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BEFORE THE
SURFACE TRANSPORTATION BOARD

ENTERED
Office of Chief Counsel
September 16, 2026
Part of
Public Record

FD 36946

ALAMEDA BELT LINE
—OPERATION 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

**VERIFIED NOTICE OF EXEMPTION OF ALAMEDA BELT LINE
PURSUANT TO 49 C.F.R. PART 1150, SUBPART E**

FEE RECEIVED
September 16, 2026
SURFACE
TRANSPORTATION BOARD

Dated: September 16, 2026

Robert A. Wimbish
Fletcher & Sippel LLC
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ATTORNEY FOR ALAMEDA BELT LINE

FILED
September 16, 2026
SURFACE
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BEFORE THE
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FD 36946

ALAMEDA BELT LINE
—OPERATION 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

**VERIFIED NOTICE OF EXEMPTION OF ALAMEDA BELT LINE
PURSUANT TO 49 C.F.R. PART 1150, SUBPART E**

Alameda Belt Line (“ABL”), a privately-held railroad company granted common carrier dispatching authority pursuant to *Alameda Belt Line – Operation Exemption – Board of Harbor Commissioners of the Port of Los Angeles, Board of Harbor Commissioners (Long Beach), and Alameda Corridor Transportation Authority*, FD 36787 (STB served July 22, 2024) (“ABL—Dispatching”), hereby files the present verified notice of exemption (the “Notice”) pursuant to 49 C.F.R. part 1150, subpart E, to acquire by agreement rights to operate over various tracks and terminal facilities (the “Lines”) owned in part by the City of Los Angeles, a municipal corporation, acting through its Board of Harbor Commissioners (“LA”), in part by the City of Long Beach, a municipal corporation, acting through its Board of Harbor Commissioners (“LB”), and the Union Pacific Railroad Company (“UP”) within and proximate to the terminal facilities of the sister Ports of Los Angeles

(“POLA”) and Long Beach (“POLB”) – all as is detailed below. The Lines include the entire scope of common carrier operations currently conducted by the joint POLA/POLB terminal railroad carrier operator, Pacific Harbor Line, Inc. (“PHL”).

Pursuant to 49 C.F.R. § 1150.43, ABL submits the following information:

Full Name and Address of Applicant: 49 C.F.R. § 1150.43(a)

Alameda Belt Line
1 World Trade Center, Suite 2350
Long Beach, CA 90831

Applicant’s Representative: 49 C.F.R. § 1150.43(b)

Robert A. Wimbish
Fletcher & Sippel LLC
29 North Wacker Drive, Suite 800
Chicago, IL 60606
rwimbish@fletcher-sippel.com
(312) 252-1500

Statement Concerning Agreement(s): 49 C.F.R. § 1150.43(c)

ABL is in the process of reaching separate agreements with—LA (to undertake railroad common carrier switching operations over POLA-owned track within the Port of Los Angeles); LB (to undertake railroad common carrier switching operations over POLB-owned and leased track in the Port of Long Beach); Alameda Corridor Transportation Authority (“ACTA”) to assume non-exclusive common carrier operations over the ACTA-administered portion of the Alameda Corridor; UP (covering proposed ABL operations over certain UP-owned line segments); and as needed jointly with POLA and POLB for purposes of ABL’s non-

exclusive operations over the non-ACTA-administered portions of the Alameda Corridor, all as described more fully below. ABL anticipates that all agreements essential to this transaction will be finalized in October of this year. These agreements are integral to a single (non-severable) transaction whereby ABL would assume common carrier terminal switching operations in and extending from the combined port terminal area of Los Angeles and Long Beach, intending, among other things, to replace the current terminal railroad service operations of PHL.

Operator of the Property: 49 C.F.R. § 1150.43(d)

ABL will, on or after the subject notice's effective date, effectuate its assumption of common carrier operations over the Lines (described below).

Summary of the Proposed Transaction: 49 C.F.R. § 1150.43(e)

The name and address of the entities that own separate portions of the Lines are as follows:

Los Angeles Harbor Department
ATTN Executive Director
P.O. Box 151
San Pedro, CA 90733-0151
[Street Address]
425 S. Palos Verdes Street
San Pedro, CA 90731

Long Beach Harbor Department
ATTN Executive Director
P.O. Box 570
Long Beach, CA 90801
[Street Address]
415 West Ocean Blvd.
Long Beach, CA 90802

Union Pacific Railroad Company
1400 Dodge Street
Omaha, NE 68179

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

ABL is an existing common carrier jointly owned in equal measure by UP and BNSF Railway Company (“BNSF”). ABL originally was formed in 1924 and was jointly owned by the Atchison, Topeka & Santa Fe Railway Company (a BNSF predecessor) and the Western Pacific Railroad Company (a UP predecessor), and thereafter acquired and operated over certain trackage owned by the City of Alameda, Cal. ABL has since ceased all common carrier operations in the San Francisco Bay area and now operates as a common carrier in the Los Angeles Basin region of Southern California. ABL resumed its common carrier status in 2024 by obtaining authority to provide dispatching over the trackage coincidentally known as the Alameda Corridor, a high-density, multiple-track railroad route that functions as a highly efficient conduit for BNSF and UP freight traffic flowing to and from the POLA/POLB port facilities. *See ABL-Dispatching.*

As indicated above, LA and LB (separately, jointly, and through ACTA where appropriate) will extend to ABL contractual rights to assume railroad common carrier operations over POLA and POLB terminal facilities, respectively, upon the expiration of PHL’s current contracts. As an element of the plan to transition railroad terminal service providers at the ports, UP has agreed to grant

ABL common carrier rights over certain trackage proximate to the ports. The grants of rights necessary for the operation of the subject Lines are as follows:

1. ABL will acquire operating rights from LA, entitling ABL to undertake railroad common carrier switching operations over POLA-owned track, including the track currently operated by PHL pursuant to Board authorization. *See Pacific Harbor Line, Inc. – Operation Exemption – Port of Los Angeles*, FD 33411 (STB served Dec. 2, 1997).
2. ABL will acquire operating rights from LB, entitling ABL to undertake railroad common carrier operations over POLB-owned and leased track within and adjacent to POLB, including the track currently operated by PHL pursuant to Board authorization. *See Pacific Harbor Line, Inc. – Operation Exemption – Port of Long Beach*, FD 33638 (STB served Aug. 20, 1998).
3. ABL will acquire non-exclusive operating rights over track jointly owned by POLA and POLB constituting the south end of the Alameda Corridor between milepost 16.1 at CP West Thenard, Cal., and milepost 18.2 at CP Badger Bridge, Cal., including a connecting segment extending between milepost 16.8 at CP Long Beach Junction, Cal. and milepost 17.7 at CP Gaspur, Cal.
4. ABL will acquire non-exclusive operating rights over the portion of the Alameda Corridor extending from milepost 0.0 at CP East Redondo, Cal. 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 has been delegated to the Alameda Corridor Transportation Authority (a joint powers authority established by the Cities of Los Angeles and Long Beach).
5. ABL will acquire operating rights over 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, Cal., to milepost 21.7 at CP Compton, Cal.; and over 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, Cal., to milepost 16.1 at CP West Thenard, including the track currently operated by PHL pursuant to Board authorization. *See Pacific Harbor Line, Inc. – Lease and Operation Exemption – Union Pacific Railroad Company*, FD 35789 (STB served May 23, 2014) (clarified by order issued on July 18, 2014); *Pacific*

Harbor Line, Inc. – Operation Exemption – Union Pacific Railroad Company, FD 35814 (STB served May 23, 2014).

Map: 49 C.F.R. § 1150.43(f)

A map of the location of the Lines and surrounding the area is attached hereto as Exhibit A.

Certification of Class III Status: 49 C.F.R. § 1150.43(g)

ABL currently functions as a terminal dispatching service provider with annual revenues well within the Class III threshold at 49 C.F.R. part 1201, General Instruction 1-1. Upon consummation of the subject transaction, ABL will function in the conventional sense as a terminal switching carrier within the Los Angeles Basin region. Accordingly, ABL is and will remain a Class III carrier. See 49 C.F.R. part 1201, General Instruction 1-1(d).

Interchange Commitments: 49 C.F.R. § 1150.43(h)

None of the agreements governing the transaction which is the subject of this Notice involves any provision barring or limiting ABL's future interchange with any third-party connecting carrier.

Advanced Notice (Posting): 49 C.F.R. § 1150.42(e)

ABL's annual revenues are expected to exceed \$5 million. Accordingly, LA and LB assisted in arrangements to post notice of the proposed transaction in the workplaces of PHL employees (the "Labor Notice"), and ABL contemporaneously served identical notice upon the national offices of the union representing affected

PHL employees. ABL certified to the Board on July 13, 2026, that the employee and labor union advance notice requirements of 49 C.F.R. § 1150.42(e) were satisfied, as the record in this proceeding already reflects.

Environmental and Historic Preservation Data:

Pursuant to 49 C.F.R. § 1105.6(c)(1)(i), ABL's proposed assumption of common carrier service over the Lines pursuant to 49 U.S.C. § 10902 is exempt from environmental reporting. The transaction will not result in changes which exceed any of the thresholds established in 49 C.F.R. §§ 1105.7(e)(4) or (5). Additionally, ABL's assumption of operations also will have no material impact upon the use of the Lines or upon the Lines' infrastructure, thus categorically excepting the transaction from historical preservation reporting requirements pursuant to 49 C.F.R. § 1105.8(b)(1). ABL has no plan to discontinue service over or abandon any part of the Lines (nor would its agreements governing the transaction entitle it to undertake such actions), and it has no plans to dispose of or alter properties subject to the Board's jurisdiction which are fifty (50) years old or older.

Caption Summary: 49 C.F.R. § 1150.34

A caption summary in appropriate form is attached as Exhibit B.

Respectfully submitted,

/s/ *R. A. Wimbish*

Robert A. Wimbish

Fletcher & Sippel LLC

29 North Wacker Drive, Suite 800

Chicago, IL 60606

rwimbish@fletcher-sippel.com

Telephone: (312) 252-1500

ATTORNEY FOR ALAMEDA BELT LINE

Dated: September 16, 2026

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SURFACE TRANSPORTATION BOARD**

FD 36946

**ALAMEDA BELT LINE
—OPERATION 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**

EXHIBIT A

MAP/MAPS

SAN PEDRO BAY RAILROAD NETWORK

- 2022 -

ALAMEDA CORRIDOR SUBDIVISION

STATIONS:
CP WEST THENARD
CP LONG BEACH JCT.
CP ANAHEIM
CP DOMINGUEZ
CP BADGER BRIDGE
CP MOLE
CP LAXT

SAN PEDRO SUBDIVISION

STATIONS:
CP ANAHEIM
CP GOODWIN
CP MARINA
CP BANNING
FIGUEROA

MANUEL SUBDIVISION

STATIONS:
CP FARRAGUT
CP FOOTE
CP CRUCERO
MEAD
CP DOMINGUEZ
CP BADGER BRIDGE



**Port of
LONG BEACH**
THE PORT OF CHOICE

LONG BEACH SUBDIVISION

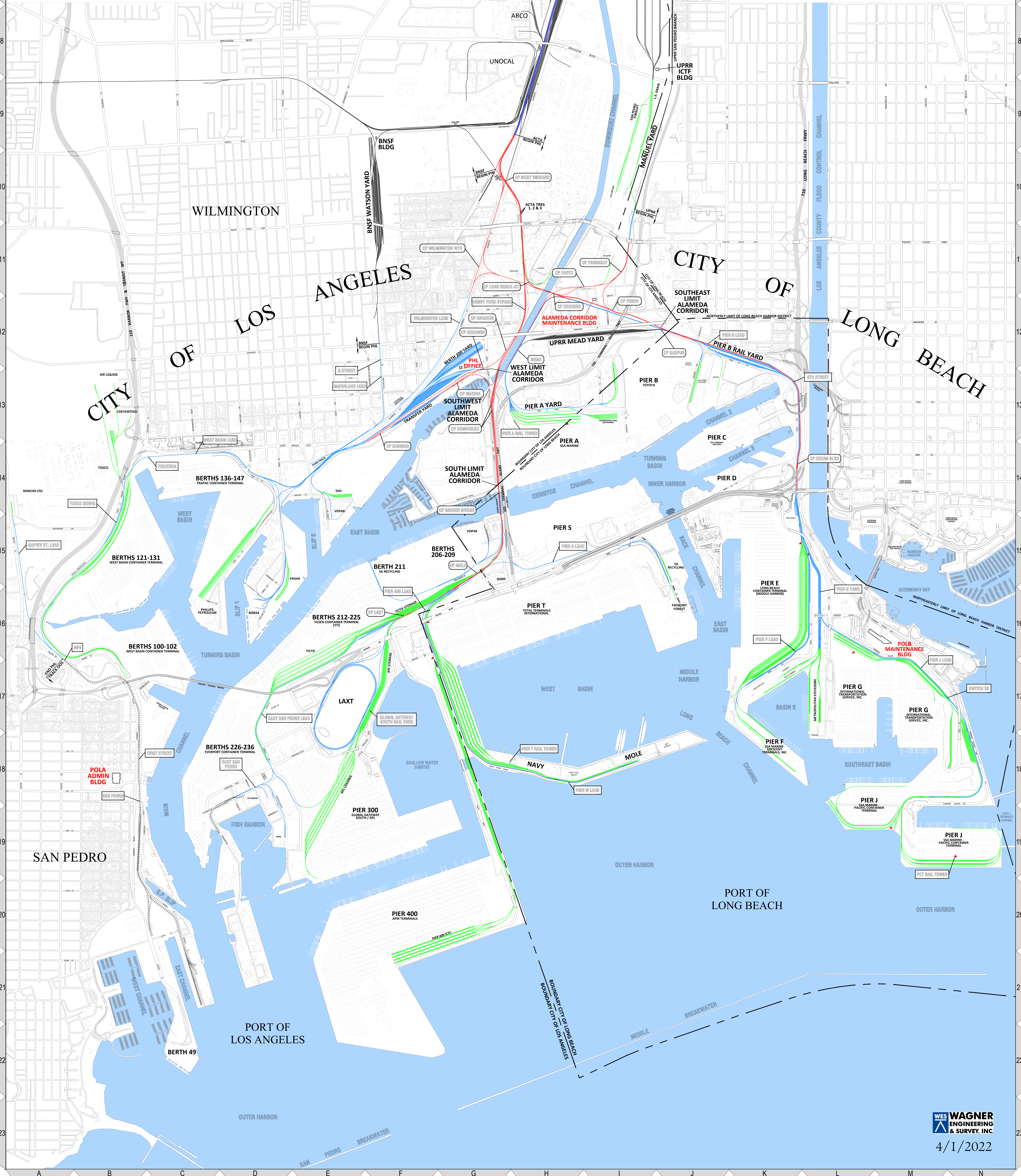
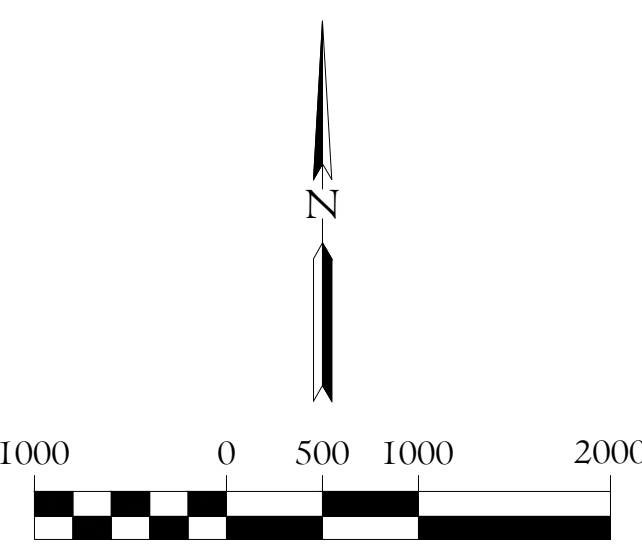
STATIONS:
CP WEST THENARD
CP WILMINGTON WYE
CP LONG BEACH JCT.
CP CRUCERO
CP PERRY
CP GASPUR
PIER B YARD
9TH STREET
CP OCEAN BLVD.*
*PLANNED CLOSURE END OF CY 2022

DESIGNATED INDUSTRIAL LEAD TRACKS

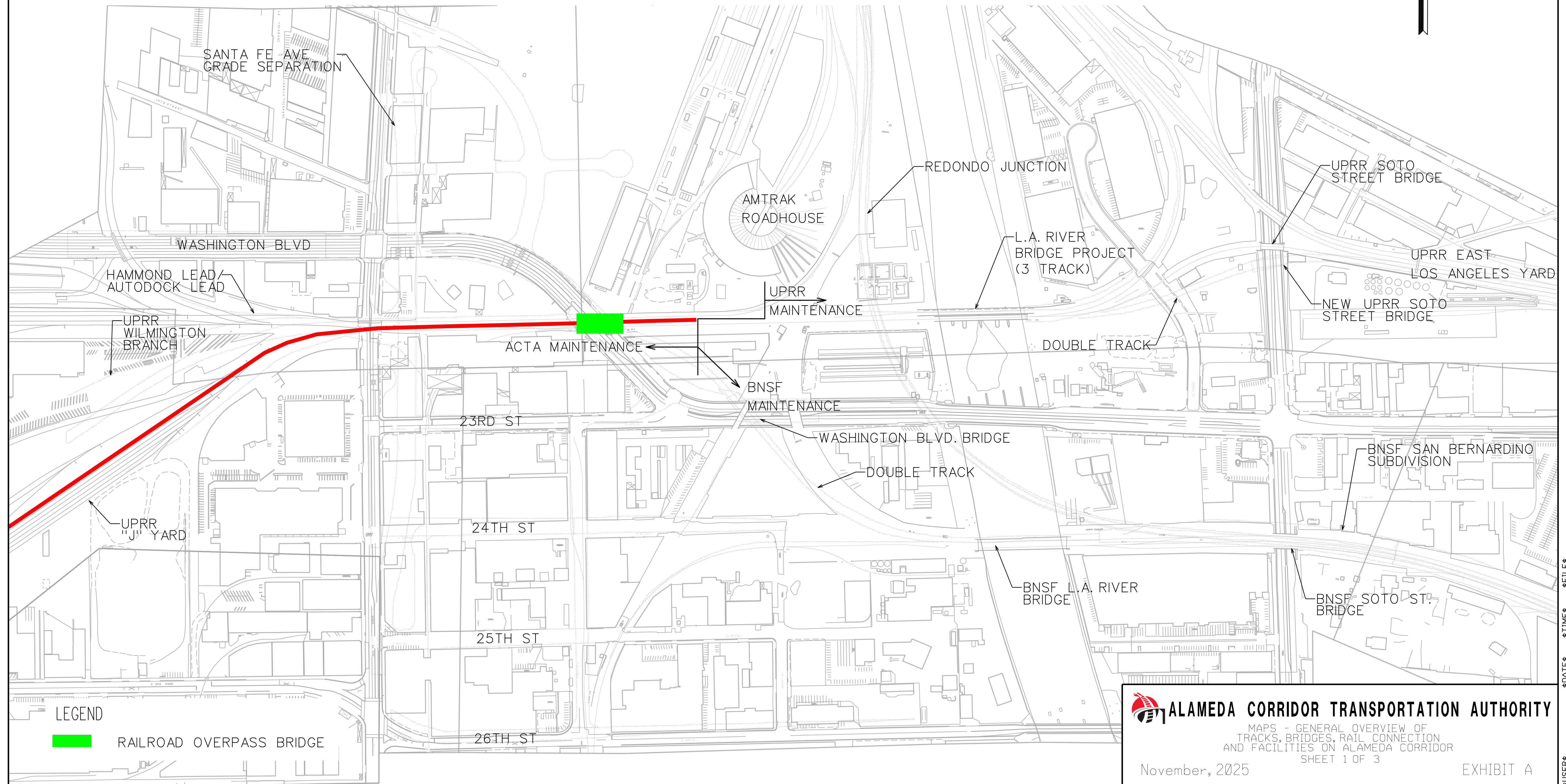
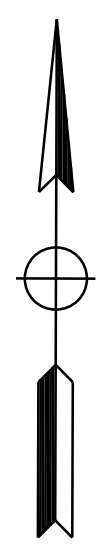
PIER F LEAD
PIER J LEAD
PIER S LEAD
PIER W LEAD
PIER 400 LEAD
McFARLAND LEAD
WILMINGTON LEAD
EAST SAN PEDRO LEAD
GAFFEY ST. LEAD
WEST BASIN LEAD

LEGEND

STATION NAME
PLACE AND TRACK NAMES
ALAMEDA CORRIDOR MAINLINE TRACKS
PHL MAINLINE CTC
PHL OTHER THAN MAIN TRACK
OUT OF SERVICE TRACK
MARINE UNIT TRAIN TERMINAL TRACK
NON-PHL TRACK
AIR COMPRESSOR BUILDING



ALAMEDA CORRIDOR



**ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY**

MAPS - GENERAL OVERVIEW OF
TRACKS, BRIDGES, RAIL CONNECTION
AND FACILITIES ON ALAMEDA CORRIDOR
SHEET 1 OF 3

November, 2025

EXHIBIT A

ALAMEDA CORRIDOR



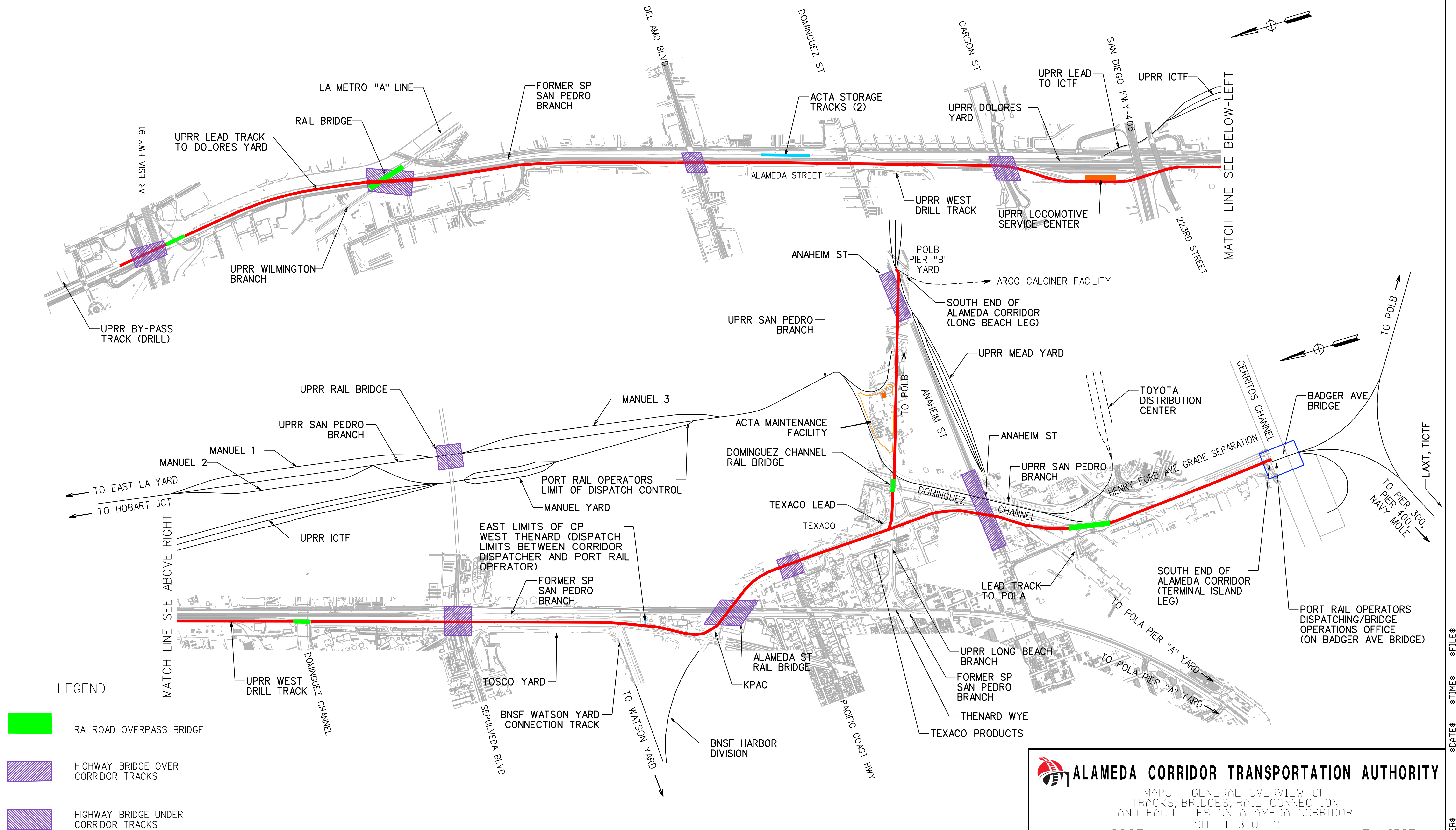
ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY

MAPS - GENERAL OVERVIEW OF
TRACKS, BRIDGES, RAIL CONNECTION
AND FACILITIES ON ALAMEDA CORRIDOR
SHEET 2 OF 3

November, 2025

EXHIBIT A

ALAMEDA CORRIDOR



ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY

MAPS - GENERAL OVERVIEW OF
TRACKS, BRIDGES, RAIL CONNECTION
AND FACILITIES ON ALAMEDA CORRIDOR

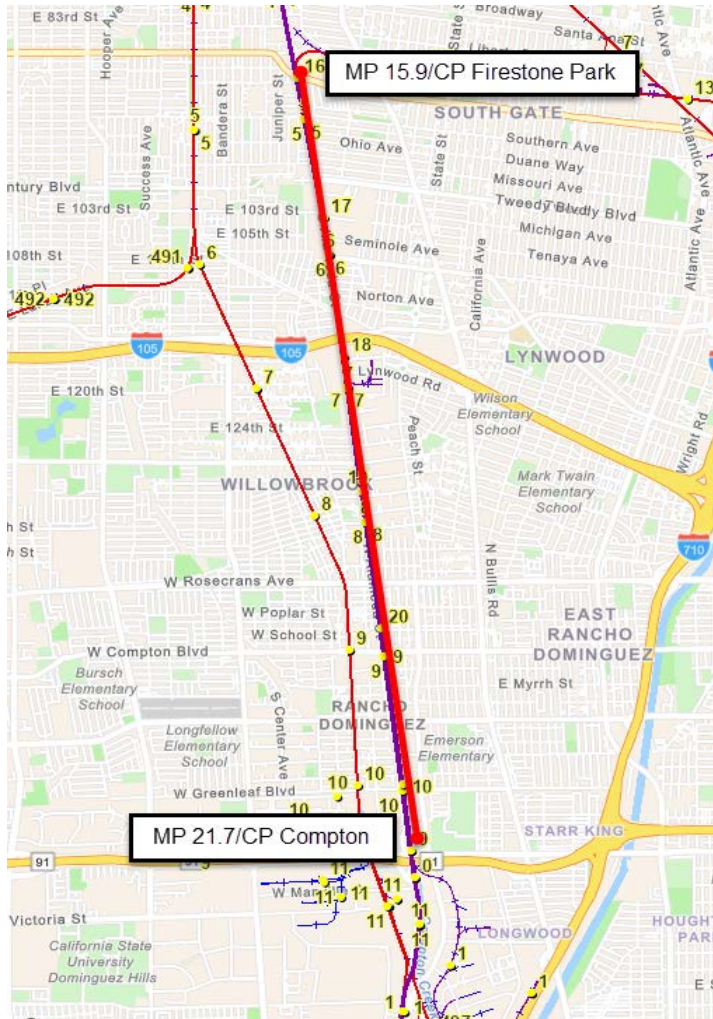
SHEET 3 OF 3

November, 2025

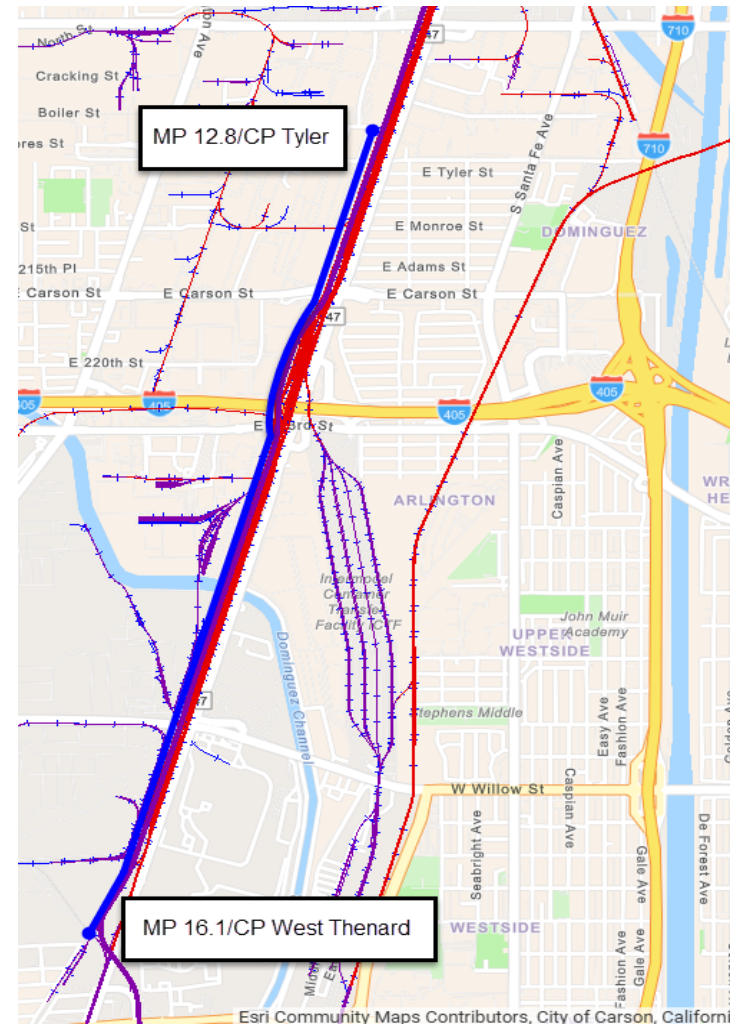
EXHIBIT A

UP Drill Track(s)

Patata Industrial Lead:



Carson Industrial Lead:



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EXHIBIT B

CAPTION SUMMARY

SURFACE TRANSPORTATION BOARD

Notice of Exemption

FD 36946

ALAMEDA BELT LINE
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BOARD OF HARBOR COMMISSIONERS (LONG BEACH),
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UNION PACIFIC RAILROAD COMPANY

Alameda Belt Line (“ABL”), a Class III railroad common carrier, has filed a verified notice of exemption under 49 C.F.R. part 1150, subpart E, to assume common carrier operations over various tracks and terminal facilities (the “Lines”) in the Los Angeles Basin area. Specifically, ABL will acquire operating rights over:

(1) track owned by the City of Los Angeles, acting through its Board of Harbor Commissioners (“POLA”), within and proximate to the Port of Los Angeles;

(2) 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;

(3) track jointly owned by POLA and POLB constituting the south end of the Alameda Corridor between milepost 16.1 at CP West Thenard, Cal., and milepost 18.2 at CP Badger Bridge, Cal., including a connecting segment extending between milepost 16.8 at CP Long Beach Junction, Cal. and milepost 17.7 at CP Gaspar, Cal.;

(4) the portion of the Alameda Corridor extending from milepost 0.0 at CP East Redondo, Cal., to milepost 16.1 at CP West Thenard, a triple-tracked main line

corridor owned jointly by POLA and POLB but for which asset administration has been delegated to the Alameda Corridor Transportation Authority; and

(5) the UP-owned Northerly Drill Track, aka Patata Industrial Lead, extending from milepost 15.9 at CP Firestone Park, Cal., to milepost 21.7 at CP Compton, Cal.; and the UP-owned Southerly Drill Track, aka the Carson Industrial Lead, extending from milepost 12.8 at CP Tyler, Cal., to milepost 16.1 at CP West Thenard.

ABL's representative in this proceeding is Robert A. Wimbish, Fletcher & Sippel LLC, 29 North Wacker Drive, Suite 800, Chicago, IL 60606, 312-252-1500, rwimbish@fletcher-sippel.com.

This Notice is filed under 49 C.F.R. § 1150.41. If the notice contains false or misleading information, the exemption is void *ab initio*. Petitions to re-open the proceeding to revoke the exemption under 49 U.S.C. § 10502(d) may be filed at any time. The filing of a petition to re-open will not automatically stay the effectiveness of the exemption.

By the Board, _____, Director, Office of Proceedings.

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CERTIFICATION AND VERIFICATION

CERTIFICATION AND VERIFICATION

I, Martin T. Yarnall, being duly sworn, hereby certify and verify, under penalty of perjury, as follows:

1. I am Chief Executive Officer of Alameda Belt Line (“ABL”), and I am duly authorized to make this certification and verification on behalf of ABL;

2. I certify that ABL’s expected annual revenues as a result of the present transaction will exceed \$5 million, and that ABL’s status as a terminal switching carrier will qualify ABL to be a Class III railroad common carrier pursuant to 49 C.F.R. part 1201, General Instruction 1-1(d);

3. I certify that the agreements controlling the proposed transaction contain no restrictions on interchange with third-party connecting railroads; and

4. I hereby verify that I have read the foregoing notice of exemption, know the contents thereof, and that the same are true and correct as stated to the best of my knowledge, information, and belief.

By: /s/ *Martin T. Yarnall*
Martin T. Yarnall

Dated: September 16, 2026