

FLETCHER & SIPPEL LLC

ATTORNEYS AT LAW

29 North Wacker Drive
Suite 800
Chicago, Illinois 60606-3208

ROBERT A. WIMBISH

(312) 252-1504
rwimbish@fletcher-sippel.com

311774

ENTERED

Office of Chief Counsel

July 13, 2026

Part of

Public Record

July 13, 2026

Phone: (312) 252-1500

Fax: (312) 252-2400

www.fletcher-sippel.com

VIA ELECTRONIC FILING

Chief of Case Administration
Office of Chief Counsel
Surface Transportation Board
395 E Street, SW
Washington, DC 20024

Re: **FD 36946**

***Alameda Belt Line—Change of Operator Exemption—
Board of Harbor Commissioners of the Port of Los
Angeles, Board of Harbor Commissioners (Long Beach),
Alameda Corridor Transportation Authority, and
Union Pacific Railroad Company***

Chief of Case Administration:

Pursuant to 49 C.F.R. § 1150.42(e), Alameda Belt Line (“ABL”) hereby certifies that between July 6 and 7, 2026, the attached Notice was posted at the following identified workplaces of employees of Pacific Harbor Line, Inc. (“PHL”):

- Port of Los Angeles Berth 200 (PHL Office)
705 N Henry Ford Ave, Wilmington, CA 90744
- Port of Los Angeles Badger Bridge (PHL Train Control Office)
Located adjacent to the Commodore Schuyler F. Heim Bridge along State Route 47 (Terminal Island Freeway) – no street address
- Long Beach Container Terminal (Rail Building)
201 Pico Ave, Long Beach, CA, 90802
- Total Terminals International (Rail Building)
3499 Nimitz Rd, Long Beach, CA, 90802

FLETCHER & SIPPEL LLC

Chief of Case Administration, Office of the Chief Counsel

Surface Transportation Board

July 13, 2026

Page 2

- APM Terminals (Rail Building)
2500 Navy Way, San Pedro, CA 90731
- Fenix Marine (Rail Breakroom)
614 Terminal Way, San Pedro, CA 90731
- Everport Terminal Services (Switcher Building)
389 Terminal Way, San Pedro, CA 90731
- West Basin Container Terminal (Rail Trailer)
2050 John S Gibson Blvd, San Pedro, CA 90731
- Yusen Terminals (Rail Office)
701 New Dock Street, Terminal Island, CA 90731
- TRAPAC (Rail Office)
630 West Harry Bridges Blvd
Wilmington, CA 90744

The attached Notice was also served on July 7, 2026, by email on the national offices of the Brotherhood of Locomotive Engineers and Trainmen (“BLET”), the labor union representing affected PHL employees. ABL advised BLET in advance of its intent to proceed with this formal notice, and BLET has affirmatively committed to separately circulating the Notice to its represented PHL employees via email upon receipt as an added precautionary measure to ensure adequate notice.

The preparation and posting of the attached Notice were coordinated with, and supported by, key stakeholders. Union Pacific Railroad Company, BNSF Railway Company, the Port of Los Angeles (“POLA”), and the Port of Long Beach (“POLB”) have been actively involved in the development of the Notice and consented to its posting. The physical postings at PHL’s port terminal workplace locations were conducted with the cooperation of the respective port authorities; POLA directly assisted in carrying out the postings at PHL workplace locations within its facilities, while POLB granted ABL the necessary permission to arrange for the postings within its facilities.

FLETCHER & SIPPEL LLC

Chief of Case Administration, Office of the Chief Counsel

Surface Transportation Board

July 13, 2026

Page 3

Finally, out of an abundance of caution and to ensure comprehensive notice, ABL requested PHL's cooperation to identify all relevant workplaces and facilitate these postings. PHL's decision not to participate notwithstanding, ABL independently identified and posted at the locations listed above. In addition, ABL officials provided a copy of the attached Notice to PHL management, requesting that PHL distribute the Notice to any affected personnel—particularly those not represented by BLET—located at workplaces known to PHL. By providing actual notice to PHL management and offering this direct avenue for distribution, ABL has undertaken all reasonable, good-faith measures to achieve full substantive compliance with the Board's advance notice requirements and to mitigate any technical omissions arising from PHL's non-cooperation.

If you have any questions regarding this filing, please feel free to contact me. Thank you for your assistance on this matter.

Respectfully submitted,

/s/ *R. A. Wimbish*

Robert A. Wimbish

Attorney for Alameda Belt Line

Attachment

ALAMEDA BELT LINE
1 World Trade Center, Suite 2350
Long Beach, CA 90831

NOTICE

Alameda Belt Line (“ABL”), an existing Class III railroad common carrier, hereby provides notice to the employees of Pacific Harbor Line, Inc. (“PHL”) that ABL intends to acquire operating rights, subject to final approval by the City of Los Angeles Harbor Department and City of Long Beach Harbor Department (the “Harbor Departments”) and Union Pacific Railroad Company (“UP”), to assume common carrier operations over certain railroad assets (the “Rail Facilities”) located within and proximate to the Ports of Los Angeles and Long Beach, including railroad facilities currently operated by PHL.

Specifically, ABL anticipates filing for Surface Transportation Board (“STB”) authorization to assume common carrier operations over the following railroad assets (collectively, the above-referenced Rail Facilities):

- track owned or leased by the City of Los Angeles, acting through its Board of Harbor Commissioners (“POLA”), within and proximate to the Port of Los Angeles;
- track owned or leased by the City of Long Beach, acting through its Board of Harbor Commissioners (“POLB”), within and adjacent to the Port of Long Beach;
- Track jointly owned by POLA and POLB constituting the south end of the Alameda Corridor between milepost 16.1 at CP West Thenard, California, and milepost 18.2 at CP Badger Bridge, California;
- the portion of the Alameda Corridor extending from milepost 0.0 at CP East Redondo, California, to milepost 16.1 at CP West Thenard, a triple-tracked main line corridor owned jointly by the Harbor Departments but for which asset administration between East Redondo and West Thenard has been delegated to the Alameda Corridor Transportation Authority (a joint powers authority established by the Cities of Los Angeles and Long Beach);
- the UP-owned Northerly Drill Track, aka Patata Industrial Lead (formerly known as the Santa Ana Bypass Track), extending from milepost 15.9 at CP Firestone Park, California, to milepost 21.7 at CP Compton, California; and
- the UP-owned Southerly Drill Track, aka the Carson Industrial Lead (referred to in prior Board proceedings as the Drill Track Portion), extending

from milepost 12.8 at CP Tyler, California, to milepost 16.1 at CP West Thenard.

ABL intends to commence common carrier operations over the above-described Rail Facilities after the effective date of the subject class exemption, and, in any event, is targeting commencing operations by or before January 1, 2027 (generally, the “Transition Date”). This notice is provided pursuant to the STB regulations at 49 C.F.R. § 1150.42(e).

ABL anticipates offering employment to all active PHL employees who are members in good standing with the Brotherhood of Locomotive Engineers and Trainmen (“BLET”). No formal employment application will be required for these individuals to transition into their current roles at equal terms with ABL. In addition, ABL will honor the terms and conditions of the current PHL-BLET collective bargaining agreement (“CBA”) for the balance of the current term of the PHL-BLET CBA, provided that employees select BLET as their representative under ABL management.

Regarding non-BLET management and administrative opportunities, ABL anticipates offering approximately 41 positions. Precise numbers and exact position names are yet to be determined. Positions expected to be available will encompass various functional types, including terminal and train operations, safety and compliance, mechanical operations, human resources, administration, and customer service. Current PHL management employees will be eligible to apply for available positions with ABL.

Regarding the principles of employee selection for the roles not falling under the classes and crafts on PHL currently represented by BLET, ABL intends to evaluate candidates based on a standard review of applications and/or resumes, relevant industry experience, and standard interview processes. The terms of employment for these management and administrative positions will be on a standard at-will basis, with compensation and benefits commensurate with the specific roles and general industry standards.

To ensure a safe and seamless transition of operations, all offers of employment or retention for current PHL employees – both BLET members and non-BLET management as applicable – will be contingent upon meeting standard, objective safety and fitness prerequisites. These include passing a physical examination, a drug screen, and a standard background check.

ABL will not discriminate in hiring or employment based on race, color, religion, sex (including pregnancy), sexual orientation, national origin, age, disability, or genetic

information. Post-transition employment levels on ABL may be affected by traffic, market, and other routine business conditions.

ABL expects to file with the STB a notice of exemption to authorize the proposed railroad common carrier operations on or after July 27, 2026 in Docket No. FD 36946.

Any PHL employee who may be interested in more information about the transaction, future employment with ABL, or who may wish to opt out of employment with ABL, may contact:

Ronald Wendel
Chief Financial Officer
Alameda Belt Line
1 World Trade Center, Suite 2350
Long Beach, CA 90831
Phone 562-312-1972, Extension 110
Careers@ablrail.com
July 7, 2026