastructure to make goods movement more efficient, safe and secure. But many other improvements are needed for our transportation network.”

Hankla noted that Millender-McDonald has been a longtime supporter of the Alameda Corridor project and of improving transportation infrastructure to facilitate the movement of cargo to and from the ports. The Port of Los Angeles and the Port of Long Beach are the two busiest seaports in the nation and, together, the third busiest port complex in the world, handling more than 10 million container units per year. Container movements are projected to more than triple by 2020.

The \$2.4 billion Alameda Corridor, which opened in April 2002, was built by ACTA, a joint powers authority governed by the cities and ports of Los Angeles and Long Beach and the Los Angeles County Metropolitan Transportation Authority.

ACTA is pursuing other efforts to improve the region’s trade-related transportation infrastructure. For example, under a cooperative agreement with the California Department of Transportation (Caltrans), ACTA is managing design and construction of the Pacific Coast Highway Grade Separation to separate street traffic from rail traffic in the port community of Wilmington. In addition, ACTA and Caltrans are studying the feasibility of a dedicated truck expressway from the Commodore Heim Bridge to Alameda Street near Pacific Coast Highway.

“Congresswoman Millender-McDonald and Congressman Diaz-Balart deserve congratulations for establishing a Caucus dedicated to the relationship between goods movement, transportation and the economy,” Hankla said. “We look forward to working with members of the Goods Movement Caucus on these important issues.”

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