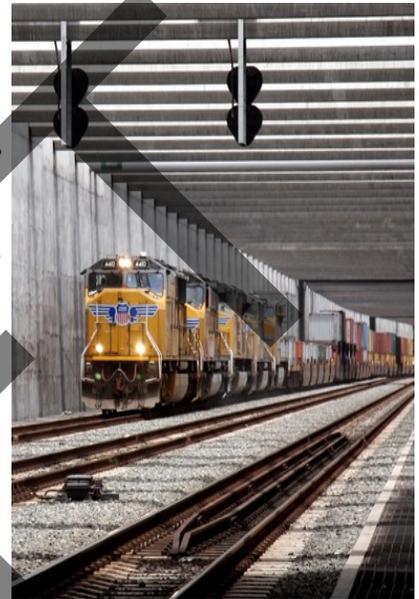


# ALAMEDA CORRIDOR

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## WHAT IS IT, AND WHY IS IT SO IMPORTANT?

The Alameda Corridor is an innovative solution to easing rail congestion between Port of Los Angeles/Long Beach to the national rail system near Downtown Los Angeles. Due to the challenges of moving freight from the ports of Los Angeles and Long Beach to the rail yards near Downtown Los Angeles, the ports purchased the Alameda Corridor from Southern Pacific in 1994 and upgraded it to a 20-mile, grade-separated, 3-track corridor rail “expressway” to the rail yards. The \$2.4 billion Corridor is notable for the “Mid-Corridor Trench,” a 10-mile, below grade right-of-way, containing distinctive horizontal-stabilizers at the top, to protect against collapse in an earthquake.



### QUICK STATS

- 20 Miles
- 10-Mile Mid-Corridor Trench
- 3 Tracks
- Replaced more than 200 at-grade rail crossings
- Averages 40 trains per day
- Each train replaces 250-280 trucks
- 11,346 TEU's per month

### 2011 CHARGE PER TEU (TWENTY FOOT EQUIVALENT UNIT)

- Loaded Waterborne TEU: \$19.89
- Empty TEU and Loaded Non-Waterborne TEU: \$5.03
- Loaded Rail Cars, other than containers: \$10.07 (per rail car)

## EFFECTS

The Corridor opened in 2002, allowing double-stacked container trains to travel from the ports to the rail yards at 40 miles-per-hour while not interfering with traffic at over 200 previous grade crossings. Truck traffic on the Long Beach Freeway and the Harbor Freeway

was also greatly reduced with the opening of the Corridor. The Alameda Corridor is owned by the Alameda Corridor Transportation Authority and operations are shared by the Union Pacific and BNSF railroads, which pay container fees to use the lines.

## DETAILS

The Alameda Corridor is the result of the inadequacies of the previous railway network in the area. Previously, freight had the option of accessing the ports of Los Angeles and Long Beach by the at-grade Southern Pacific's Alameda Corridor, the BNSF Harbor Subdivision, the Long Beach Freeway (I-710), or the Harbor Freeway (I-110). The previous Alameda Corridor ran on the same alignment but at-grade, some with less-than-adequate protection. The Harbor Subdivision is an historic rail line looping

from Downtown Los Angeles west toward Los Angeles International Airport before returning east and south to the port area. The Harbor Subdivision also featured grade crossings and the circuitous route made for a slow trip. The Long Beach Freeway runs parallel to the Alameda Corridor on the east, directly from the ports to Downtown Los Angeles. The Harbor Freeway parallels the Alameda Corridor to the west, with a less direct connection the ports.