

***Item 1***

***Performance Report  
July 2021***

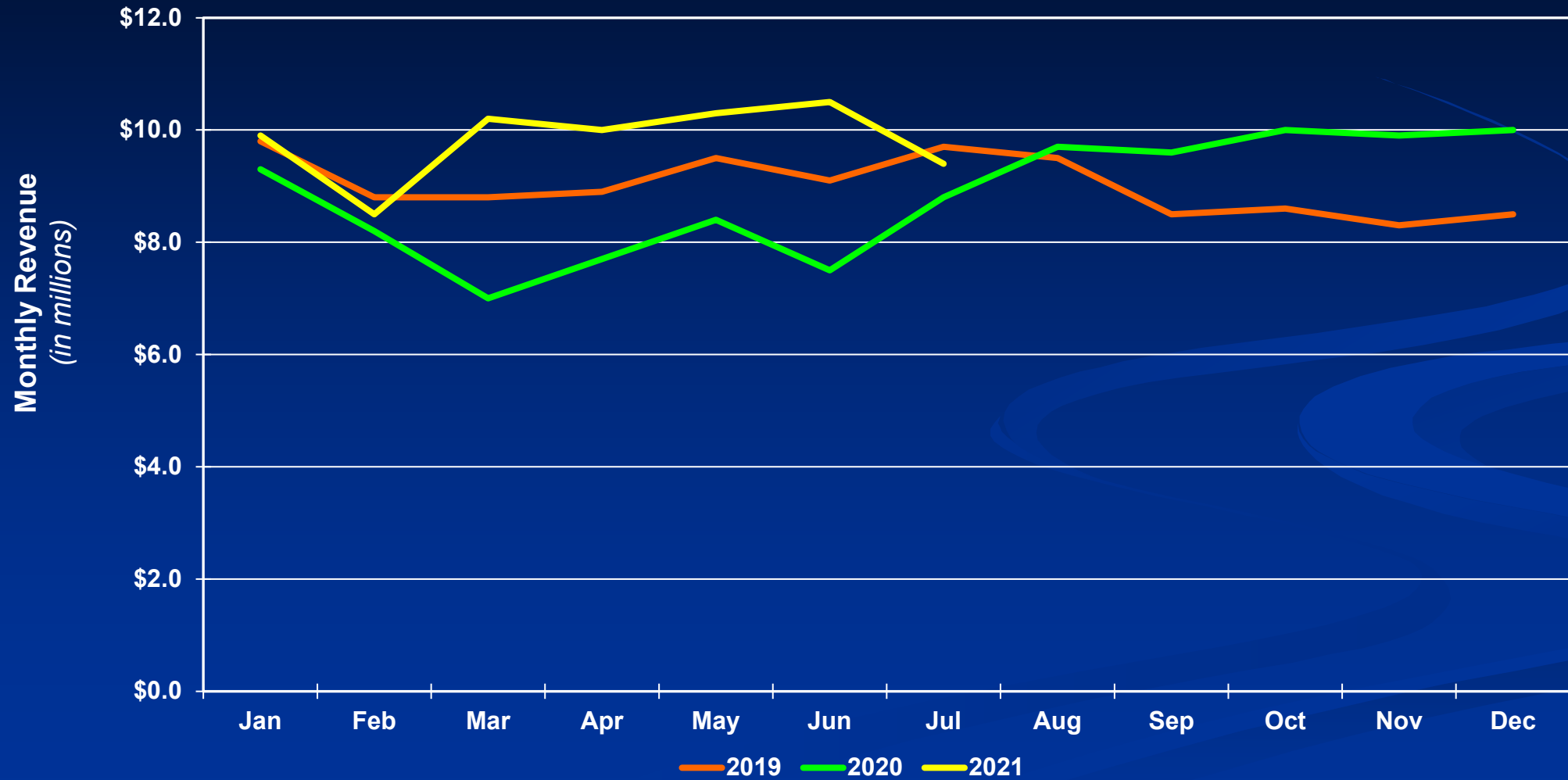


# Performance Comparison

## July 2021

	Jul 2021	CY21	FY21
<b>Revenue</b>	\$9.4 M	\$68.8 M	\$9.4 M
Change from 2020	6.8 %	21.2 %	6.8 %
<b>TEU's</b>	446,056	3,119,650	446,056
Change from 2020	22.1 %	33.3 %	22.1 %

# Corridor Revenue Performance CY2019 & CY2020, Jan to Jul 2021



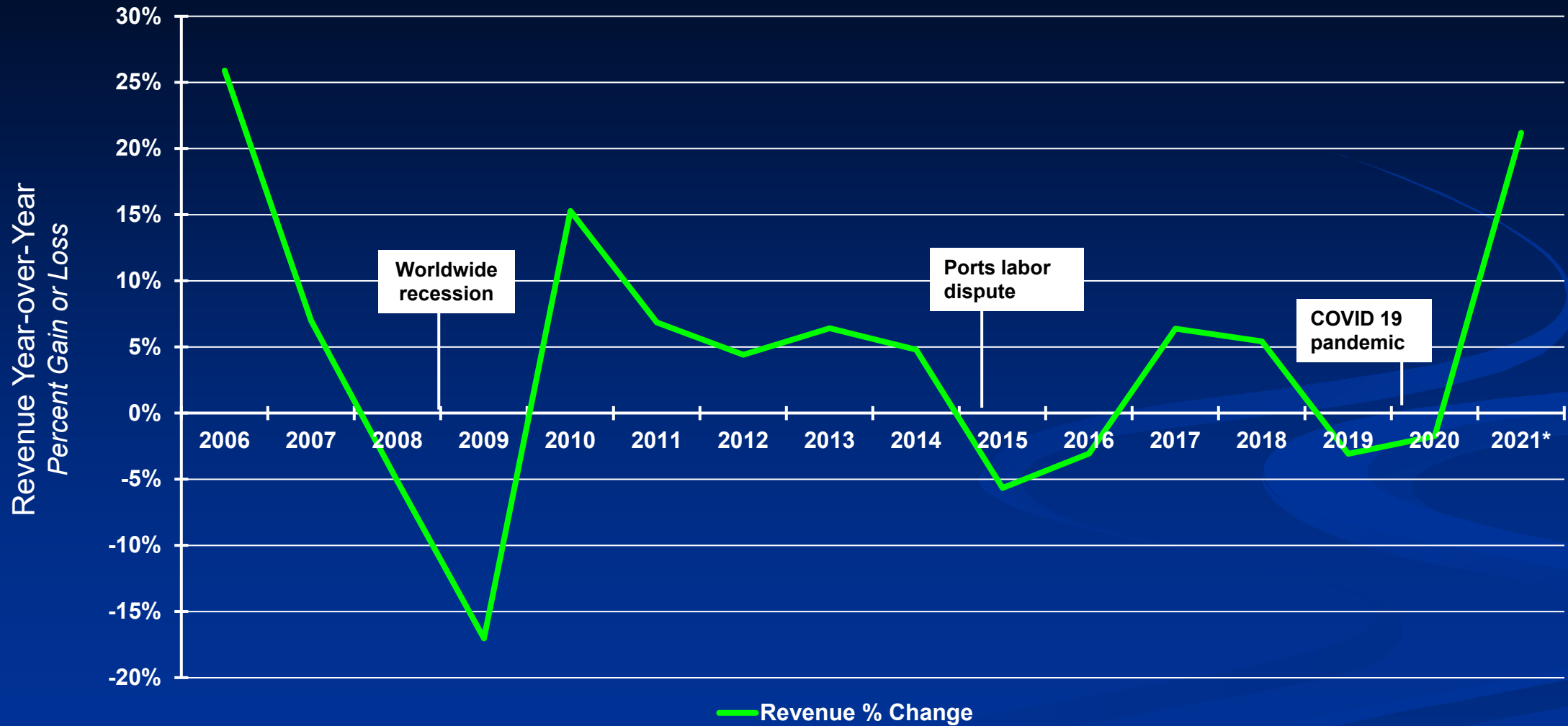
# Port Container Throughput (TEUs) – July 2021

	POLA		POLB		Combined	
	Jul-21	%Change*	Jul-21	%Change*	Jul-21	%Change*
Imports	469,361	2.9%	382,940	1.6%	852,301	2.3%
Exports	91,440	-27.6%	109,951	-20.7%	201,391	-24.0%
<b>Total Loaded</b>	<b>560,801</b>	<b>-3.7%</b>	<b>492,891</b>	<b>-4.4%</b>	<b>1,053,692</b>	<b>-4.0%</b>
Empty	330,000	20.4%	291,955	22.8%	621,955	21.6%
<b>Total</b>	<b>890,801</b>	<b>4.0%</b>	<b>784,846</b>	<b>4.2%</b>	<b>1,675,647</b>	<b>4.1%</b>

	YTD	%Change*	YTD	%Change*	YTD	%Change*
Imports	3,303,574	37.3%	2,698,111	32.5%	6,001,685	35.1%
Exports	755,275	-13.6%	861,692	-1.3%	1,616,967	-7.5%
<b>Total Loaded</b>	<b>4,058,849</b>	<b>23.7%</b>	<b>3,559,803</b>	<b>22.3%</b>	<b>7,618,652</b>	<b>23.1%</b>
Empty	2,259,826	69.0%	1,978,872	55.0%	4,238,698	62.2%
<b>Total</b>	<b>6,318,675</b>	<b>36.8%</b>	<b>5,538,675</b>	<b>32.3%</b>	<b>11,857,350</b>	<b>34.7%</b>

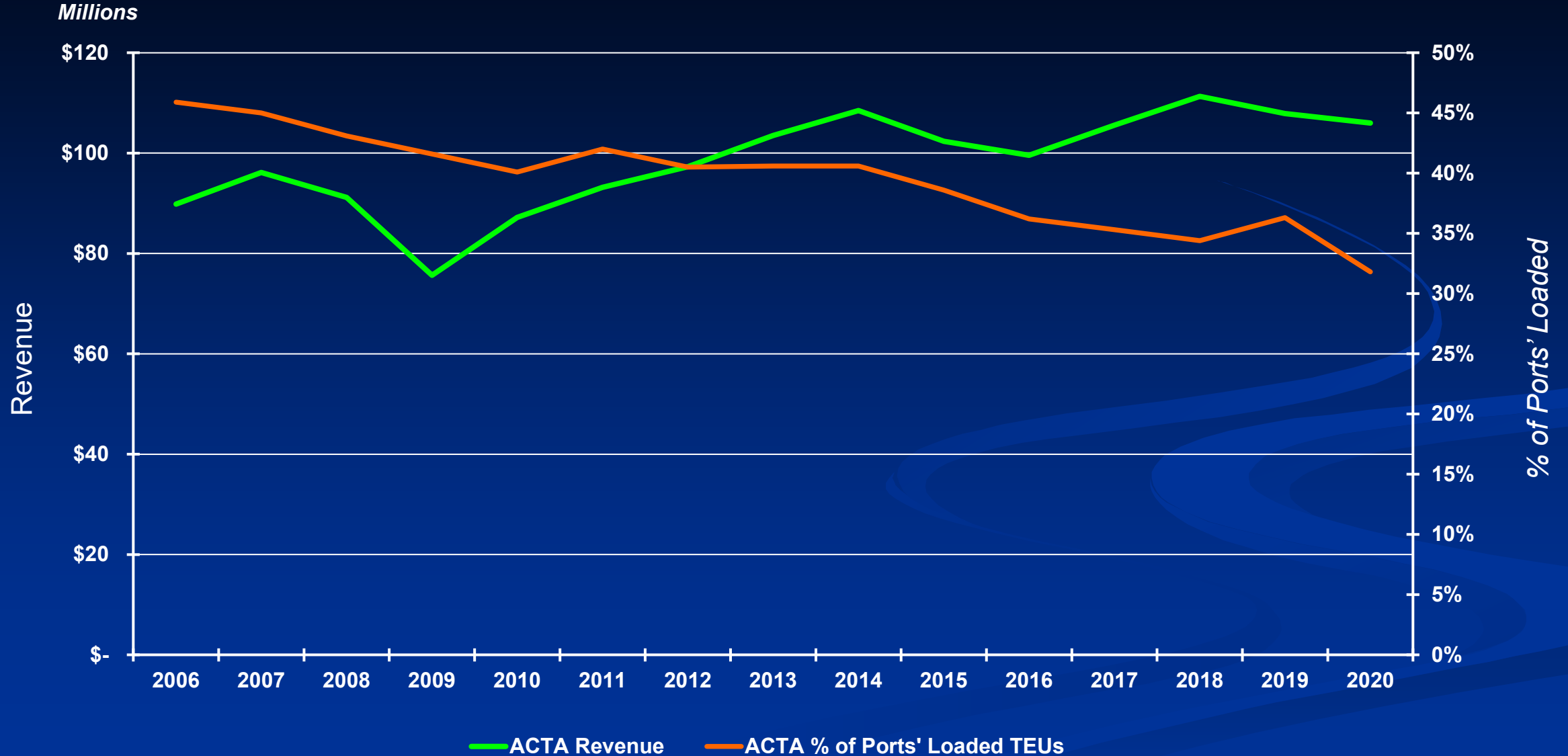
\* Relative to same period in CY 2020

# Historic Events



\* 2021 Revenue percentage estimated using values CYD through July 2021

# ACTA Revenue



# Short-haul Rail Status

## 1. 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

## 2. 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

# 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)



# Operating Revenue

Ed Renwick asked about the monthly financial report with negative cashflow

- ACTA has had a negative cashflow of about \$10M in both FY 2020 and 2021
  - Surplus funds have allowed ACTA to avoid seeking Shortfall Advances from Ports
  - Revenues and expenses are fairly stable, trending towards more positive cashflow
  - The primary cause of negative cashflow is bond payments, which have steadily increased
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- Refinancing Bonds is Solution to Negative Cashflow
  - Refinancing will be needed by 2022 to avoid Shortfall Advances