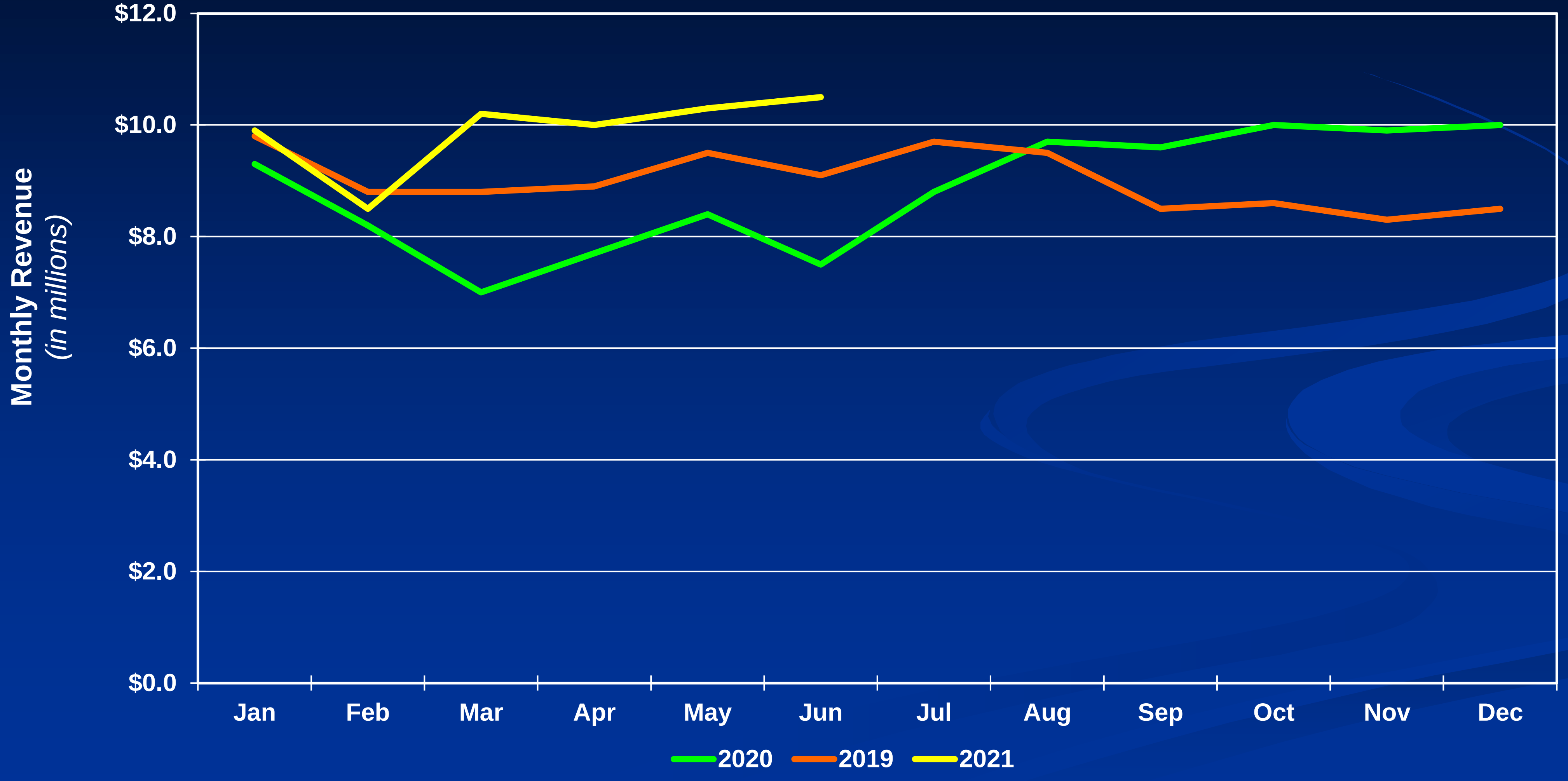
Item 1R

Performance Report
June 2021

Performance Comparison
June 2021

	Jun 2021	CY21	FY21
Revenue	$10.5 M	$59.4 M	$117.4 M
Change from 2020	40.4 %	23.8 %	16.3 %
TEU's	514,532	2,816,742	5,459,396
Change from 2020	54.9 %	35.1 %	19.2 %

Corridor Revenue Performance
CY2019 & CY2020, Jan to Jun 2021



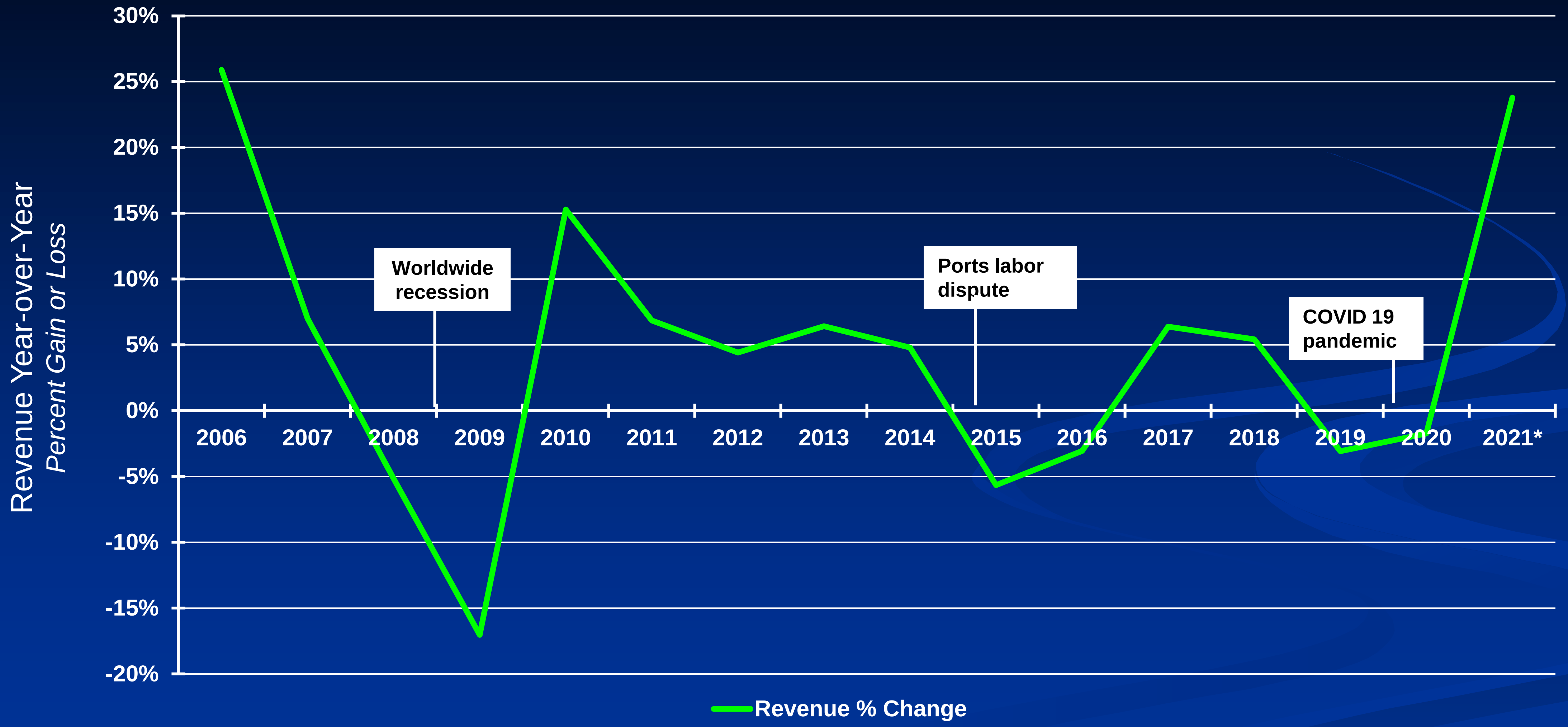
Port Container Throughput (TEUs) – June 2021

	POLA		POLB		Combined	
	Jun-21	%Change*	Jun-21	%Change*	Jun-21	%Change*
Imports	467,763	26.7%	357,101	18.8%	824,864	23.1%
Exports	96,067	- 12.3%	116,947	- 0.5%	213,014	- 6.2%
Total Loaded	563,830	17.8%	474,048	13.3%	1,037,878	15.7%
Empty	312,600	47.0%	250,249	36.1%	562,849	41.9%
Total	876,430	26.7%	724,297	20.3%	1,600,727	23.7%

	YTD	%Change*	YTD	%Change*	YTD	%Change*
Imports	2,834,213	45.3%	2,315,171	39.5%	5,149,384	42.6%
Exports	663,835	- 11.3%	751,741	2.4%	1,415,576	- 4.5%
Total Loaded	3,498,048	29.6%	3,066,912	28.1%	6,564,960	28.9%
Empty	1,929,827	81.5%	1,686,917	62.4%	3,616,744	72.1%
Total	5,427,875	44.3%	4,753,829	38.5%	10,181,704	41.5%

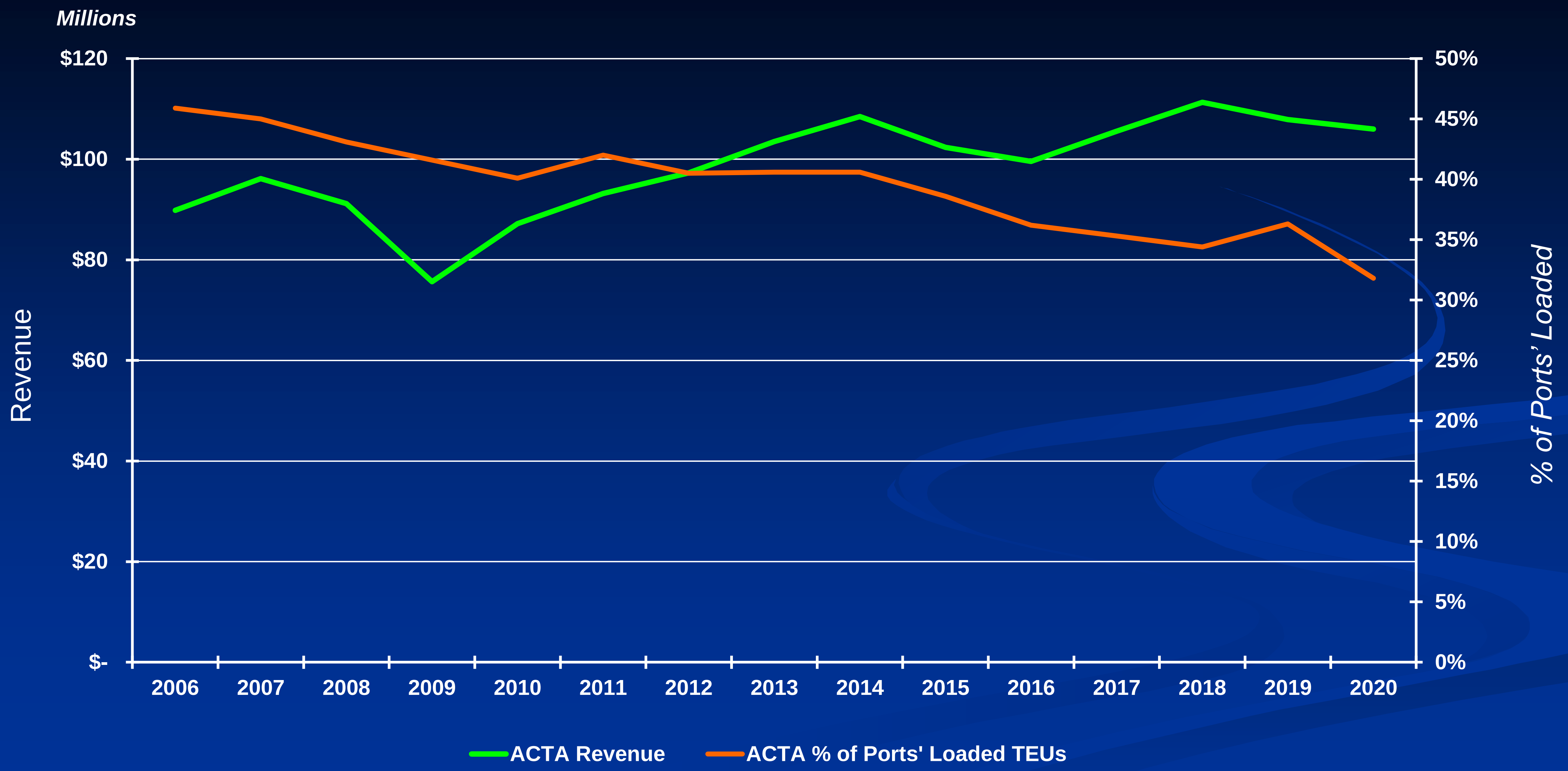
* Relative to same period in CY 2020

Historic Events



** 2021 Revenue percentage estimated using values CYD through Jun 2021*

ACTA Revenue



Short-haul Rail Status

1. Previous Studies
   a) POLA/POLB/ACTA, Inland Port Feasibility Study, 2010
   b) POLA/POLB, Transloading in So. Cal., 2012
   c) POLB, Market Assessment for SHR in So. Cal., 2017
   d) Caltrans, California Inland Port Feasibility Study, 2020
   e) Other outside of California, various
2. Opportunities
   a) Rail efficiency (steel wheel is 2-3 times more efficient than trucking)
   b) Reduced truck emissions and road repair costs, and improved safety
   c) Freeway congestion relief is societal benefit, even if trucks get cleaner

Short-haul Rail Studies

3. Challenges (in order of difficulty)
    a) Railroad agreements (dedicate resources, pricing)
    b) Inland rail yards (available property, cost of development, CEQA permit)
    c) Mainline capacity beyond Alameda Corridor (competition with IPI freight & passenger)
    d) Port rail facilities (loading yard/network capacity)
4. Next Steps
    a) Continue research and feasibility study
    b) Pursue California Central Valley project as a prototype (food/ag export, imports)