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**BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF CALIFORNIA**

Application of the Port of Los Angeles (POLA) to construct a four-lane, rail-roadway grade separation in the City of Los Angeles, County of Los Angeles, on the Port of Los Angeles LAXT Loop on the Alameda Corridor Subdivision (Proposed CPUC Crossing No. 121AA-19.90-AC and Proposed U.S. DOT No. 929359Y).

Application No. _____

APPLICATION

The Port of Los Angeles (POLA) respectfully requests authority from the California Public Utilities Commission (CPUC or Commission) to construct a four-lane, rail-roadway grade separation aimed at mitigating the existing access limitations to the Terminal Island Maritime Support Facility (TIMSF) as part of this project, formally named herein as the "Terminal Island Rail System Grade Separation" (TIGS). The TIGS Project is on the Port of Los Angeles Pacific Harbor Line (PHL) LAXT Loop on the Alameda Corridor Subdivision at milepost 19.9, situated in the neighborhood of San Pedro in the City and County of Los Angeles. The PHL Alameda Corridor Subdivision is operated and maintained by Pacific Harbor Line.

In support of its application, the POLA asserts that:

1. The applicant's exact legal name is "City of Los Angeles Harbor Department", herein sometimes referred to as "Port of Los Angeles", "Applicant" or "POLA".

2. Applicant's principal place of business is located at 425 S. Palos Verdes Street, San Pedro, CA 90731. The main telephone number is (310) 732-7678.
3. All correspondence, communication notices, orders, and other papers relative to this application should be addressed to:

Port of Los Angeles
425 S. Palos Verdes Street
P.O. Box 151
San Pedro, CA 90731
Attention: Chris Brown, Chief Harbor Engineer
E-mail: CBrown@portla.org

4. The Port of Los Angeles is a department of the City of Los Angeles and is governed by the Los Angeles Board of Harbor Commissioners. POLA is responsible for the planning, programming, project development, design, and construction of waterfronts, cargo terminals, ship repair facilities, open space, and cultural destinations.
5. The railroad right-of-way directly under the proposed two-span overhead bridge is owned by POLA and is operated by Pacific Harbor Line (PHL), POLA's short line rail operator.
6. Pacific Harbor Line (PHL) provides freight rail transportation, maintenance, and dispatching services to the Ports of Los Angeles and Long Beach and connects with BNSF Railway and Union Pacific Railroads. PHL will maintain and operate the tracks located below the overhead bridge which serves as a turnaround for trains. PHL is considered a project stakeholder for document service purposes.
7. The TIGS Project description is as follows: Applicant proposes to construct a four-lane, rail-roadway grade separation. The proposed

two-span overhead bridge will be located over three existing main line tracks (which serve all rail traffic in the San Pedro Bay Port Complex) and enters on the East side of the TIMSF. Current access to the TIMSF is severely limited and constrained by an existing at-grade rail crossing, and by a one-way tunnel with substandard vertical clearance which require manual flagging operations for non-concurrent movement in one direction. This project proposes to mitigate the existing access concerns and will substantially improve rail traffic flow by preventing truck blockage caused by both moving and stationary trains. By seamlessly connecting the TIMSF to Terminal Way, Ferry Street, and nearby port terminals, the grade separation project will not only enhance accessibility but also contribute to the efficient movement of goods within the San Pedro Bay Port Complex.

8. The proposed overhead bridge is to be constructed of cast-in-place prestressed concrete box girders. MSE walls will be constructed on each side of the overhead bridge.
9. The overhead bridge will have the following clearances during and after construction:

Terminal Island Grade Separation	Vertical (measured from top of rail)	Horizontal (measured from rail centerline)
Min. Track Clearance (Temporary Condition)	22'-6"	16'-2"
Track Clearance (Permanent Condition)	27'-7"	25'-5"

10. The nearest public crossings, as a requirement of CPUC Rules of Practice and Procedure 3.7(b), are located as follows:

To the north:

Ocean Blvd/SR-47 OH
U.S. DOT No. 931084T
CPUC No. 121AA-19.50-AC

To the south:

Terminal Way OH
U.S. DOT No. 931089C
CPUC No. 121AA-20.20-AC

11. The authorization to construct the Project is requested pursuant to Section 1201 through 1205 of the Public Utilities Code and is made in accordance with Rule 3.7, of the CPUC Rules of Practice and Procedure.

12. The proposed crossing number, stated herein as required by CPUC Rule of Practice and Procedure 3.7, is CPUC Crossing Number 121AA-19.90-AC. The proposed U.S. DOT Number is 929359Y.

13. The public need for the Project, stated herein as a requirement of CPUC Rules of Practice and Procedure 3.7 (c), is to address the limitations of the current at-grade rail crossing and substandard tunnel to help improve rail traffic flow and reduce truck blockages with the implementation of a new bridge. The project's primary goal is to create a seamless connection between the proposed TIMSF project, Terminal Way, and Ferry Street, and this enhanced connectivity is expected to not only improve accessibility but also optimize the movement of goods within the San Pedro Bay Port Complex, ultimately boosting operational efficiency in the area.

14. The following exhibits are transmitted as required by the referenced portions of CPUC Rules of Practice and Procedures 3.7:

- One copy of Exhibit A: Location Description Map using a coordinate system that has accuracy comparable to a legal description for the crossing located at railroad milepost 19.9, in conformance with the requirements of CPUC Rule of Practice and Procedure 3.7 (a).
- One copy of Exhibit B-1: Project Vicinity Map showing accurate locations of streets, roads, tracks, to view in each direction from proposed crossing in conformance with the requirements of CPUC Rule of Practice and Procedure 3.7 (d) and 3.7 (e).
- One copy of Exhibit B-2: Plan & Profile showing the TIGS Plan and Elevation views with clearances labeled to the existing PHL tracks both horizontally and vertically, in conformance with CPUC Rules of Practice and Procedure 3.7 (d) and 3.7 (f). This exhibit is a marked up version of General Plan Sheet S-01.
- One copy of Exhibit C: Overpass Envelope Clearance showing the TIGS Outrigger section with both temporary and permanent envelope clearances sketched in at the existing PHL tracks. This exhibit is a marked up version of General Plan Sheet S-02.
- One copy of Exhibit D: CEQA Environmental Assessment / Notice of Exemption (dated 05/30/2023)
- One copy of Exhibit E: Environmental & Social Justice Memo
- One copy of Exhibit F: Scoping Memo

- One copy of Exhibit G: Certificate of Service
- One copy of Exhibit H: Verification Statement

15. Applicant asserts that the cost of the work will not be apportioned but will be funded entirely by funding sources arranged by POLA through the Project.

16. In conformance with CPUC Rules of Practice and Procedures 2.4 (c), the Environmental Assessment for the Project was completed on February 15, 2023 which determined that the proposed action is statutorily exempt from the requirements of the California Environmental Quality Act (CEQA), in accordance with Section 21080.13, of the State CEQA Guidelines.

THEREFORE, the Applicant, City of Los Angeles Harbor Department, respectfully requests:

1. That the Commission issue an order pursuant to the provisions of Sections 1201-1205, inclusive, of the California Public Utilities Code and Commission Rule or Practice and Procedure Rule 3.7 authorizing the construction of a new overhead bridge located in the City of Los Angeles with proposed CPUC Crossing No. 121AA-19.90-AC and U.S. DOT No. 929359Y.
2. That the Order provides forty-eight (48) months from the date of such an Order within which to complete the requested work.

Dated this 15th day of January, 2026 at Los Angeles, California.

Signed 

James C. Brown, P.E.
Chief Harbor Engineer
Port of Los Angeles
425 S. Palos Verdes Street
P.O. Box 151
San Pedro, CA 90731
cbrown@portla.org

Exhibit A

Location Description Map

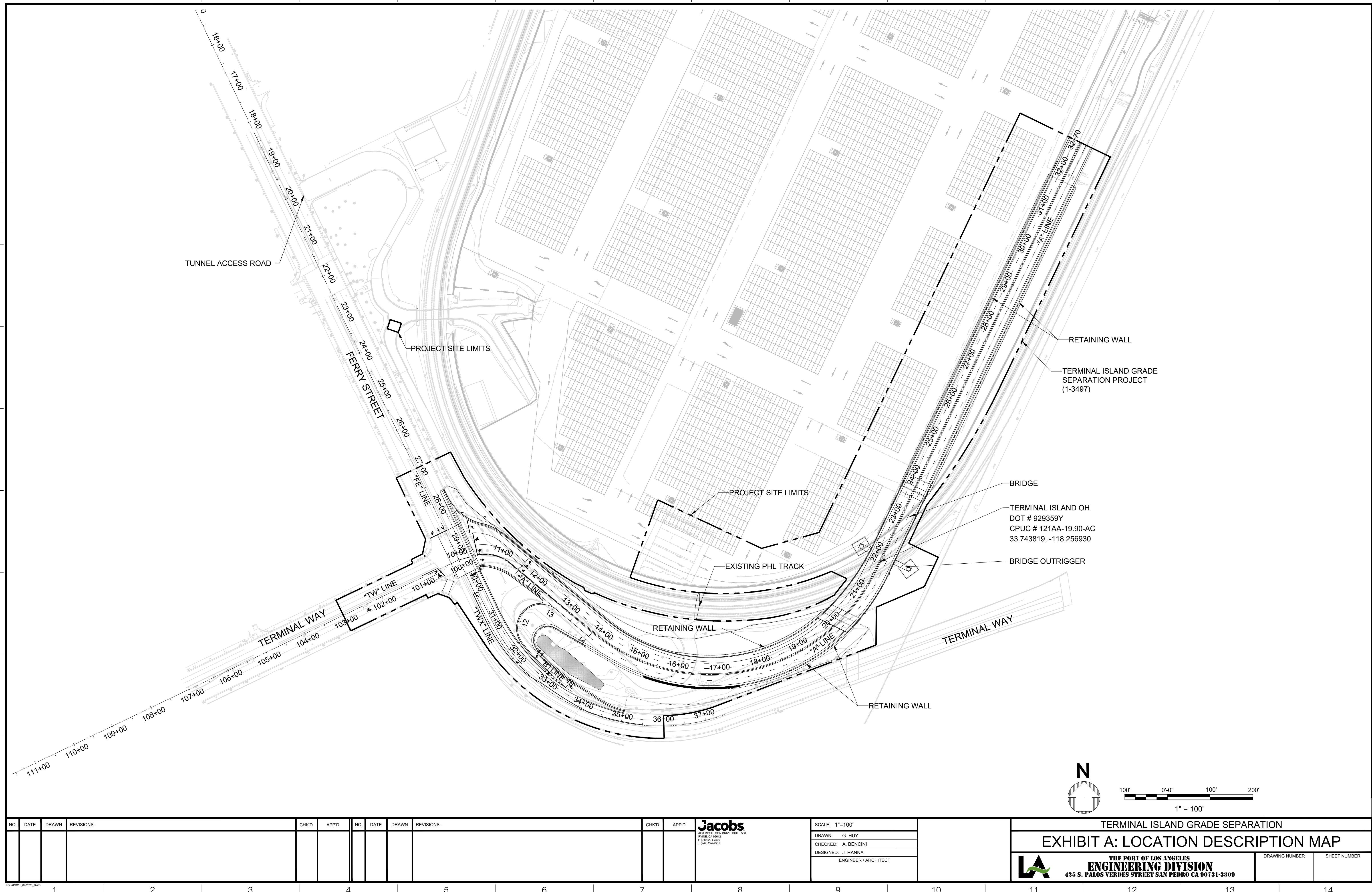


Exhibit B-1

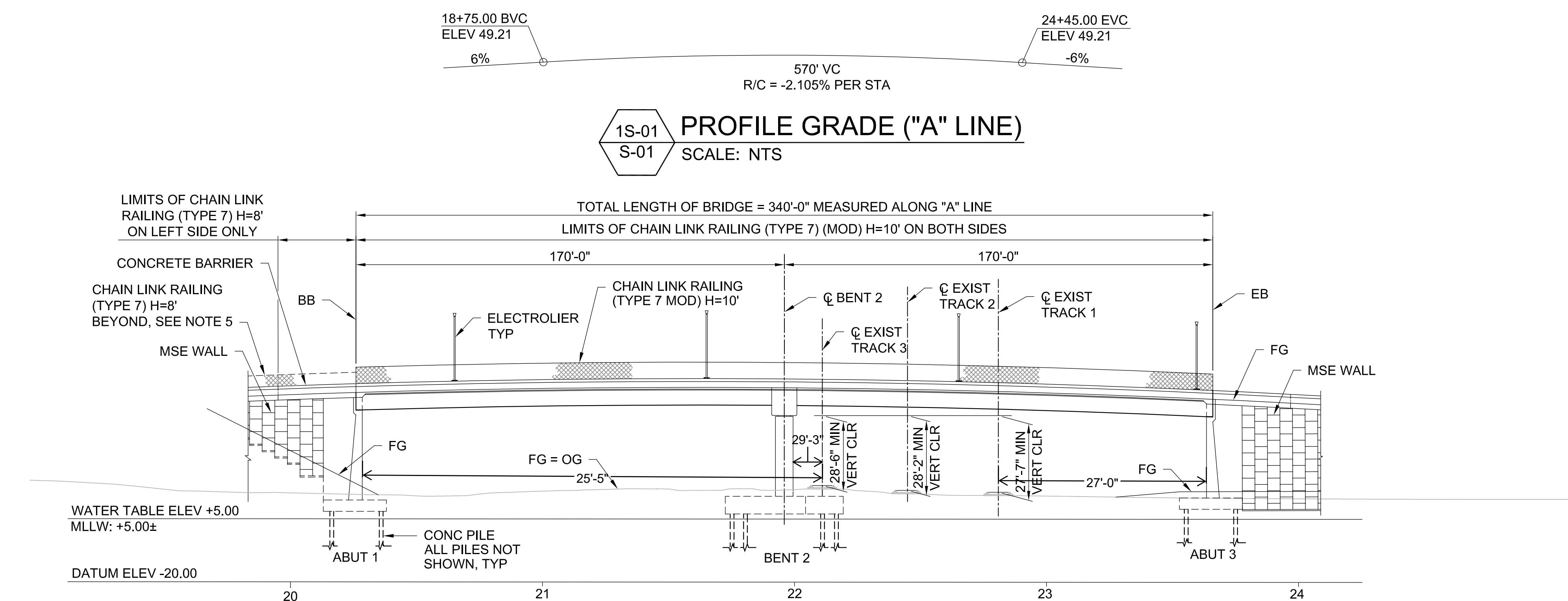
Project Vicinity Map



NO.	DATE	DRAWN	REVISIONS -	CHKD	APP'D	NO.	DATE	DRAWN	REVISIONS -	CHKD	APP'D	Jacobs		SCALE: 1"=150"		TERMINAL ISLAND GRADE SEPARATION		
												DRAWN: C. GARCIA		EXHIBIT B-1: PROJECT VICINITY MAP				
												CHECKED: A. BENCINI						
												DESIGNED: J. HANNA						
												ENGINEER / ARCHITECT						
												THE PORT OF LOS ANGELES						
												ENGINEERING DIVISION						
												425 S. PALOS VERDES STREET SAN PEDRO CA 90731-3309						
												DRAWING NUMBER						
												SHEET NUMBER						

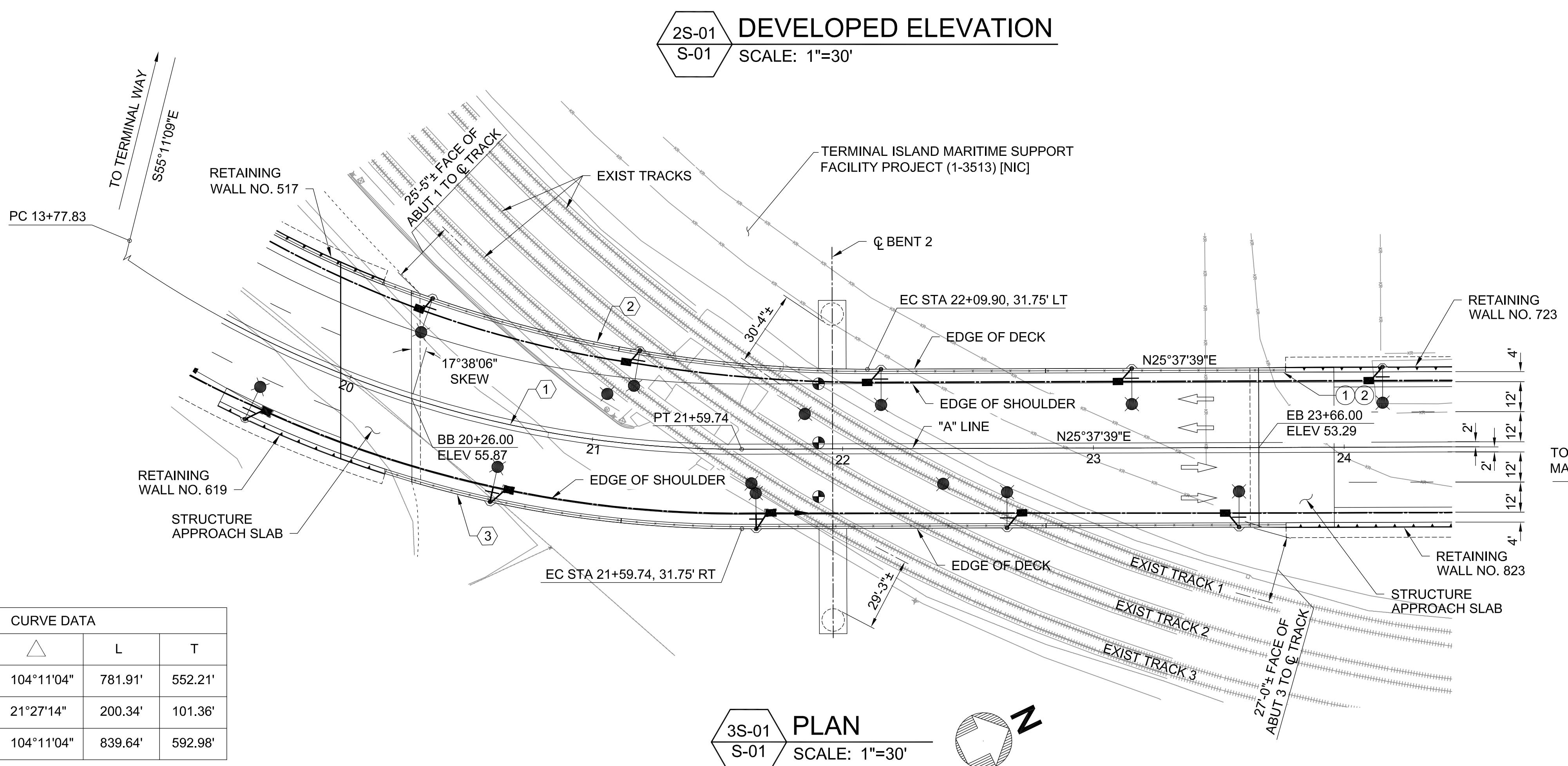
Exhibit B-2

Plan & Profile

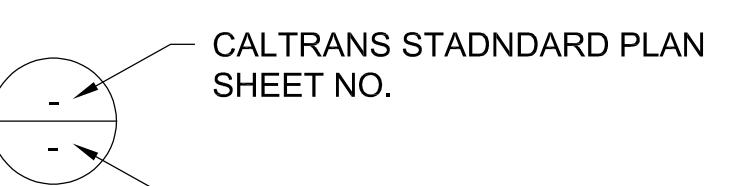


INDEX TO STRUCTURAL PLANS

SHEET NO.	TITLE
S-01	GENERAL PLAN
S-02	STRUCTURE TYPICAL SECTION
S-03	GENERAL NOTES
S-04	DECK CONTOURS
S-05	FOUNDATION PLAN
S-06	ABUTMENT 1 LAYOUT
S-07	ABUTMENT 3 LAYOUT
S-08	ABUTMENT PILE LAYOUT
S-09	ABUTMENT DETAILS NO. 1
S-10	ABUTMENT DETAILS NO. 2
S-11	ABUTMENT DETAILS NO. 3
S-12	ABUTMENT DETAILS NO. 4
S-13	BENT 2 LAYOUT
S-14	BENT DETAILS NO. 1
S-15	BENT DETAILS NO. 2
S-16	BENT DETAILS NO. 3
S-17	BENT DETAILS NO. 4
S-18	PILE DETAILS
S-19	TYPICAL SECTION NO. 1
S-20	TYPICAL SECTION NO. 2
S-21	GIRDER LAYOUT
S-22	GIRDER DETAILS AND CAMBER DIAGRAM
S-23	DECK REINFORCEMENT
S-24	STRUCTURE APPROACH & DRAINAGE DETAILS NO. 1
S-25	STRUCTURE APPROACH & DRAINAGE DETAILS NO. 2
S-26	JOINT SEAL DETAILS
S-27	CHAIN LINK RAILING (TYPE 7) (MOD)
S-28	LOG OF TEST BORINGS LAYOUT
S-29	LOG OF TEST BORINGS - BRIDGE (1 OF 5)
S-30	LOG OF TEST BORINGS - BRIDGE (2 OF 5)
S-31	LOG OF TEST BORINGS - BRIDGE (3 OF 5)
S-32	LOG OF TEST BORINGS - BRIDGE (4 OF 5)
S-33	LOG OF TEST BORINGS - BRIDGE (5 OF 5)



PLAN SYMBOLS



NOTES

1. FOR STRUCTURE TYPICAL SECTION, SEE S-02.
2. FOR GENERAL NOTES, SEE S-03.
3. FOR RETAINING WALLS, SEE RW SHEETS.
4. FOR LIGHTING INFORMATION, SEE EL SHEETS.
5. FOR CHAIN LINK RAILING (TYPE 7) H=8', SEE RW-30

LEGEND

- POINT OF MINIMUM VERTICAL CLEARANCE
- DIRECTION OF TRAFFIC
- ELECTROLIER, SEE NOTE 5
- SOFFIT LIGHTING
- ① PAINT "BRIDGE NO." AND YEAR OF CONSTRUCTION PER CALTRANS STANDARD PLANS
- ② PAINT "TERMINAL ISLAND GRADE SEPARATION"

NOTE: VERIFY CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL

EXHIBIT B-2: PLAN & PROFILE

NO.	DATE	DRAWN	REVISIONS -	CHKD	APP'D	NO.	DATE	DRAWN	REVISIONS -	CHKD	APP'D	Jacobs	SCALE: 1"=30'	DRAWN: S. LEONG	CHECKED: B. DENG	DESIGNED: D. GUEST	ENGINEER / ARCHITECT B. DENG	TERMINAL ISLAND GRADE SEPARATION			
																		GENERAL PLAN			
			NOT FOR CONSTRUCTION															THE PORT OF LOS ANGELES ENGINEERING DIVISION 425 S. PALOS VERDES STREET SAN PEDRO CA 90731-3309	DRAWING NUMBER 1-3497	SHEET NUMBER S-01	

80% DESIGN

Exhibit C

Overpass Envelope Clearance

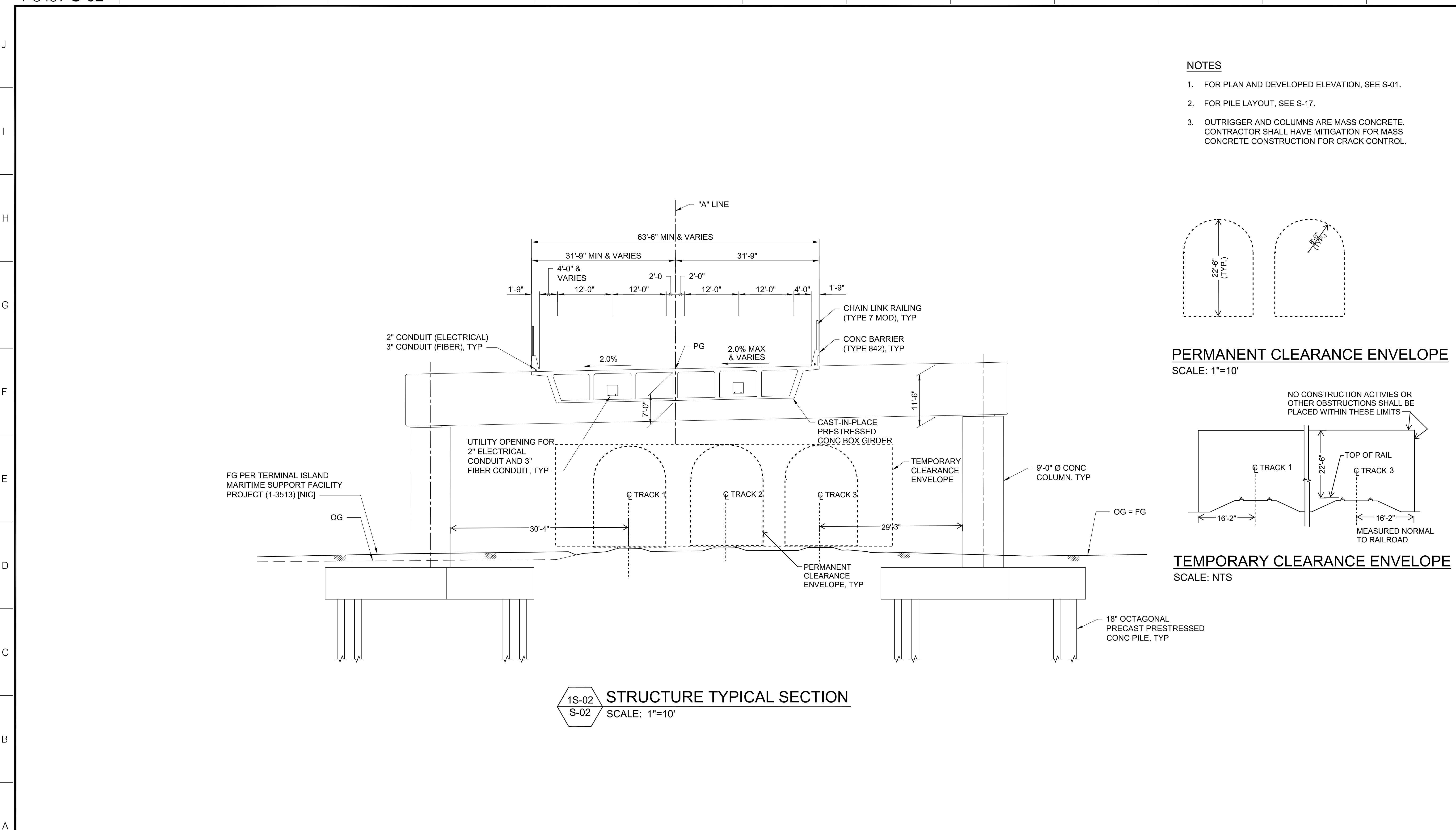


EXHIBIT C: OVERPASS ENVELOPE CLEARANCE

NO.	DATE	DRAWN	REVISIONS -	CHKD	APP'D	NO.	DATE	DRAWN	REVISIONS -	CHKD	APP'D	Jacobs	SCALE: AS SHOWN	TERMINAL ISLAND GRADE SEPARATION			
														STRUCTURE TYPICAL SECTION			
			NOT FOR CONSTRUCTION						80% DESIGN						THE PORT OF LOS ANGELES ENGINEERING DIVISION 425 S. PALOS VERDES STREET SAN PEDRO CA 90731-3309	DRAWING NUMBER	SHEET NUMBER
															1-3497	S-02	

Exhibit D

CEQA Environmental Assessment / Notice of Exemption

To	From
BOARD OF HARBOR COMMISSIONERS	
EXECUTIVE DIRECTOR	
DED & CHIEF OF STAFF	
DED & CHIEF FINANCIAL OFFICER	
CHIEF OF PUBLIC SAFETY & EMERG MGT	
DED - MKTG & CUSTOMER RELATIONS	
DED - DEVELOPMENT	
SR DIRECTOR, COMMUNICATIONS	
SR DIRECTOR, GOVERNMENT AFFAIRS	
ACCOUNTING	
X CARGO/ INDUSTRIAL REAL ESTATE	
CARGO MARKETING	
CITY ATTORNEY	
COMMISSION OFFICE	
COMMUNITY RELATIONS	
CONSTRUCTION	
CONSTRUCTION & MAINTENANCE	
CONTRACTS & PURCHASING	
DEBT & TREASURY MANAGEMENT	
EMERGENCY MANAGEMENT	

CITY OF LOS ANGELES
HARBOR DEPARTMENT
OFFICE MEMORANDUM

May 30, 2023

To	From
X ENGINEERING	
ENVIRONMENTAL MANAGEMENT	X
FINANCIAL MANAGEMENT	
GOODS MOVEMENT	
GRAPHICS	
HUMAN RESOURCES	
INFORMATION TECHNOLOGY	
LEGISLATIVE AFFAIRS	
MANAGEMENT AUDIT	
MEDIA RELATIONS	
X PLANNING & STRATEGY	
PORT PILOTS	
PORT POLICE	
RISK MANAGEMENT	
TRADE DEVELOPMENT	
X WATERFRONT/ COMM REAL ESTATE	
WHARFINGERS	
CC Daniel Samaro - Engineering	
CC Christina Sar - Engineering	

SUBJECT: ENVIRONMENTAL ASSESSMENT

The environmental assessment for the following:

LAHD - Terminal Island Railyard System Grade Separation as requested by Planning Division on January 24, 2023, has been completed. We have determined that the proposed action is exempt from the requirements of the California Environmental Quality Act (CEQA) in accordance with Section 21080.13, of the State CEQA Guidelines. A Notice of Exemption was prepared and may be filed with the County Clerk's offices upon issuance of a Coastal Development Permit, Harbor Engineer Permit or any lease/ entitlement.

If this project does not involve Board action, please notify this office upon issuance of any permit or entitlement so that we may file the Notice of Exemption.



CHRISTOPHER CANNON
Director of Environmental Management

CC: LW:NE
APP No.: 220810-140

Notice Of Exemption

To: Office of Planning and Research
PO Box 3044, 1400 Tenth Street, Room 22
Sacramento, CA 95812-3044

County Clerk
County of Los Angeles

From: Los Angeles Harbor Department
425 S. Palos Verdes St.
San Pedro, CA 90731

Project Title: LAHD - Terminal Island Railyard System Grade Separation

Project Location - Specific: Terminal Island Maritime Support Facility

Project Location - City: Los Angeles **Project Location - County:** Los Angeles

Description of Project:

The proposed project is a grade separation that will result in closure of the existing (tunnel) crossing & the creation of a new 2,000' long 4- lane, grade-separated roadway over POLA mainline tracks with connecting roadway approaches on both ends. Proposed construction would include a 115' span, precast girder bridge; retaining walls, embankment fill, grading & paving, landscaping, & traffic signal modifications at the intersection of Ferry St. & Terminal Way. Removal of trees & brush would be performed for construction & operation. An approximately 3- acre lay- down area for storage of materials & equipment would be used for construction operations. Proposed construction would be approximately 18 months. The purpose of the project is to increase public safety, improve traffic, increase the efficiency of the local transportation system, reduce train noise & whistles, reduce emergency vehicle response times, & reduce air pollution from idling vehicles waiting to navigate through the tunnel.

Name of Public Agency Approving Project: Los Angeles Harbor Department

Name of Person or Agency Carrying Out Project: _____

Exempt Status (check one)

- Ministerial (Sec. 21080(b) (1); 15268);
- Declared Emergency (Sec. 21080(b) (3); 15269(a));
- Emergency Project (Sec. 21080(b) (4); 15269(b) (c))
- Categorical Exemption. State type and section number:
- Statutory Exemptions. State code number: Section 21080.13

Reasons why project is exempt:

This division shall not apply to any railroad grade separation project that eliminates an existing grade crossing or that reconstructs an existing grade separation. (b) (1) Whenever a state agency determines that a project is not subject to this division pursuant to this section, and it approves or determines to carry out the project, the state agency shall file a notice with the Office of Planning and Research in the manner specified in subdivisions (b) and (c) of Section 21108. (2) Whenever a local agency determines that a project is not subject to this division pursuant to this section, and it approves or determines to carry out the project, the local agency shall file a notice with the Office of Planning and Research and with the county clerk in each county in which the project will be located in the manner specified in subdivisions (b) and (c) of Section 21152.

Lead Agency
Contact Person: Nicole Enciso **Area Code/ Telephone/ Extension:** 310 732-3675

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? Yes No

Signature: Christopher Cannon **Date:** 05/30/2023 **Title:** Director of Environmental Management

Signed by Lead Agency

Date received for filing at OPR: _____

Signed by Applicant

Exhibit E

Environmental & Social Justice Memo

Exhibit E

MEMO

TO: Chris Brown, P.E., Chief Harbor Engineer, Engineering Division
Port of Los Angeles

FROM: Nick Polichetti, P.E., Senior Civil Engineer, Jacobs

DATE: November 7, 2025

SUBJECT: Port of Los Angeles Terminal Island Rail System Grade Separation
Environmental & Social Justice Action Plan

Background Information

The California Public Utilities Commission (CPUC) Environmental and Social Justice (ESJ) Action Plan 1.0 established a definition of "Environmental and Social Justice (ESJ) communities" for the purposes of CPUC policy and programs, as predominantly communities of color or low-income communities that are underrepresented in the policy setting or decision-making process, subject to a disproportionate impact from one or more environmental hazards, and are likely to experience disparate implementation of environmental regulations and socioeconomic investments in their communities. Version 2.0 of the ESJ Action Plan does not propose a revised definition of "ESJ communities".

The ESJ Action Plan consists of nine main goals to ensure that ESJ communities participate in the CPUC decision-making process and that all developments in clean energy, transportation and communication services benefit all communities, as follows:

1. Consistently integrate equity and access considerations throughout CPUC regulatory activities.
2. Increase investment in clean energy resources to benefit ESJ communities, especially to improve local air quality and public health.
3. Improve access to high-quality water, communications, and transportation services for ESJ communities.
4. Increase climate resiliency in ESJ communities.
5. Enhance outreach and public participation opportunities for ESJ communities to

meaningfully participate in the CPUC's decision-making process and benefit from CPUC programs.

6. Enhance enforcement to ensure safety and consumer protection for all, especially for ESJ communities.
7. Promote high road career paths and economic opportunity for residents of ESJ communities.
8. Improve training and staff development related to environmental and social justice within the CPUC's jurisdiction.
9. Monitor the CPUC's environmental and social justice efforts to evaluate how they are achieving their objectives.

Port of Los Angeles Terminal Island Rail System Grade Separation

The Port of Los Angeles (POLA) submits this comment regarding the California Public Utilities Commission's (CPUC) Environmental and Social Justice Action Plan relative to the Port's Application to construct a new public grade separation, the "Terminal Island Rail System Grade Separation" (TIGS), over existing Pacific Harbor Line (PHL) tracks, in the City of Los Angeles, County of Los Angeles, on the Port of Los Angeles. The project serves the LAXT Loop on the Alameda Corridor Subdivision, adjacent to the San Pedro neighborhood, a State designated Disadvantaged Community.

The TIGS project involves the construction of a 340-foot concrete grade separation bridge over existing PHL tracks which is the subject of the Application. The completion of the grade separation Project will complement the new TIMSF Project to help improve import and export container velocity, reduce the vessel queues at the POLA-POLB and reduce terminal delays. As the San Pedro Bay Port Complex anticipates handling 5.3 million TEUs of containerized cargo by 2035, the enhanced capacity and improved connectivity resulting from the grade separation Project will play a crucial role in improving container terminal safety, reducing cargo delay and ensuring smoother access to the TIMSF.

As summarized below, both the application and the TIGS project are consistent with the CPUC's Action Plan and vision to advance equity in its programs and policies for Environmental Justice and Social Justice (ESJ) Communities.

1. Consistently integrate equity and access considerations throughout CPUC regulatory activities.

The TIGS project is exempt from meeting this goal as it is being constructed solely on POLA private property and outside public right-of-way. Note that this project received a CEQA Notice of Exemption that was filed on 05/30/2023 per Exhibit D.

2. Increase investment in clean energy resources to benefit ESJ communities, especially to improve local air quality and public health.

The application and TIGS Project are consistent with and advance this goal. The proposed improvement will significantly reduce emissions in nearby disadvantaged communities. By eliminating the at-grade crossing and providing unimpeded access to the TIMSF, the Project is estimated to reduce 11,540 tons of emissions (including greenhouse gases) over 20 years. This improvement in air quality directly benefits the adjacent Wilmington and San Pedro communities, which are designated as Disadvantaged Communities (DAC).

3. Improve access to high-quality water, communications, and transportation services for ESJ communities.

The application and TIGS project are consistent with and advance this goal. The Terminal Island Maritime Support Facility (TIMSF) is a critical initiative aimed at mitigating the existing access limitations and enhancing overall transportation efficiency. By eliminating the constraints imposed by the current at-grade rail crossing and substandard tunnel, the project will substantially improve rail traffic flow, reducing the blockage of trucks caused by both moving and stationary trains.

4. Increase climate resiliency in ESJ communities.

The application and TIGS project are consistent with and advance this goal. The completion of the grade separation will help improve import and export container velocity, reduce the vessel queues at the POLA-POLB and reduce terminal delays. As the San Pedro Bay Port Complex anticipates handling 5.3 million TEUs of containerized cargo by 2035, the enhanced capacity and improved connectivity resulting from the grade separation project will play a crucial role in reducing 11,540 tons of emissions (including green-house gases over 20-years adjacent to State designated Disadvantaged Communities). Within 20 years' time, the diesel fuel consumption will be reduced by 609,450 gallons in container terminals. Also note that the new bridge installation adds a layer of contingency to the existing tunnel when it becomes unpassable during flooding situations.

5. Enhance outreach and public participation opportunities for ESJ communities to meaningfully participate in the CPUC's decision-making process and benefit from CPUC programs.

Please see the response to Goal 1.

6. Enhance enforcement to ensure safety and consumer protection for all, especially for ESJ communities.

The application and TIGS project are consistent with and advance this goal. The project prioritizes safety by maintaining a consistent 35 mph speed limit, which meets drivers' expectations and provides a safer, more efficient route for large trucks to enter and exit the facility. The grade separation also eliminates conflicts between rail and road traffic, significantly enhancing safety for all users.

7. Promote high road career paths and economic opportunity for residents of ESJ communities.

The application and TIGS project are consistent with and advance this goal. The TIGS project presents a significant number of job opportunities during construction. Upon final completion and when coupled with the TIMSF project, the final conditions present several indirect job opportunities that include industries such as supply chain management, equipment manufacturing, and transportation. This influx of job creation will not only bolster the local economy but also project a diverse range of career paths for individuals in the community.

8. Improve training and staff development related to environmental and social justice within the CPUC's jurisdiction.

The application and TIGS project do not inhibit this goal.

9. Monitor the CPUC's environmental and social justice efforts to evaluate how they are achieving their objectives.

The application and TIGS project do not inhibit this goal.

Respectfully submitted,



James C. Brown, P.E.
Chief Harbor Engineer

Exhibit F

Scoping Memo

Scoping Memo
Port of Los Angeles
Terminal Island Rail System Grade Separation

Scoping Memo Information for Applications

A. Category (Check the category that is most appropriate)

Adjudicatory - "Adjudicatory" proceedings are: (1) enforcement investigations into possible violations of any provision of statutory law or order or rule of the Commission; and (2) complaints against regulated entities, including those complaints that challenge the accuracy of a bill, but excluding those complaints that challenge the reasonableness of rates or charges, past, present, or future, such as **formal rough crossing complaints** (maximum 12 month process if hearings are required).

Ratesetting - "Ratesetting" proceedings are proceedings in which the Commission sets or investigates rates for a specifically named utility (or utilities), or establishes a mechanism that in turn sets the rates for a specifically named utility (or utilities). "Ratesetting" proceedings include complaints that challenge the reasonableness of rates or charges, past, present, or future. Other proceedings may also be categorized as ratesetting when they do not clearly fit into one category, such as **railroad crossing applications** (maximum 18 month process if hearings are required).

Quasi-legislative - Quasi-legislative" proceedings are proceedings that establish policy or rules (including generic ratemaking policy or rules) affecting a class of regulated entities, including those proceedings in which the Commission investigates rates or practices for an entire regulated industry or class of entities within the industry.

B. Are hearings necessary?

Yes

No

If yes, identify the material disputed factual issues on which hearings should be held, and the general nature of the evidence to be introduced. Railroad crossing applications which are not controversial usually do not require hearings.

Are public witness hearings necessary?

Yes

No

Scoping Memo
Port of Los Angeles
Terminal Island Rail System Grade Separation

Public witness hearings are set up for the purpose of getting input from the general public and any entity that will not be a party to the proceeding. Such input usually involves presenting written or oral statements to the presiding officer, not sworn testimony. Public witness statements are not subject to cross-examination.

C. Issues - List here the specific issues that need to be addressed in the proceeding.

None - All issues were worked out prior to the filing of this application.

D. Schedule (Even if you checked "No" in B above) Should the Commission decide to hold hearings, indicate here the proposed schedule for completing the proceeding within 12 months (if categorized as adjudicatory) or 18 months (if categorized as ratesetting or quasi-legislative).

The schedule should include proposed dates for the following events as needed:

January 22, 2026	Filing Date
February 16, 2026	Comment Period
May 8, 2026	Proposed Decision (4 months from filing)
July 10, 2026	Final Decision (6 months from filing)

If hearings unexpectedly becomes necessary.

June 5, 2026	Prehearing Conference
September 4, 2026	Hearings
December 4, 2026	Briefs Due
January 4, 2027	Submission
April 5, 2027	Proposed Decision (90 days after submission)
June 4, 2027	Final Decision (60 days after proposed decision is mailed)

Exhibit G

Certificate of Service

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF CALIFORNIA

Application of the Port of Los Angeles (POLA) to construct a four-lane, railroadway grade separation in the City of Los Angeles, County of Los Angeles, on the Port of Los Angeles LAXT Loop on the Alameda Corridor Subdivision (Proposed CPUC Crossing No. 121AA-19.90-AC and Proposed U.S. DOT No. 929359Y).

Application No. _____

CERTIFICATE OF SERVICE

I, Nick Polichetti, P.E., of Jacobs, on behalf of the Port of Los Angeles, certify that I have this day mailed a copy of the attached Application and Exhibits in the above captioned proceeding by FedEx, or if noted, by email or hand delivery, to each party named in the following service list, on this 12th day of January, 2026 at Riverside, California.

By:



Nick Polichetti, P.E.
Senior Civil Engineer

Service List

Parties:

James C. Brown, P.E. Chief Harbor Engineer Port of Los Angeles 425 S. Palos Verdes Street P.O. Box 151 San Pedro, CA 90731 cbrown@portla.org	Chris Morton, P.E. Project Manager Port of Los Angeles 425 S. Palos Verdes Street P.O. Box 151 San Pedro, CA 90731 cmorton@portla.org
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Information Only:

Monte Stokes Chief Engineer Pacific Harbor Line 705 North Henry Ford Avenue Wilmington, CA 90744 <u>mstokes@anacostia.com</u>	City of Los Angeles Department of Building & Safety 638 S. Beacon St. San Pedro, CA 90731
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State:

Chris Palas Utilities Engineer Rail Crossing & Engineering Branch – Rail Safety Division California Public Utilities Commission <u>Christopher.palas@cpuc.ca.gov</u>	
Anton Garabedian, P.E. Program Manager <u>Anton.garabedian@cpuc.ca.gov</u>	
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Exhibit H

Verification Statement

Exhibit H **Verification Statement**

I am an officer of the Port of Los Angeles, Applicant herein, and am authorized to make this verification on its behalf. The contents of this document are true of my own knowledge, except as matters that are stated on information or belief, and as to the matters, I believe them to be true.

Dated this 15th day of January, 2026 at Los Angeles, California.

Signed 

James C. Brown, P.E.
Chief Harbor Engineer
Port of Los Angeles
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