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**SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
PRAISES ALAMEDA CORRIDOR AS MODEL FOR
PUBLIC/PRIVATE PARTNERSHIPS**

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**SCAG Points To Early Repayment Of Federal Loan As A Local, National Model For
Future Transportation Improvements Involving Public/Private Partnerships**

LOS ANGELES – The Southern California Association of Governments (SCAG) applauded the Alameda Corridor Transportation Authority (ACTA) for repaying its \$400 million federal loan nearly 28 years ahead of schedule. The innovative public/private financing employed by ACTA to construct the Alameda Corridor, which was originally conceived by SCAG in the 1980s as a critical project to improve goods movement from the Ports of Los Angeles and Long Beach while relieving traffic congestion and improving air quality. The Corridor serves as a model for how major transportation improvements can be developed now and in the future.

“The Alameda Corridor has been a tremendous boon to Southern California in terms of what it has done to eliminate road/rail crossings, alleviate traffic congestion, and improve the efficiency of trade in Southern California,” said SCAG Executive Director Mark Pisano. “It has also definitively proven that the public and private sectors can work together to bring successful transportation improvements to fruition.”

The Alameda Corridor, which opened on April 15, 2002, is a 20-mile dedicated rail line between the Ports of Los Angeles and Long Beach and rail yards near downtown Los Angeles. Combining 90 miles of branch railroads into one high-speed rail line, the Alameda Corridor eliminated more than 200 at-grade railroad crossings where cars and trucks previously had to wait for long freight trains. It also cut by more than half the time it takes to transport cargo containers by train between the ports and downtown Los Angeles.

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The project, built at a cost of \$2.4 billion, was funded through an innovative mix of public and private sources, including a \$400 million 35-year loan issued in 1997 by the U.S. Department of Transportation. Other funding sources included the Los Angeles County Metropolitan Transportation Authority (MTA), the Ports of Los Angeles and Long Beach (through the issuance of bonds) and the railroad industry (through the purchase of rights-of-way).

Destination 2030, the 2004 Regional Transportation Plan adopted by SCAG on April 1st as a long-range transportation blueprint for Southern California, includes a series of critical road and rail transportation improvements that would be developed using similar innovative finance techniques via public/private partnerships. Such projects include:

- Increasing capacity on several key freeways to accommodate growing truck traffic
- Enhancing freight rail capacity through the San Gabriel Valley, San Bernardino County and northern Orange County
- Developing an intraregional high-speed transportation system based on Magnetic Levitation (Maglev) technology

“As our region continues to look for ways to pay for our many transportation needs, we must closely examine the example set by projects like the Alameda Corridor and identify innovative financing options that bring the private sector into the development of critical transportation projects,” continued Pisano. “ACTA has helped to lay the groundwork for future transportation projects that can result from creative partnerships between the public and private sectors.”

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