

LETTER OF REPRESENTATION

[], 2024

J.P. Morgan Securities LLC,
as Representative of the Underwriters
560 Mission Street, Floor 3
San Francisco, California 94105

Alameda Corridor Transportation Authority
3760 Kilroy Airport Way, Suite 200
Long Beach, California 90806

Ladies and Gentlemen:

The Alameda Corridor Transportation Authority (the “Authority”) proposes to issue its Alameda Corridor Transportation Authority Tax-Exempt Senior Lien Revenue Refunding Bonds, Series 2024A (the “Series 2024A Bonds”), its Alameda Corridor Transportation Authority Taxable Senior Lien Revenue Refunding Bonds, Series 2024B (the “Series 2024B Bonds”), its Alameda Corridor Transportation Authority Tax-Exempt Subordinate Lien Revenue Refunding Bonds, Series 2024C (the “Series 2024C Bonds”), its Alameda Corridor Transportation Authority Taxable Subordinate Lien Revenue Refunding Bonds, Series 2024D (the “Series 2024D Bonds” and together with the Series 2024A Bonds, the Series 2024B Bonds and the Series 2024C Bonds, the “Bonds”), pursuant to a Master Trust Indenture, dated as of January 1, 1999 (the “Master Indenture”), as supplemented and amended by the First Supplemental Trust Indenture, the Second Supplemental Trust Indenture, the Third Supplemental Trust Indenture and the Fourth Supplemental Trust Indenture, each dated as of January 1, 1999, the Fifth Supplemental Trust Indenture, dated as of June 1, 2003, the Sixth Supplemental Trust Indenture and the Seventh Supplemental Trust Indenture, each dated as of February 1, 2004, the Eighth Supplemental Trust Indenture, dated as of June 1, 2012, the Ninth Supplemental Trust Indenture, dated as of February 1, 2013, the Tenth Supplemental Trust Indenture and the Eleventh Supplemental Trust Indenture, each dated as of May 1, 2016, the Twelfth Supplemental Trust Indenture, the Thirteenth Supplemental Trust Indenture and the Fourteenth Supplemental Trust Indenture, each dated as of July 1, 2022, (collectively, the “Prior Supplemental Indentures”) and by the Fifteenth Supplemental Trust Indenture, the Sixteenth Supplemental Trust Indenture, the Seventeenth Supplemental Trust Indenture and the Eighteenth Supplemental Trust Indenture, each to be dated as of [], 2024 (the “Fifteenth Supplemental Trust Indenture”, the “Sixteenth Supplemental Trust Indenture”, the “Seventeenth Supplemental Trust Indenture” and the “Eighteenth Supplemental Trust Indenture”, respectively, and the Master Indenture, as supplemented and amended by the Prior Supplemental Indentures and by the Fifteenth Supplemental Trust Indenture, the Sixteenth Supplemental Trust Indenture, the Seventeenth Supplemental Trust Indenture and the Eighteenth Supplemental Trust Indenture, the “Indenture”), each between the Authority and U.S. Bank Trust Company, National Association (or its predecessor-in-interest), as trustee (the “Trustee”).

The Authority, BNSF Railway Company (“BNSF”), the Union Pacific Railroad Company (“Union Pacific” and together with BNSF, the “Railroads”), the City of Los Angeles, acting by

and through its Board of Harbor Commissioners (the “Port of Los Angeles”), and the City of Long Beach, acting by and through its Board of Harbor Commissioners (the “Port of Long Beach” and together with the Port of Los Angeles, the “Ports”), have entered into that certain Amended and Restated Alameda Corridor Use and Operating Agreement, dated as of December 15, 2016 (the “Use and Operating Agreement”), pursuant to which the Railroads have agreed to pay certain fees and charges for the use of the Rail Corridor and the Ports have agreed to make certain Shortfall Advances on the terms and subject to the conditions set forth therein. Certain revenues and other moneys to be derived by the Authority in connection with the Use and Operating Agreement are being pledged to secure the payment of the principal of, premium, if any, and interest on the Bonds.

The Bonds are being sold pursuant to one or more Bond Purchase Agreements, of even date herewith (the “Purchase Agreements”), between the Authority and J.P. Morgan Securities LLC, as representative (the “Representative”) of the Underwriters named therein.

Capitalized terms used but not defined herein shall have the meanings given such terms in the Purchase Agreements or in the Use and Operating Agreement, as applicable.

1. To induce the Authority and the Representative to enter into the Purchase Agreements and the Underwriters to purchase and reoffer the Bonds as contemplated in the Purchase Agreements, the Port of Los Angeles hereby represents and agrees with each of you as follows:

(a) the information relating to the Port of Los Angeles in the Preliminary Official Statement of the Alameda Corridor Transportation Authority relating to the Bonds, dated [], 2024, [as amended prior to the date hereof] (the “Preliminary Official Statement”), and in the Official Statement relating to the Bonds, to be dated on or about [], 2024, as the same may be amended or supplemented (the “Official Statement”), under the headings [“THE PORTS,” “CONTINUING DISCLOSURE—The Authority and the Ports” and “AUTHORITY REVENUES—Cargo Throughput and Revenue Collections”] in Appendix A and in Appendix B, has been provided to the Authority by the Port of Los Angeles for use in the Preliminary Official Statement and the Official Statement and was or is, as of its date, and will be, as of the Closing Date, true and correct, and such information includes certain financial statements and other historical information with respect to the Port of Los Angeles, which fairly present the financial position of the Port of Los Angeles as of the dates indicated and the results of its operations, for the periods therein specified, and are in conformity with generally accepted accounting principles applicable to the Port of Los Angeles applied on a consistent basis, and there has been no material adverse change in the financial condition or results of operations of the Port of Los Angeles since the date thereof;

(b) since the date of the Port of Los Angeles’s audited financial statements included in the Preliminary Official Statement and in the Official Statement, neither the Port of Los Angeles nor any of its divisions has sustained any material loss or interference with its business from fire, explosion, flood or other calamity, whether or not covered by insurance, or from any labor dispute or court or governmental action, order or decree, otherwise than as disclosed in the Preliminary Official Statement and in the Official Statement; and there has not been any material adverse change affecting the financial position or results of operations of Port of Los Angeles, otherwise than as disclosed in the Preliminary Official Statement and in the Official Statement;

(c) the City of Los Angeles has been duly incorporated and is a validly existing charter city under the laws of the State of California, with power and authority vested in its Board of Harbor Commissioners to manage its properties, and to conduct its business as described in the Preliminary Official Statement and in the Official Statement;

(d) this Letter of Representation and the Continuing Disclosure Certificate have been duly authorized, and have been or will be executed and delivered by the Port of Los Angeles and, assuming the due execution and delivery thereof by the other parties thereto, as applicable, constitute or will constitute the legal, valid and binding obligations of the Port of Los Angeles enforceable in accordance with their terms, except to the extent that enforceability is subject to bankruptcy, insolvency, reorganization, moratorium or other laws affecting creditors' rights and remedies generally and to the application of equitable principles where equitable remedies are sought; and the Use and Operating Agreement and the Use Permit (collectively, the "Port Agreements") constitute legal, valid and binding obligations of the Port of Los Angeles enforceable in accordance with their terms, except to the extent that enforceability is subject to bankruptcy, insolvency, reorganization, moratorium or other laws affecting creditors' rights and remedies generally and to the application of equitable principles where equitable remedies are sought;

(e) the execution and delivery by the Port of Los Angeles of this Letter of Representation and the Continuing Disclosure Certificate, the performance by the Port of Los Angeles of its obligations hereunder and under the Continuing Disclosure Certificate and the Port Agreements, and the consummation of the transactions herein and therein contemplated do not and will not (i) conflict with any of the terms, conditions or provisions of the Charter of the City of Los Angeles, or (ii) conflict with, result in a material breach of or constitute a material default under any of the terms or conditions of any indenture, mortgage, deed of trust, lease or other agreement or instrument to which the Port of Los Angeles is a party, or any laws, judgment, decree, rules or regulations applicable to Port of Los Angeles of any court or other governmental body or any other applicable requirement of law, except for conflicts, breaches or defaults which, individually or in the aggregate, would not materially and adversely affect the Port of Los Angeles's ability to perform its obligations under this Letter of Representation, the Continuing Disclosure Certificate and the Port Agreements; and no consent, approval, authorization, order, registration or qualification of or with any such court or governmental agency or body was or is required for the execution and delivery of, and performance by the Port of Los Angeles of its obligations under this Letter of Representation, the Continuing Disclosure Certificate and the Port Agreements or the consummation by the Port of Los Angeles of the transactions contemplated herein or therein;

(f) there are no legal or governmental proceedings pending to which the Port of Los Angeles or any of its divisions is a party or of which any property of the Port of Los Angeles or any of its divisions is the subject, which the Port of Los Angeles has reasonable cause to believe will, either individually or in the aggregate, have a material adverse effect on the current or future financial position or results of operations of the Port of Los Angeles; and, to the best of the Port of Los Angeles's knowledge, no such proceedings are threatened by governmental authorities or threatened by others;

(g) there is no action, suit, proceeding, inquiry or investigation, at law or in equity, before or by any court, government agency, public board or body, pending or, to the best of the Port of Los Angeles's knowledge, threatened against the Port of Los Angeles contesting or affecting the powers of the Port of Los Angeles with respect to, or the validity or enforceability of, or any authority for, this Letter of Representation, the Continuing Disclosure Certificate or the Port Agreements;

(g) the Port of Los Angeles is not in material breach of or in material default under any of the Port Agreements, and to its knowledge, the Port of Los Angeles is not in material breach of or in material default under any loan agreement, note, bond, resolution, indenture, agreement or other instrument to which the Port of Los Angeles is, or on or after the date of the Closing will be, a party or to which the Port of Los Angeles or any of its properties or assets is otherwise subject, and no event has occurred and is continuing that constitutes or that, with the passage of time or the giving of notice, or both, would constitute a material breach of or material default or event of default under any such agreement, law, regulation or instrument.

2. The Port of Los Angeles will undertake, pursuant to the Use and Operating Agreement and the Continuing Disclosure Certificate, to provide certain annual financial and operating information and to provide notices upon the occurrence of certain enumerated events. The form of this undertaking is set forth in the Continuing Disclosure Certificate included as Appendix H in the Preliminary Official Statement and in the Official Statement. During the previous five years, the Port of Los Angeles has not failed to comply in any material respect with any of its previous undertakings under Rule 15c2-12.

3. The Port of Los Angeles acknowledges and agrees that (i) in connection with the purchase and sale of the Bonds and with the discussions, undertakings and procedures leading up to the consummation of such transaction, the Underwriters are and have been acting solely as principals and not as the agents or fiduciaries of the Port of Los Angeles; (ii) the Underwriters have not assumed a fiduciary responsibility in favor of the Port of Los Angeles with respect to: (a) the offering of the Bonds or the process leading thereto (whether or not the Underwriters, or any affiliates of the Underwriters, have advised or are currently advising the Port of Los Angeles on other matters) or (b) any other obligation to the Port of Los Angeles except the obligations expressly set forth in the Purchase Agreements and in this Letter of Representation; and (iii) the Port of Los Angeles has consulted its own legal, financial and other advisors to the extent it has deemed appropriate in connection with this transaction.

4. The Port of Los Angeles hereby approves the Authority's obtaining of one or more debt service reserve surety policies, at the Authority's option and as permitted by the Indenture, in lieu of funding the Debt Service Reserve Account for some or all of the Bonds with bond proceeds, by obtaining one or more surety policies from a surety provider whose credit rating is at least "A" or better from at least one nationally recognized rating agency, notwithstanding the provisions of Section 7.3(k) of the Use and Operating Agreement, or any other provision thereof.

5. At the Closing, the Port of Los Angeles shall cause to be delivered to you the opinion of counsel to the Port of Los Angeles referred to in Paragraph [10(d)(xiii)] of each Purchase Agreement.

6. No representation or covenant herein shall be deemed to be the representation or covenant of any official, officer, agent or employee of the Port of Los Angeles in his or her individual capacity.

[Signatures on following page]

Very truly yours,

**THE CITY OF LOS ANGELES,
BY ITS BOARD OF HARBOR
COMMISSIONERS**

By: _____
Title:

Accepted as of the date hereof:

J.P. Morgan Securities LLC

On its own behalf and as Representative of
RBC Capital Markets, LLC
Goldman Sachs & Co. LLC
Samuel A. Ramirez & Co., Inc.
Siebert Williams Shank & Co., LLC

By: _____
Name: Michael Carlson
Title: Managing Director

Alameda Corridor Transportation Authority

By: _____
Name: Michael Leue
Title: Chief Executive Officer