

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY

**PROGRAM & OPERATING BUDGET
FISCAL YEAR 2009/2010**



Adopted

May 14, 2009



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ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY

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May 14, 2009

Governing Board
Alameda Corridor Transportation Authority

I am pleased to transmit the Fiscal Year 2009/2010 (FY10) Budget for the Alameda Corridor Transportation Authority incorporating both operating and capital expenses. FY10 will be ACTA's eighth full fiscal year following initiation of revenue service.

At the end of FY09, the Corridor will have carried an estimated 27.1 million TEUs. An additional 8.4 million fee-generating, off-corridor TEUs will have been moved to and from rail loading facilities beyond the Corridor. Total fees assessed from inception are estimated to be \$536.2 million through June 2009. Another \$75.1 million is anticipated in FY10. Both ACTA and the Railroads will have expended \$31.9 million on maintenance through FY09 and will expend another \$7.4 million on maintenance in FY10.

About 118,000 trains will have moved through the Corridor by the close of FY09, and to date an estimated 10,000 tons of pollutants have been removed from the air through Corridor rail efficiency and reduced vehicle idling at grade crossings.

ACTA is committed to achieving the region's quality of life goals, such as reduced congestion, improved traffic safety and better air quality, while at the same time ensuring the efficient movement of goods so critical to a vibrant local, regional and national economy. The San Pedro Bay Ports are the gateway for over forty percent of the waterborne imports into this country. The economic impact of these two Ports on the entire nation is measurable and indisputable. A study by ACTA and the Ports determined that in 2005 the two ports generated \$256 billion in trade value and 3.3 million jobs for the nation. Local political, business and community leaders share a common challenge to preserve this economic mainstay and to enhance it in an environmentally responsible manner.

The ACTA Governing Board through its revised Expanded Mission has charged ACTA staff with developing and building the SR-47 Heim Bridge Replacement/Port Access Expressway and a new Cerritos Channel Rail Bridge. During FY09, ACTA secured \$196.3 million of State Trade Corridors Improvement Funds for these two projects. In an effort to further the region’s air quality goals, the ACTA Board also charged staff with working with the Ports and other regional entities such as SCAG and LA Metro to plan the development of a zero emissions electric container mover system.

Staff is grateful for the leadership of its Board and its commitment to implement solutions that improve the regional quality of life and preserve and grow the economy.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'John T. Doherty', with a long horizontal line extending to the right.

John T. Doherty, P.E.
Chief Executive Officer

ACTA History & Budget Overview





ACTA History & Budget Overview

The Alameda Corridor Transportation Authority (ACTA) was established in 1989 as a Joint Powers Authority of the Cities of Long Beach and Los Angeles. Throughout the 1990's, planning, financing, and engineering efforts dominated ACTA's agenda. Construction began in 1997 with the Los Angeles River Bridge Project, and moved into an accelerated mode shortly thereafter when full project funding was secured. The original project was completed and the Corridor opened for Revenue Service on April 15, 2002. The Pacific Coast Highway Grade Separation Project and the Anaheim Pump Station Project, follow-on ACTA efforts, were completed in March 2004 and June 2005, respectively. Various other additional Corridor projects have also been completed or are underway.

Since 2002, ACTA's effort has focused on:

- Completion and closeout of property issues related to the original project;
- Completion of additional Corridor projects as approved by ACTA, the Ports and the Railroads in 2002;
- Transition of ACTA into an operating entity for the purpose of managing Corridor operations, maintenance, and revenue collection;
- Development, implementation and support of goods movement efficiency and environmental mitigation projects such as the State Route 47 Port Access Expressway Project (SR-47 Project), PierPASS, and the green port initiatives vital to improving the Southern California environment and to promoting clean growth.

In January 2004, the Governing Board expanded the mission of ACTA, authorizing initiatives to reduce truck traffic congestion, improve air quality and public health, and enhance traffic safety. Most recently the Board has added the development of a local and regional zero emissions electric container mover system to the Expanded Mission.

Congestion Relief Through Efficient Freight Movement

Central to ACTA's overall mission is the efficient movement of goods entering or leaving the United States via the San Pedro Bay Ports. The Alameda Corridor was one of the most ambitious public works efforts ever undertaken to promote economic growth, and address highway traffic congestion. The reduction of truck traffic on the highways serving the Ports was one of ACTA's primary goals. Before ACTA completed the Corridor, it was already looking at ways to improve the movement of trucks carrying freight to and from the Ports and to increase use of rail for transporting containers. Studies have shown that moving cargo by rail is more energy efficient and produces far less emissions than by truck. One train is the equivalent of nearly 300 trucks, and a train can move a ton of freight 420 miles on a single gallon of fuel.

The Board authorized ACTA to work with Caltrans to evaluate the feasibility of developing an expressway linking Terminal Island with the recently improved Alameda Street, a project known as the SR-47 Project. This project also replaces the seismically deficient Schuyler Heim Lift Bridge. The primary purpose of this project is to reduce congestion on the freeways serving the Ports by providing alternate reliable access to local distribution centers and rail yards. In April 2008, the CTC approved \$158 million in funding from State Prop 1B bond funds for this \$687 million project.

ACTA History & Budget Overview

ACTA Supports Air Quality Standards

Maintaining acceptable air quality standards is necessary for a vibrant economy and a healthy California. The Alameda Corridor was a model public infrastructure project that achieved both environmental and economic goals. Primarily an environmental mitigation project, it enhanced freight rail capacity as well. From its inception, the project was identified as an important element of the region's air quality management and mitigation plan.

By eliminating rail and vehicle conflicts at 200 grade crossings and speeding the movement of trains through industrial, commercial, and residential areas, the Corridor has produced tangible benefits in noise, traffic, emissions and accident reductions, as well as improved response times for emergency service vehicles. Furthermore, ACTA disposed of millions of tons of contaminated soil. In addition, one of the most blighted areas of the County located near the Ports was purchased and substantially improved by ACTA. Throughout construction, ACTA maintained an ongoing working relationship with government agencies charged with regulating environmental cleanup. Since operations began, over 8,000 tons of pollutants have been eliminated due to more efficient rail service and reduced traffic delays at rail crossings.

ACTA's future focus will be the preparation of preliminary engineering and environmental evaluations to implement additional rail and highway projects in and around the Ports intended to improve the quality of life of surrounding communities by easing congestion and reducing pollution. ACTA's proactive community outreach program, a component of the successful development of the Corridor, will be re-initiated for these projects, thus allowing valuable public input on community and environmental concerns.

ACTA is proud to be exploring and initiating programs and projects that are intended to improve air quality in the region.

Next Steps

When the Governing Board authorized ACTA's Expanded Mission in January 2004, it approved several initiatives intended to accomplish that mission. Thereafter, other initiatives were added. These initiatives are listed below.

Short-Term Initiatives

- Coordinate with the Ports, shippers and wholesalers/retailers the extending of operating hours of the intermodal distribution system to more efficiently utilize existing infrastructure by shifting daytime trips to nighttime trips.

That effort was accomplished when industry successfully initiated the PierPASS Program in August of 2005. Over thirty-percent of truck trips were immediately shifted to off-peak hours, and over 8 million truck trips have been shifted to date.

- In conjunction with the Ports and Railroads, evaluate ways to increase the use of existing on-dock rail facilities.

As a result of that concerted effort, on-dock volumes have grown from 14% to 24% of total port volume, resulting in doubling Alameda Corridor container volumes since operations began.

- Evaluate the viability of a shuttle train operation between the Ports and the Inland Empire and initiate a shuttle pilot program.

Although the pilot program is presently on hold due to certain long-term financial and facility capacity issues, the shuttle train concept holds great promise.

- Work with other regional entities to evaluate goods movement needs.

Approval by voters in November 2006 of the Prop 1B Transportation Bond led to the formation of the Regional Consensus Group that this past year identified the region's most critical and ready-to-develop goods movement projects for funding from Prop 1B. This group will continue to work toward securing regional goods movement funding from the 2009 Federal Highway Reauthorization.

- Promote the development of inland container yards to encourage use of night gates.

This initiative was adopted when it was anticipated that the percentage shift to night gates might be low due to the inability for inland warehouses to accept night deliveries. However, the greater than expected shift of truck trips to off-peak hours seems to have eliminated the need for these holding yards.

- ACTA will work with the ports and LA Metro to develop a zero emissions electric container mover system for connecting the ports to near-dock facilities and/or the I-710 corridor segment of a regional system. See long term initiatives for the regional system effort.

Mid-Term Initiatives

- Support the development of alternative near-dock Intermodal Container Transfer Facility (ICTF) type facilities.
- Continue planning and environmental document efforts with Caltrans regarding the proposed SR-47 Project.

A Public Hearing was held in the fall of 2007 on the draft environmental documents and public comments are being incorporated. A Health Risk Assessment was prepared at the ACTA Board's request and a public meeting was held in January 2009 to discuss the results. The CTC approved \$158 million for construction of the project from Prop 1B State Bond Funds.

ACTA History & Budget Overview

Long-Term Initiatives

- Participate with the Los Angeles County Metropolitan Transportation Authority (LA Metro), and other transportation agencies, in goods movement studies to pursue long-term county and region-wide solutions.

ACTA has been engaged with all of the stakeholders, including industry, agencies, community and environmental groups to identify capacity and air quality improvement projects.

- Continue to explore ways to reduce the impacts of empty container storage on the local communities.
- Evaluation of a zero emissions electric container mover system is a possible regional option requiring the coordination and cooperation of many agencies. ACTA is participating with POLB and POLA in the solicitations of concepts for such a system between the ports and the near-dock rail facilities.

Funding Initiative

- Evaluate funding options for projects.

ACTA continues to work with the ports and other regional agencies to craft new ways to fund infrastructure projects. As part of the Regional Consensus Group effort, \$1.6 billion in funds were secured for the regional goods movement projects through Prop 1B Funds. Since adoption of this initiative, \$15.6 million in federal funds and \$196.3 million in state funds have been secured for ACTA projects.

These initiatives represent the evolution of ACTA's regional involvement.

Budget Year Goals

- Adjust staffing where necessary to reflect operating and capital priorities.
- Effectively manage and control administrative expenses.
- Seek alternative public and private capital funding sources, in particular the new federal transportation re-authorization, and ensure the flow already-approved grant funding.
- Provide support to Ports and private sector including the railroads and terminal operators to implement cargo movement efficiency.

Budget Assumptions

- All fiscal year debt payments are covered by collected revenues and other ACTA sources.
- Actual revenue through March 2009 serves as the basis for revenue projections for FY10.

- Use and Operating Agreement CPI escalation inflation is assumed to be 1.5% beginning January 1, 2010.
- ACET activity levels have been adjusted for the oversight of the advancement of environmental documents for the Cerritos Channel Rail Bridge, the final design oversight of the SR-47 Project, and design and implementation of a computerized Corridor property management system.
- Costs for Maintenance-of-Way are based on the 2009 calendar year budget approved by the Operating Committee.
- The Maintenance-of-Way contractor meets budgeted amounts as per the contract.
- The Railroads continue to provide dispatching and security services at no cost to ACTA.
- The Railroads pay for all rail maintenance costs based on their calculated proportionate share, based on data provided by both Railroads.
- Reserve Account (i.e., capital fund) has sufficient funds to pay all anticipated non-rail maintenance costs.
- ACTA's revenue collection and monitoring costs as well as administrative costs are paid from Use Fees and Container Charges and other amounts made available through the Annual Accounting.
- Grant funding commitments will be honored by Caltrans for PCH expense reconciliation and the SR-47 Project cost sharing.
- Interest earnings are calculated assuming rates at 2009 levels (i.e., 3.5%).

Budget Development & Overview





Budget Development & Overview

Budget Development

The Budget is prepared at the Department level, which includes general, administrative, professional, engineering, right-of-way and construction expenses. Individual project schedules are prepared and incorporated into the Budget document to assist in determining cash flow needs and to track progress. Throughout the year, the Budget is amended through ACTA Board-approved changes as new information becomes available through updated cost forecasts based on actual experience.

General, administrative, professional service, and other departmental expenses are controlled on an annual basis.

The Proposed Budget is presented on an Expense Type, Departmental, and Fund basis. In each view, data is provided to reflect the sources and uses of funds by major classes of revenues and expenses in all areas.

A Cash Flow has been included, which details the beginning balances by fund type, anticipated inflows and outflows to each fund, and ending balances.

Budget Overview

The Budget for FY10 consists of capital expenses in the amount of \$26.0 million and operating expenses totaling \$161.4 million, for total expenses of \$187.4 million. The Capital Budget includes remaining work on a few Additional Corridor Projects, closeout activity for the original Alameda Corridor projects, and new Expanded Mission initiatives authorized by the Board in January 2004 as amended thereafter. The SR-47 Project is part of the Expanded Mission initiatives and is the main focus of our capital program. Final design, right-of-way, and utility work are scheduled to begin during FY10, following approval of environmental document. The development of the Project Information Management and Mapping System (PIMMS) will continue this year, as well. KPAC – Phase II will be in the design phase. The Cerritos Channel Rail Bridge work will consist of preliminary studies and environmental document preparation.

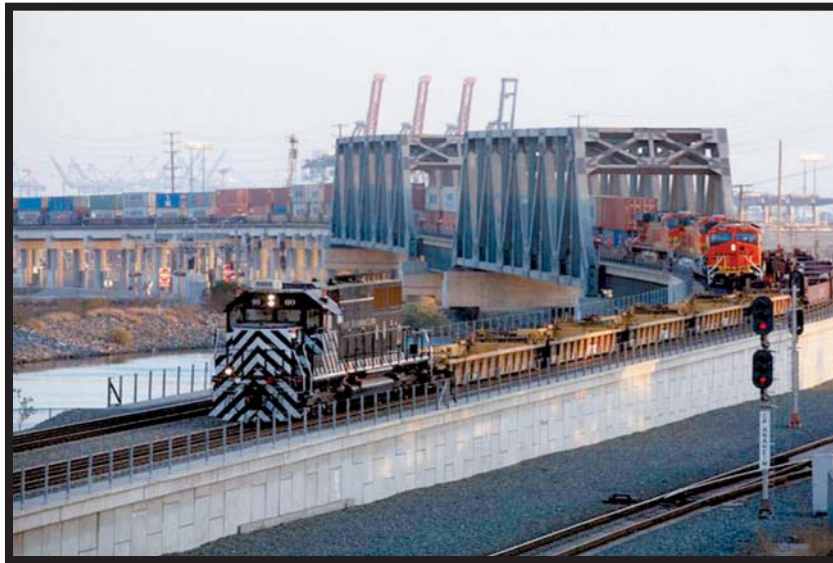
Debt service payments of \$89.4 million are scheduled for FY10. The FY10 Budget assumes no cash amounts are needed from the Ports for Shortfall Advances or Reserve Account deposits.

ACTA's administrative and revenue collection and monitoring costs have been budgeted at \$9.0 million. The budget for salaries increased modestly for FY10 to account for cost of living salary increases. ACTA's Director of Planning will be moving to a part-time status in the 2010 calendar year and the costs savings are reflected in the budget. Corridor Maintenance-of-Way costs are budgeted at \$5.6 million compared to the FY09 actual estimate of \$4.3 million. The Railroads are directly responsible for most of these maintenance costs, making cash payments of \$4.3 million for rail maintenance. To the extent funds are available, non-rail maintenance costs are paid from the Reserve Account (funded by Use Fees and Container Charges). Otherwise, the Railroads are required to also pay for non-rail maintenance costs. The FY10 Budget assumes that the Reserve Account continues to have sufficient balances for these non-rail maintenance costs.

Budget Development & Overview

Budgeted expenses are funded from a combination of Use Fees and Container Charges, grant revenues, and remaining funds on hand. Remaining funds on hand consist principally of funds from revenue bonds. Use Fees and Container Charges, projected to be \$75.1 million, are used for required debt service payments, revenue collection and monitoring costs, deposits to a Corridor capital improvement fund (i.e., Reserve Account), and non-capital administrative costs. Use Fees and Container Charges are estimated to decrease 9.5%, from an estimated actual of \$82.2 million for FY09 to \$75.1 million for FY10.

Budget Analysis





Budget Analysis

Budget Analysis – Cash Fiscal Year 2010

	BUDGET 2010	ACTUAL ESTIMATE 2009	BUDGET 2009	\$ CHANGE	% CHANGE
Expenses					
General & Administrative	\$ 9,220,379	\$ 10,434,631	\$ 10,963,550	\$ (1,214,252)	-11.6%
Revenue Collections & Monitoring	1,097,403	1,488,206	1,309,927	(390,803)	-26.3%
Professional Services	2,544,020	2,436,637	3,552,610	107,383	4.4%
Maintenance-of-Way	5,593,545	4,275,457	5,145,154	1,318,088	30.8%
Capital (before transfers)	22,380,596	2,550,857	34,095,660	19,829,739	777.4%
Total Expenses	\$ 40,835,943	\$ 21,185,788	\$ 55,066,901	\$ 19,650,155	92.8%
Debt Service - Principal	32,261,088	28,039,173	28,039,173	4,221,915	15.1%
Debt Service - Interest	57,162,923	57,157,205	57,157,205	5,718	0.0%
Total Debt Service	\$ 89,424,011	\$ 85,196,378	\$ 85,196,378	\$ 4,227,633	5.0%

General and Administrative: The budget for general and administrative expenses includes salaries and benefits, materials and supplies, software maintenance, travel, other office expenses, pass-through expenses, and ACET support. This category is showing a decrease of \$276,000. In response to the current economic climate, ACTA has proactively made reductions to many expenses. Reductions to Administrative Expenses, Audit, and Governmental Affairs can be noted on the Operating Budget by Expense Type on page 29. The Office Expenses shows an increase due to the ACTA's lease agreement. ACTA was able to negotiate six months free rent in FY09, thus creating the majority of the disparity between the Actual Estimate for FY09 and the FY10 Budget.

Revenue Collections and Monitoring: Revenue collections and monitoring costs consist of staffing charges and indirect costs related to ACTA's collection of Use Fees and Container Charges from the Railroads, as well as management information technology. Also included are costs of servicing and maintaining the AEI reader network, as well as support and maintenance, telecommunication charges, railroad liability insurance, and legal costs associated with revenue collections and monitoring.

The costs for revenue collections and monitoring (i.e. Financing Fees) are expected to decrease by \$391,000 compared to the FY09 estimated actual. The decrease is due to lower legal fees and professional services.

Professional Services: These costs include other legal, audit, government affairs, risk management, engineering consulting, and other consultant services. To the extent that certain of these costs (e.g., audit, legal) cannot be assigned directly, they are allocated in the same manner as general and administrative costs.

The professional services budget is projected to increase by \$107,000. The increase is due to the carry-over of unspent contract values for legal services that were encumbered in FY09, to the FY10 fiscal year.

Budget Analysis

Maintenance-of-Way: There are four components of Maintenance-of-Way (MOW) costs for the Corridor. Each is explained below. The Operating Committee, comprised of representatives from the two ports and two railroads, approve an annual Maintenance-of-Way Budget in November of each year for the following calendar year. ACTA administers the Maintenance-of-Way Budget and monitors the Corridor maintenance contractor.

Rail Component: Maintenance of real property, track, ballast, signals, crossing and protection devices, pole lines, communication facilities and equipment, and track storm drains outside the Trench. The Railroads are solely responsible for paying the maintenance costs of the Rail Component. ACTA bills each railroad a pro rata share of the costs on a monthly basis and pays the Corridor maintenance contractor.

Non-Rail Component: Maintenance of the walls, retaining walls, embankments, barrier walls, fences, support structures, drainage facilities, and emergency drop ladders and related telephone and alarms for the trench, and the structural portions of the Washington Boulevard and Henry Ford Avenue grade separations. The costs for the Non-Rail Component are paid from the Reserve Account established through the Use and Operating Agreement (the written agreement between ACTA, the Ports, and the Railroads governing Corridor operations). ACTA's Maintenance Contractor performs the work, and funds are withdrawn monthly to cover the costs.

Non-Rail Component Administrative Cost: Maintenance of ACTA's Automatic Equipment Identification (AEI) Reader network along the tracks to collect data to support the revenue collection system. ACTA's Maintenance Contractor performs the work and ACTA pays the monthly invoices from administrative funds.

Capital Improvement Budget: Additions, betterments, and upgrades or replacements made to the Corridor rail and non-rail components in accordance with Operating Committee guidelines. Minimal capital costs will be required to ensure total reliability of the facilities. The Capital Budget increased during the current year due to the approval of specific maintenance work by the Operating Committee. The Capital Budget work is performed by ACTA's Maintenance Contractor and is paid from the Reserve Account.

The other operating costs of the Corridor such as insurance, property taxes, and utility costs are paid by the Railroads. Dispatching and security are services provided directly by the Railroads and are, therefore, reflected in the budget as memorandum items.

Maintenance-of-Way costs show an increase due to contractual arrangements with the Corridor maintenance contractor as well as increased costs for capital and miscellaneous costs, including insurance.

Debt Service Payments: Debt service payments for the 1999 and 2004 Series bonds occur on April 1st (interest only) and October 1st (interest and principal). There are \$76.4 million and \$13.0 million in 1999 and 2004 Series bond debt service payments respectively scheduled during FY10. Of the total of \$89.4 million, principal repayments due October 1, 2009 are \$32,261,088.



Capital Budget: Page 32 contains the Capital Budget for the entire Program as defined to date, as well as the remaining estimated costs to complete the Program in FY10 and beyond. Of approximately \$795.8 million in remaining capital costs, \$26.0 million (including \$3.7 million of capital cost transferred from the Operating Budget) are budgeted for FY10. Major capital expenses for FY10 include the SR-47 Project final design work and the KPAC-Phase II project which includes budget for design, right-of-way, and utility work. The capital budget grew significantly this year due to the inclusion of the entire project cost for the Cerritos Channel Rail Bridge.

Cash Flow: The table below details the flow of funds by the character of the fund types. Most of the decrease in the end FY10 cash balances occurs as a result of the use of Taxable - Construction Fund Bond Proceeds for capital rail-related projects.

**Cash Flow
Fiscal Year 2010**

	Estimated Beginning Balance	Inflow	Interest Income	Outflow	Transfers	Debt Service	Estimated Ending Balance
SR-47	\$ 1,466,656	\$ 10,000,000	\$ 32,509	\$ (11,203,668)			\$ 295,496
EMI	6,089,844	-	216,597	-			6,306,442
PCH	9,185,989	-	326,112	(37,366)			9,474,735
LAI	6,460,963	154,500	230,255	(154,500)			6,691,217
Construction - Tax Exempt	39,983,007	-	1,397,685	(1,505,617)			39,875,075
Construction - Taxable	13,727,256	-	272,822	(13,298,309)			701,770
Revenue and ACTA M&O	65,095,282	75,447,863	1,877,592	(10,330,612)	(89,424,012)		42,666,113
MOW (Railroads)	544,371	4,305,872	32,076	(4,305,872)			576,447
Debt Service and Reserves	119,474,726		4,500,535		89,424,012	(89,424,012)	123,975,261
Total	\$ 262,028,095	\$ 89,908,235	\$ 8,886,182	\$ (40,835,944)	\$ -	\$ (89,424,012)	\$ 230,562,556

Shortfall Advances: Recent declines in the movement of loaded TEU's through the San Pedro Bay Ports has reduced ACTA's revenue. Cash balances in the Revenue Fund, and Use Fees and Container Charges anticipated to be collected during FY10, should preclude the need for any Port Shortfall Advance payments during FY10. There is some potential that a modest Port Shortfall Advance payment will be necessary to pay debt service on October 1, 2010.

Debt Summary





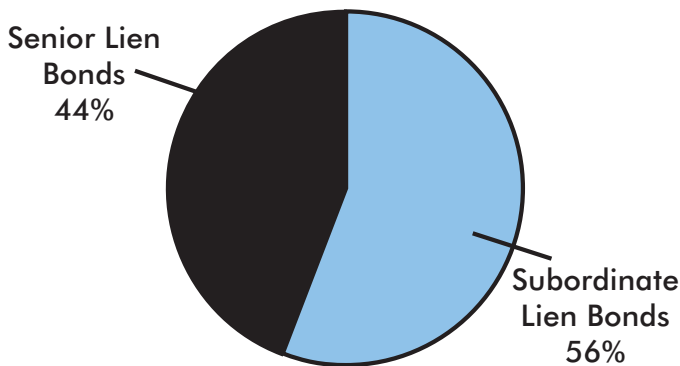
Debt Summary

ACTA's total outstanding debt is \$1,735,492,107 in revenue bonds. ACTA's debt portfolio includes a combination of senior, subordinate, taxable, and tax-exempt serial and capital appreciation bonds. The bonds are secured by a pledge of ACTA's Use Fees and Container Charges paid by the two major railroads, Union Pacific Railroad and BNSF Railway Company, serving Southern California.

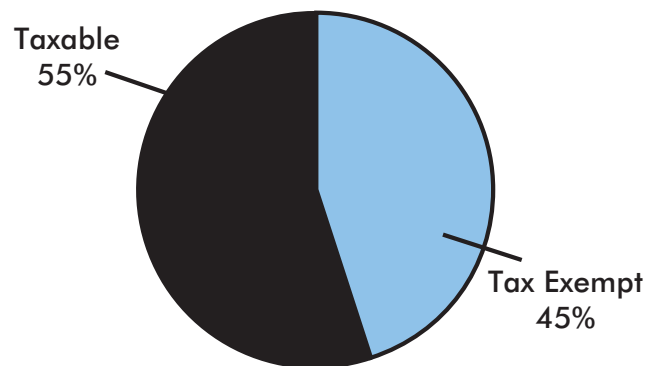
Total Debt Service

Fiscal Year	Principal	Interest	Total
2010	\$ 32,261,088	\$ 57,162,924	\$ 89,424,012
2011	36,940,692	57,721,159	94,661,851
2012	42,632,075	59,164,124	101,796,199
2013	52,934,411	74,786,675	127,721,086
2014	40,534,305	76,719,311	117,253,616
Thereafter	1,530,189,536	2,386,542,181	3,916,731,718
Total	\$ 1,735,492,107	\$ 2,712,096,374	\$ 4,447,588,481

Outstanding Bonds by Lien Level



Outstanding Bonds by Type



ACTA paid off tax-exempt sub lien revenue bonds Series 1999B on October 1, 2006. ACTA has no immediate plans for new or refunding debt issues during 2010.

Use Fees and Container Charges for FY10 may not be sufficient to cover the annual debt service obligation of \$89.4 million in a timely manner. However, according to Use Fees and Container Charges Agreement, the Ports are obligated for up to forty percent (40%) of the annual debt service obligation on the outstanding bonds. This Budget might require payments from the Ports for FY10.

Alameda Corridor Transportation Authority
 Aggregate Annual Debt Service
 2010-2037
 Bond Year

Year	Senior Lien Bonds Tax Exempt Series 1999 A	Senior Lien Bonds Taxable Series 1999C	Aggregate Senior Lien Debt Service	Subordinate Lien Bonds Tax Exempt Series 1999 B	Subordinate Lien Bonds Taxable Series 1999 D	Aggregate Subordinate Series 1999 Service	Subordinate Lien Bonds Tax Exempt Series 2004 A	Subordinate Lien Bonds Taxable Series 2004 B	Aggregate Subordinate Series 2004 Service	Financing Fee for Sub Lien	Total Bonds Debt Service Repayment	Annual Debt Service Bond Year	Annual Debt Service w/o Financing fee Bond Year
10/1/2009	19,920,777	14,130,278	34,051,054	-	-	-	-	-	-	-	-	-	-
4/1/2010	10,395,947	14,130,278	24,526,224	-	-	-	-	-	-	-	-	-	-
10/1/2010	24,204,947	14,130,278	38,335,224	-	-	-	-	-	-	-	-	-	-
4/1/2011	10,147,034	14,130,278	24,277,312	-	-	-	-	-	-	-	-	-	-
10/1/2011	20,997,034	14,130,278	35,127,312	-	-	-	-	-	-	-	-	-	-
4/1/2012	9,878,784	14,130,278	24,009,062	-	-	-	-	-	-	-	-	-	-
10/1/2012	21,578,784	14,130,278	35,709,062	-	-	-	-	-	-	-	-	-	-
4/1/2013	9,587,159	14,130,278	23,717,437	-	-	-	-	-	-	-	-	-	-
10/1/2013	22,182,159	14,130,278	36,312,437	-	-	-	-	-	-	-	-	-	-
4/1/2014	9,267,328	14,130,278	23,397,604	-	-	-	-	-	-	-	-	-	-
10/1/2014	22,622,328	14,130,278	36,752,604	-	-	-	-	-	-	-	-	-	-
4/1/2015	8,920,744	14,028,553	22,949,297	-	-	-	-	-	-	-	-	-	-
10/1/2015	23,490,744	14,028,553	37,519,297	-	-	-	-	-	-	-	-	-	-
4/1/2016	8,547,669	13,336,628	21,884,297	-	-	-	-	-	-	-	-	-	-
10/1/2016	24,187,669	13,336,628	37,524,297	-	-	-	-	-	-	-	-	-	-
4/1/2017	8,147,829	12,583,603	20,731,431	-	-	-	-	-	-	-	-	-	-
10/1/2017	24,912,829	12,583,603	37,496,431	-	-	-	-	-	-	-	-	-	-
4/1/2018	7,718,451	11,765,415	19,483,866	-	-	-	-	-	-	-	-	-	-
10/1/2018	25,632,451	11,765,415	37,397,866	-	-	-	-	-	-	-	-	-	-
4/1/2019	7,258,781	10,877,678	18,136,459	-	-	-	-	-	-	-	-	-	-
10/1/2019	26,468,781	10,877,678	37,346,459	-	-	-	-	-	-	-	-	-	-
4/1/2020	6,798,638	9,915,840	16,714,478	-	-	-	-	-	-	-	-	-	-
10/1/2020	27,263,638	9,915,840	37,179,478	-	-	-	-	-	-	-	-	-	-
4/1/2021	6,261,431	9,915,840	16,172,271	-	-	-	-	-	-	-	-	-	-
10/1/2021	28,141,431	9,915,840	38,057,271	-	-	-	-	-	-	-	-	-	-
4/1/2022	5,687,081	9,915,840	15,602,921	-	-	-	-	-	-	-	-	-	-
10/1/2022	29,062,081	9,915,840	38,977,921	-	-	-	-	-	-	-	-	-	-
4/1/2023	5,131,925	9,915,840	15,047,765	-	-	-	-	-	-	-	-	-	-
10/1/2023	29,961,925	9,915,840	39,877,765	-	-	-	-	-	-	-	-	-	-
4/1/2024	4,542,213	8,805,225	13,347,438	-	-	-	-	-	-	-	-	-	-
10/1/2024	30,802,213	8,805,225	39,607,438	-	-	-	-	-	-	-	-	-	-
4/1/2025	3,916,163	7,603,695	11,519,858	-	-	-	-	-	-	-	-	-	-
10/1/2025	31,886,163	7,603,695	39,489,858	-	-	-	-	-	-	-	-	-	-
4/1/2026	3,251,875	6,304,980	9,556,855	-	-	-	-	-	-	-	-	-	-
10/1/2026	32,906,875	6,304,980	39,211,855	-	-	-	-	-	-	-	-	-	-
4/1/2027	2,510,500	4,902,480	7,412,980	-	-	-	-	-	-	-	-	-	-
10/1/2027	34,010,500	4,902,480	38,912,980	-	-	-	-	-	-	-	-	-	-
4/1/2028	1,723,000	3,389,285	5,112,285	-	-	-	-	-	-	-	-	-	-
10/1/2028	35,163,000	3,389,285	38,552,285	-	-	-	-	-	-	-	-	-	-
4/1/2029	887,000	1,757,745	2,644,745	-	-	-	-	-	-	-	-	-	-
10/1/2029	36,367,000	1,757,745	38,124,745	-	-	-	-	-	-	-	-	-	-
4/1/2030	-	55,022,745	55,022,745	-	-	-	-	-	-	-	-	-	-
10/1/2030	37,625,000	55,022,745	92,647,745	-	-	-	-	-	-	-	-	-	-
4/1/2031	-	57,375,000	57,375,000	-	-	-	-	-	-	-	-	-	-
10/1/2031	38,000,000	57,375,000	95,375,000	-	-	-	-	-	-	-	-	-	-
4/1/2032	-	57,950,000	57,950,000	-	-	-	-	-	-	-	-	-	-
10/1/2032	38,380,000	57,950,000	96,330,000	-	-	-	-	-	-	-	-	-	-
4/1/2033	-	58,530,000	58,530,000	-	-	-	-	-	-	-	-	-	-
10/1/2033	38,765,000	58,530,000	97,295,000	-	-	-	-	-	-	-	-	-	-
4/1/2034	-	59,115,000	59,115,000	-	-	-	-	-	-	-	-	-	-
10/1/2034	39,155,000	59,115,000	98,270,000	-	-	-	-	-	-	-	-	-	-
4/1/2035	-	59,705,000	59,705,000	-	-	-	-	-	-	-	-	-	-
10/1/2035	39,545,000	59,705,000	99,250,000	-	-	-	-	-	-	-	-	-	-
4/1/2036	-	60,300,000	60,300,000	-	-	-	-	-	-	-	-	-	-
10/1/2036	39,940,000	60,300,000	100,240,000	-	-	-	-	-	-	-	-	-	-
4/1/2037	-	60,905,000	60,905,000	-	-	-	-	-	-	-	-	-	-
10/1/2037	40,340,000	60,905,000	101,245,000	-	-	-	-	-	-	-	-	-	-
	\$ 1,010,669,878	\$ 1,428,865,303	\$ 2,439,535,181	\$ -	\$ 109,798,886	\$ 109,798,886	\$ 1,162,244,415	\$ 735,990,000	\$ 1,898,234,415	\$ 57,719,236	\$ 4,505,307,717	\$ 4,532,862,982	\$ 4,475,133,716

Revenue Summary





Revenue Summary

Use Fees and Container Charges

Use Fees and Container Charges are derived from ACTA's right to impose a charge upon the Railroads. Pursuant to the Alameda Corridor Use and Operating Agreement (UOA), among the cities of Long Beach and Los Angeles; ACTA; UPRR and BNSF, the Railroads, agreed to pay Use Fees in connection with the use of the Rail Corridor and Container Charges for the movement of loaded waterborne containers originating or terminating at the Ports' facilities that do not use the Corridor, but are transported by rail into or out of Southern California. Proceeds of the Use Fees and Container Charges are used to repay ACTA's outstanding debt and for certain other eligible reimbursements.

The revenues for FY10 from Use Fees and Container Charges are expected to be \$75.1 million, which is 9.5% below the FY09 estimated actual amount of \$82.2 million. The decrease is primarily due to the drop in port container volume and corresponding ACTA volume.

ACTA currently assesses the Railroads \$19.31 in Use Fees or Container Charges (effective January 1, 2009) per twenty-foot equivalent unit (TEU) for loaded waterborne containers. Approximately 95% of Use Fees and Container Charges revenue comes from loaded waterborne containers.

Empty waterborne containers that pass through the Ports and use the Corridor are assessed \$4.89 per TEU. Approximately 3% of the revenue comes from empty waterborne containers.

Containers that utilize the Corridor, but are not associated with the Ports, are given the designation of non-waterborne. Non-waterborne containers that use the rail corridor, whether full or empty, are assessed \$4.89 per TEU. Full flatcars, auto-racks, box cars and other railcars that originate or terminate at the Ports and utilize the Corridor are charged \$9.77 per railcar. Only about 2% of the revenue comes from non-waterborne and other railcar charges.

In 2006, ACTA and the Railroads reached resolution on a dispute involving transloaded cargo. The dispute involved cargo that arrives at the ports in marine containers, is then trucked to regional distribution centers for re-loading into other containers, and is then transported by rail out of Southern California, and whether those marine containers should be assessed a charge. The settlement provided a one time increase of \$0.90 per TEU to the loaded waterborne Use Fee and Container Charge rate for all containers beginning in November 2006. In addition, the settlement provides for the cap on the annual CPI adjustment to be raised from 3% to 4.5%, and a future temporary increase of an additional \$1.00, if there are shortfalls in annual revenue.

Railroad Payments

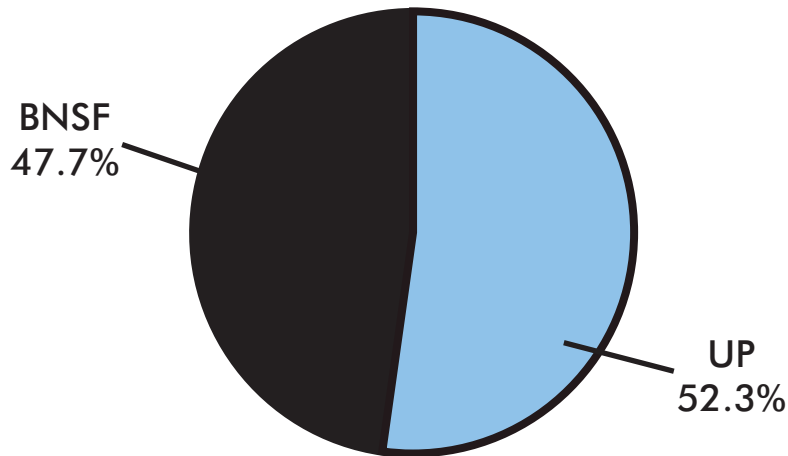
Union Pacific and Burlington Northern Santa Fe Railroads

The Maintenance and Operations (M&O) charges established under the Use and Operating Agreement are pro rata charges to the Railroads for the annual cost of maintenance, operations, and repair of the Corridor. The M&O activities are described on page 16.

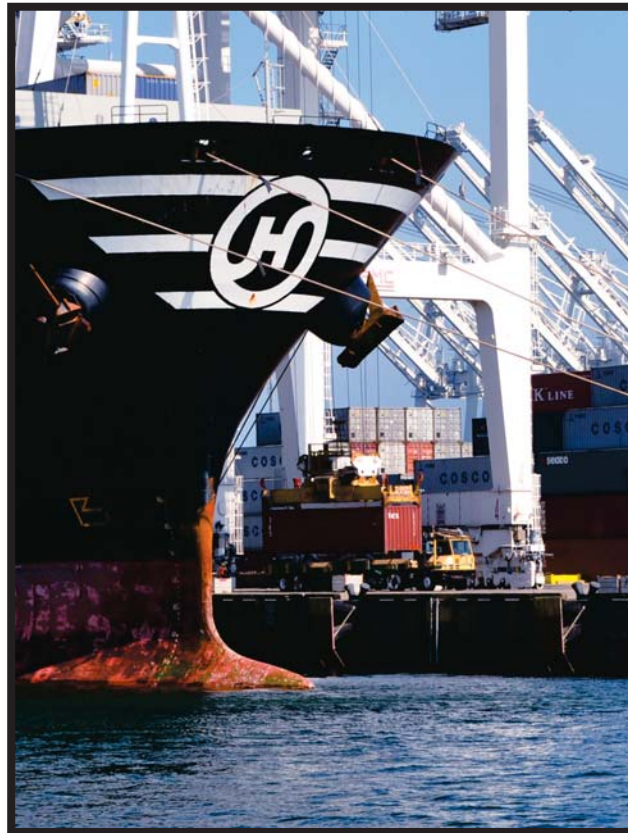
M&O charges incurred by the Railroads for the purpose of maintaining or repairing the Corridor track and track support structures are prorated based on gross ton miles. Maintenance and repair of signals and communications systems, dispatching, and all other charges not specifically relating to the track and track support structures are prorated based on train miles.

ACTA expects to receive \$4.3 million during the Fiscal Year 2010.

**Corridor Use By Railroad
Gross Ton Miles**



Schedule of Functional Expenses





Schedule of Functional Expenses

Operating Budget By Expense Type

	Budget FY10	Actual Estimate 2009	Budget 2009	\$ Change	% Change
Revenues					
Operating Revenues					
Use Fees and Container Charges	\$ 75,100,247	82,244,661	95,174,791	(7,144,414)	-9.51%
Maintenance-of-Way Charges	4,305,872	3,592,421	4,097,788	713,451	16.57%
Total Operating Revenues	79,406,119	85,837,082	99,272,579	(6,430,963)	-8.10%
Other Revenues					
PierPASS	154,500	106,741	271,635	47,759	30.91%
ECMS	-	-	300,000	-	N/A
PCH	-	32,222	-	(32,222)	N/A
SR-47	10,000,000	543,378	-	9,456,622	94.57%
Gain/Loss from sale of fixed assets	-	715,519	-	(715,519)	N/A
Office Rental and Other Income	347,616	344,149	362,430	3,467	1.00%
Investment Income	8,886,182	11,559,353	9,760,000	(2,673,171)	-30.08%
Subtotal Other Revenues	19,388,298	13,301,362	10,694,065	6,086,936	31.39%
Total Sources of Funds	98,794,417	99,138,444	109,966,644	(344,027)	-0.35%
Expenses					
Salaries	1,651,473	1,545,338	1,701,274	106,135	6.43%
Benefits	616,631	619,831	641,103	(3,200)	-0.52%
Office Expenses	859,290	695,373	986,309	163,917	19.08%
Administrative Expenses	100,750	103,078	162,880	(2,328)	-2.31%
Information Technologies	306,000	299,175	450,400	6,825	2.23%
Bank and Investment	230,000	173,483	250,000	56,517	24.57%
ACET Capital & Operational Support	5,678,138	6,789,164	6,943,286	(1,111,026)	-19.57%
Audit	256,000	275,000	281,000	(19,000)	-7.42%
Legal	1,640,000	1,510,000	2,050,000	130,000	7.93%
Governmental Affairs	586,820	652,000	652,000	(65,180)	-11.11%
Professional Services	782,200	604,637	1,136,200	177,563	22.70%
Pass Thru	154,500	154,500	571,635	-	0.00%
Total Administrative Expenses	12,861,802	13,421,579	15,826,087	(559,777)	-4.35%
MOW Expenses Rail - Contractors	2,280,871	1,851,946	2,169,788	428,925	18.81%
MOW Expenses Rail - Capital	-	-	-	-	N/A
MOW Expenses Rail - Other	2,025,000	1,740,475	1,928,000	284,525	14.05%
MOW Expenses Nonrail - Contractors	635,696	471,893	555,744	163,803	25.77%
MOW Expenses Nonrail - Capital	456,924	110,938	344,015	345,986	75.72%
MOW Expenses Nonrail - Other	20,000	20,000	55,000	-	0.00%
MOW Expenses - ACTA	175,054	80,205	92,607	94,849	54.18%
Total Maintenance of Way Expenses	5,593,545	4,275,457	5,145,154	1,318,088	23.56%
Subtotal Administrative and M&O Expenses	18,455,347	17,697,036	20,971,241	758,311	4.11%
Financing Expenses					
Debt Service - Interest	57,162,924	55,578,420	55,626,378	1,584,504	2.77%
Debt Service - Accrued CAB Interest	64,985,916	59,459,695	60,539,011	5,526,221	8.50%
Subtotal Financing Expenses	122,148,840	115,038,115	116,165,389	7,110,725	5.82%
Depreciation and Amortization Expenses					
Depreciation	21,105,486	21,529,980	22,540,643	(424,494)	-2.01%
Cost of Issuance	3,289,459	3,349,181	3,349,182	(59,722)	-1.82%
CalPERS OPEB Fund	78,400	78,400	78,400	-	0.00%
Subtotal Depreciation and Amortization Expenses	24,473,345	24,957,561	25,968,225	(484,216)	-1.98%
Total Operating Expenses	165,077,532	157,692,712	163,104,855	7,384,820	4.47%
Income (loss) before transfer	(66,283,115)	(58,554,268)	(53,138,211)	(7,728,847)	11.66%
Operating and Capital Expenses Transfer					
Expenses transfer to Capital project (Legal)	(1,181,000)	(972,130)	(1,075,000)	(208,870)	17.69%
Expenses transfer to Capital project (ACET)	(2,357,664)	(3,421,364)	(5,449,410)	1,063,700	-45.12%
Expenses transfer to Capital project (Public Affairs)	(125,700)	(125,000)	(252,000)	(700)	0.56%
Expenses transfer from Capital project	-	-	-	-	N/A
Total Transfer	(3,664,364)	(4,518,494)	(6,776,410)	854,130	-26.87%
Income (loss)	\$ (62,618,751)	\$ (54,035,774)	\$ (46,361,801)	\$ (8,582,977)	13.71%

Schedule of Functional Expenses

Operating Budget By Departments

	Budget FY10	Actual Estimate 2009	Budget 2009	\$ Change	% Change
Revenues					
Operating Revenues					
Use Fees and Container Charges	\$ 75,100,247	82,244,661	95,174,791	(2,328)	0.00%
Maintenance-of-Way Charges	4,305,872	3,592,421	4,097,788	(2,328)	-0.05%
Total Operating Revenues	79,406,119	85,837,082	99,272,579	(6,430,963)	-8.10%
Other Revenues					
PierPASS	154,500	106,741	271,635	47,759	30.91%
ECMS	-	-	300,000	-	N/A
PCH	-	32,222	-	(32,222)	N/A
SR-47	10,000,000	543,378	-	9,456,622	94.57%
Gain/Loss from sale of fixed assets	-	715,519	-	(715,519)	N/A
Office Rental and Other Income	347,616	344,149	362,430	3,467	1.00%
Investment Income	8,886,182	11,559,353	9,760,000	(2,673,171)	-30.08%
Subtotal Other Revenues	19,388,298	13,301,362	10,694,065	6,086,936	31.39%
Total Sources of Funds	98,794,417	99,138,444	109,966,644	(344,027)	-0.35%
Expenses					
Admin Management	581,431	584,741	966,435	(3,310)	-0.57%
Revenue Collection	957,403	980,531	1,109,337	(23,128)	-2.42%
Accounting and Audit	799,961	790,833	846,564	9,128	1.14%
A/P and Investments	642,744	551,099	647,310	91,645	14.26%
Human Resource and Office Staff	268,697	253,928	267,679	14,769	5.50%
Legal	1,641,500	1,510,000	2,051,180	131,500	8.01%
Public Affairs	992,538	964,623	1,026,002	27,915	2.81%
Office General	1,144,890	842,160	1,396,659	302,730	26.44%
ACET Capital and Operational Support	5,678,138	6,789,164	6,943,286	(1,111,026)	-19.57%
Pass Thru	154,500	154,500	571,635	-	0.00%
Total Administrative Expenses	12,861,802	13,421,579	15,826,087	(559,778)	-4.35%
MOW Expenses Rail - Contractors	2,280,871	1,851,946	2,169,788	428,925	18.81%
MOW Expenses Rail - Capital	-	-	-	-	N/A
MOW Expenses Rail - Other	2,025,000	1,740,475	1,928,000	284,525	14.05%
MOW Expenses Nonrail - Contractors	635,696	471,893	555,744	163,803	25.77%
MOW Expenses Nonrail - Capital	456,924	110,938	344,015	345,986	75.72%
MOW Expenses Nonrail - Other	20,000	20,000	55,000	-	0.00%
MOW Expenses - ACTA	175,054	80,205	92,607	94,849	54.18%
Total Maintenance of Way Expenses	5,593,545	4,275,457	5,145,154	1,318,089	23.56%
Subtotal Administrative and M&O Expenses	18,455,347	17,697,036	20,971,241	758,311	4.11%
Financing Expenses					
Debt Service - Interest	57,162,924	55,578,420	55,626,378	1,584,504	2.77%
Debt Service - Accrued CAB Interest	64,985,916	59,459,695	60,539,011	5,526,221	8.50%
Subtotal Financing Expenses	122,148,840	115,038,115	116,165,389	7,110,725	5.82%
Depreciation and Amortization Expenses					
Depreciation	21,105,486	21,529,980	22,540,643	(424,494)	-2.01%
Cost of Issuance	3,289,459	3,349,181	3,349,182	(59,722)	-1.82%
CalPERS OPEB Fund	78,400	78,400	78,400	-	0.00%
Subtotal Depreciation and Amortization Expenses	24,473,345	24,957,561	25,968,225	(484,216)	-1.98%
Total Operating Expenses	165,077,532	157,692,712	163,104,855	7,384,820	4.47%
Income (loss) before transfer	(66,283,115)	(58,554,268)	(53,138,211)	(7,728,847)	11.66%
Operating and Capital Expenses Transfer					
Expenses transfer to Capital project (Legal)	(1,181,000)	(972,130)	(1,075,000)	(208,870)	17.69%
Expenses transfer to Capital project (ACET)	(2,357,664)	(3,421,364)	(5,449,410)	1,063,700	-45.12%
Expenses transfer to Capital project (Public Affairs)	(125,700)	(125,000)	(252,000)	(700)	0.56%
Expenses transfer from Capital project	-	-	-	-	N/A
Total Transfer	(3,664,364)	(4,518,494)	(6,776,410)	854,130	-26.87%
Income (loss)	\$ (62,618,751)	\$ (54,035,775)	\$ (46,361,801)	\$ (8,582,976)	13.71%



Operating Budget By Funds

	Budget FY10	Actual Estimate 2009	Budget 2009	\$ Change	% Change
Revenues					
Operating Revenues					
Use Fees and Container Charges	\$ 75,100,247	82,244,661	95,174,791	(7,144,414)	-9.51%
Maintenance-of-Way Charges	4,305,872	3,592,421	4,097,788	713,451	16.57%
Total Operating Revenues	79,406,119	85,837,082	99,272,579	(6,430,963)	-8.10%
Other Revenues					
PierPASS	154,500	106,741	271,635	47,759	30.91%
ECMS	-	-	300,000	-	N/A
PCH	-	32,222	-	(32,222)	N/A
SR-47	10,000,000	543,378	-	9,456,622	94.57%
Gain/Loss from sale of fixed assets	-	715,519	-	(715,519)	N/A
Office Rental and Other Income	347,616	344,149	362,430	3,467	1.00%
Investment Income	8,886,182	11,559,353	9,760,000	(2,673,171)	-30.08%
Subtotal Other Revenues	19,388,298	13,301,362	10,694,065	6,086,936	31.39%
Total Sources of Funds	98,794,417	99,138,444	109,966,644	(344,027)	-0.35%
Expenses					
Financing Fees	1,097,403	1,488,206	1,309,927	(390,803)	-35.61%
Administrative Costs	7,945,535	7,260,379	7,168,115	685,156	8.62%
Capital	3,664,364	4,493,494	6,624,410	(829,130)	-22.63%
Non-Capitalized Project Expenses	-	25,000	152,000	(25,000)	N/A
Railroads - M&O	4,305,871	3,592,421	4,097,788	713,450	16.57%
Reserve - M&O	1,112,620	602,831	954,759	509,789	45.82%
Financing Fees - M&O	175,054	80,205	92,607	94,849	54.18%
Revenue Fund-Interest	57,162,924	55,578,420	55,626,378	1,584,504	2.77%
LAIF General Fund-Pass Thru	154,500	154,500	571,635	-	0.00%
Total Expenses	75,618,271	73,275,456	76,597,619	2,342,815	3.10%
Non Cash Expenses					
Accrued CAB Debt Service Interest	64,985,916	59,459,695	60,539,011	5,526,221	8.50%
Depreciation	21,105,486	21,529,980	22,540,643	(424,494)	-2.01%
Cost of Issuance	3,289,459	3,349,181	3,349,182	(59,722)	-1.82%
CalPERS OPEB Fund	78,400	78,400	78,400	-	0.00%
Subtotal Interest, Depreciation & Amortization Expenses	89,459,261	84,417,256	86,507,236	5,042,005	5.64%
Total Operating Expenses	165,077,532	157,692,712	163,104,855	7,384,820	4.47%
Income (loss) before transfer	(66,283,115)	(58,554,268)	(53,138,211)	(7,728,847)	11.66%
Operating and Capital Expenses Transfer					
Expenses transfer to Capital project (Legal)	(1,181,000)	(972,130)	(1,075,000)	(208,870)	17.69%
Expenses transfer to Capital project (ACET)	(2,357,664)	(3,421,364)	(5,449,410)	1,063,700	-45.12%
Expenses transfer to Capital project (Public Affairs)	(125,700)	(125,000)	(252,000)	(700)	0.56%
Expenses transfer from Capital project	-	-	-	-	N/A
Total Transfer	(3,664,364)	(4,518,494)	(6,776,410)	854,130	-26.87%
Income (loss)	\$(62,618,751)	\$(54,035,774)	\$(46,361,801)	\$(8,582,977)	13.71%

Schedule of Functional Expenses

Capital Projects Budget by Project

(\$ in thousands)	Capital Budget	Est. Actual Thru FY2009	FY2010	FY2011	FY2012 & Beyond
North End					
Completed Projects *	\$ 294,657	\$ 294,657	\$ -	\$ -	\$ -
Subtotal North End	294,657	294,657	-	-	-
Mid-Corridor					
M99 Mid Corridor Segment Wide	50,916	50,916	-	-	-
Completed Projects *	757,644	757,644	-	-	-
Subtotal Mid-Corridor	808,560	808,560	-	-	-
South End					
S03 LB Lead Dominguez Channel Rail Bridge	53,027	51,877	1,150	-	-
S04 Henry Ford Grade Separation	126,305	126,305	-	-	-
S10 Anaheim St. Drain & Pump Station	10,332	10,332	-	-	-
S14 Cerritos Channel Rail Bridge - future funding	153,000	-	-	3,000	150,000
S14 Cerritos Channel Rail Bridge	2,198	937	1,261	-	-
S17 Rebuild West Thenard Wye Track	2,823	2,334	489	-	-
S27 KPAC II	13,000	286	7,000	5,424	290
S44 SR-47	685,796	15,978	20,000	142,000	507,818
S44 SR-47 (Caltrans Only)	(57,350)	(5,350)	(10,000)	(42,000)	-
S88 PCH Grade Separation - Caltrans	83,607	83,607	-	-	-
S90 Carson Soundwall	2,900	-	-	900	2,000
S99 South End Segment Wide	42,113	41,953	120	20	20
Completed Projects *	153,254	152,769	485	-	-
Subtotal South End	1,271,005	481,028	20,505	109,344	660,128
System Wide Completed Projects					
C99 System Wide Capital	2,647	477	1,875	150	145
W11 PIMMS	178	178	-	-	-
Completed Projects *	163,700	163,700	-	-	-
Subtotal System Wide	166,525	164,355	1,875	150	145
Transfer from Operating**	3,665	-	3,665	-	-
Total	\$ 2,544,412	\$ 1,748,600	\$ 26,045	\$ 109,494	\$ 660,273

* Detailed information, by project, available upon request

**Transfer from Operating detailed information on facing page for current fiscal year only.



**** Transfer from Operating Detail FY2010**

(\$ in thousands)		Capital Budget FY2010
ACET		
C99	System Wide Capital	\$ 100
S14	Cerritos Channel Rail Bridge	357
S27	KPAC II	357
S44	SR-47	763
S88	PCH Grade Separation - Caltrans	37
S90	Carson Soundwall	100
W11	PIMMS	644
Subtotal ACET		<u>2,358</u>
Public Affairs Department		
S44	SR-47	126
Subtotal Public Affairs Department		<u>126</u>
Legal Department		
C99	System Wide Capital	671
M99	Mid Corridor Segment Wide	40
S04	Henry Ford Grade Separation	20
S10	Anaheim St. Drain & Pump Station	20
S14	Cerritos Channel Rail Bridge	45
S27	KPAC II	70
S44	SR-47	315
Subtotal Legal Department		<u>1,181</u>
Total Current FY Transfer from Operating		<u><u>\$ 3,665</u></u>

Schedule of Functional Expenses

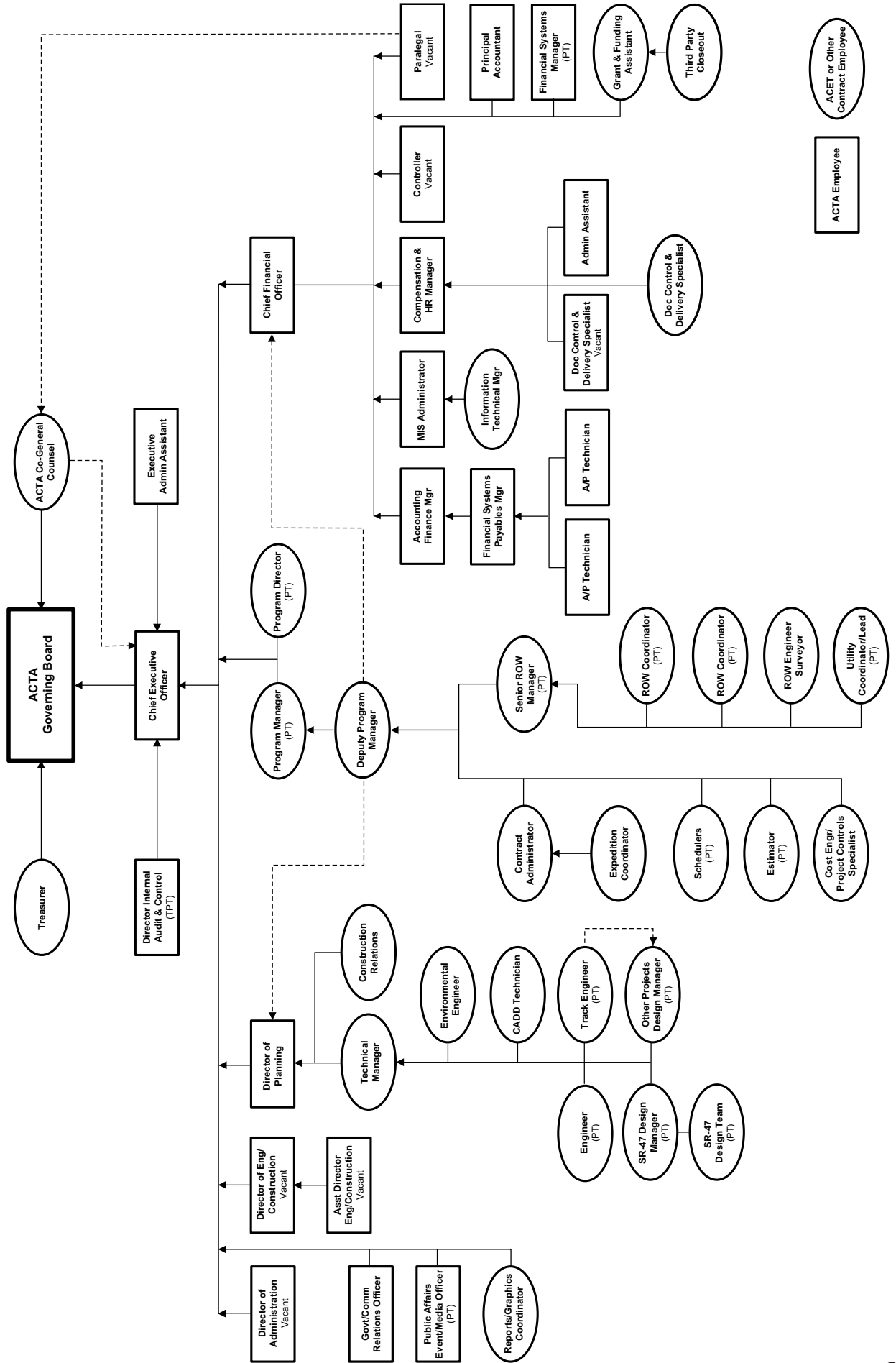
ACTA's Staff Compensation FY2010

	Full-time Equivalents	Salaries	Benefits	Total S&B
Admin Management	1.7	\$ 383,123	\$ 127,908	\$ 511,031
Revenue Collection	1.7	238,609	95,794	334,403
Accounting & Audit	2.9	396,033	134,528	530,561
A/P & Investments	3.5	282,842	123,602	406,444
Governmental Affairs	1.5	164,336	56,182	220,519
Human Resource & Office Staff	3.0	186,530	78,617	265,147
	14.3	<u>\$ 1,651,473</u>	<u>\$ 616,631</u>	<u>\$ 2,268,104</u>



ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY

FUNCTIONAL ACTA/ACET ORGANIZATIONAL CHART



Schedule of Functional Expenses

Maintenance & Operations By Calendar Year 2009

	Rail Cost	Non-Rail Cost	ACTA-Rail Cost	Total
Maintenance of Way Contractor's Costs				
Contract Manager	\$ 125,736	\$ 48,360	\$ 19,344	\$ 193,440
Track Supervisor	101,400	33,800	-	135,200
Bridge Insp/ Safety Supv.	32,032	128,128	-	160,160
Office Manager	50,024	19,240	7,696	76,960
Track Foreman	81,019	27,006	-	108,025
Track Maintainers	251,658	83,886	-	335,544
Equipment Operators	88,259	22,065	-	110,324
Administrative Burden	41,895	17,955	-	59,850
Pump Station Materials & Supplies	-	59,323	-	59,323
AEI Readers	-	-	141,764	141,764
Rail Flaw Detection (Contract)	27,000	-	-	27,000
Graffiti Removal	-	63,485	-	63,485
Weed Abatement	20,000	5,000	-	25,000
Training Costs/Safety	11,050	1,950	-	13,000
Safety Management/Costs	8,925	1,575	-	10,500
Vehicles	91,221	39,095	-	130,316
Bridge Inspector Vehicle	4,632	18,528	-	23,160
Hi-Lift Bridge /Signal Inspection Vehicle	34,800	34,800	-	69,600
Welding/grinding/Weld Kits	176,800	-	-	176,800
Program Rail Grinding	63,750	-	-	63,750
Track Materials/Supplies & Rentals	188,370	-	-	188,370
Signal AAR Unit Cost	776,050	-	-	776,050
Ladder Maintenance	-	31,500	-	31,500
Security	6,250	-	6,250	12,500
Contingency Fund	100,000	-	-	100,000
Subtotal MOW Contract Costs	2,280,871	635,696	175,054	3,091,621
Annual Capital Cost				
Mark IV Production Tamper	-	33,920	-	33,920
Ballast Regulator	-	20,480	-	20,480
Machine Operators	-	41,728	-	41,728
Track Foreman (Switch Reballast)	-	6,158	-	6,158
Track Laborers (Switch Reballast)	-	21,888	-	21,888
Ballast (1700 tons)	-	51,000	-	51,000
Work Train Crew	-	18,000	-	18,000
Program Rail Grinding	-	63,750	-	63,750
Switch Reballast	-	50,000	-	50,000
Nadeau Pump Replacement	-	50,000	-	50,000
Contingency Fund	-	100,000	-	100,000
Subtotal Annual Capital Costs	-	456,924	-	456,924
Corridor Operating & Other MOW Cost				
Insurance (annual amount)	1,593,000	-	-	1,593,000
Dispatching ⁽¹⁾	681,000	-	-	681,000
Security - Labor ⁽²⁾	971,000	-	-	971,000
Security - Equipment ⁽³⁾	100,000	-	-	100,000
Upgrade Communication Equipment ⁽⁴⁾	-	75,000	-	75,000
Utilities	265,000	-	-	265,000
Storm Water Discharge Permits Water Testing & Support	104,000	-	-	104,000
Maintenance Yard Security & Support Services	63,000	-	-	63,000
Subtotal Corridor Operating & Other MOW Cost	3,777,000	75,000	-	3,852,000
Total	\$ 6,057,871	\$ 1,167,620	\$ 175,054	\$ 7,400,545

^(1,2,3) These costs are for memorandum purposes only and are internal Railroad costs not paid by ACTA.

⁽⁴⁾ \$55,000 for memorandum purposes and internal Railroad costs not paid by ACTA



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Images courtesy of Port of Los Angeles & Port of Long Beach.