

PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET, SUITE 500, LOS ANGELES, CA 90013



April 15, 2026

ENVR 20260400009

Candice Assadzadeh
Senior Planner
City of Riverside
3900 Main Street, 3rd Floor
Riverside, CA 92522

Re: Massachusetts Point Project SCH [2024120391](#) – *Final Environmental Impact Report (FEIR)*

Dear Candice Assadzadeh,

The California Public Utilities Commission (Commission/CPUC) has jurisdiction over rail crossings (crossings) in California. The CPUC ensures that crossings are safely designed, constructed, and maintained. The Commission's Rail Crossings Engineering Branch (RCEB) is in receipt of the *Final Environmental Impact Report (FEIR)* for the Massachusetts Point Project. The City of Riverside (City) is the lead agency.

The project site is located at 2626 Kansas Avenue and 2069 Massachusetts Avenue in the city of Riverside, Riverside County. This site will include two Class A Light Industrial buildings at 99,900 SF and 99,950 SF on approximately 10.21 acres. Building 1 is proposed to consist of 99,900 SF, inclusive of 93,900 SF of warehouse space and 6,000 SF of ground floor office space. Building 2 would have a footprint of 97,700 SF. Additional improvements would include landscaping, sidewalks, utility connections, implementation of stormwater facilities, construction of a cul-de-sac driveway, and pavement of parking areas and drive aisles.

The Burlington Northern Santa Fe (BNSF) Railway San Bernardino subdivision crosses Spruce Street just north of the proposed redevelopment. Response to comment A1.16 in the [Final EIR](#) notes that trucks will access the site via the SR-91 freeway to Spruce Street, which will cross an at-grade highway-rail crossings along the BNSF San Bernardino subdivision; [Spruce St crossing](#) (DOT# 026478M, CPUC# 002B-8.80). The Spruce St at-grade highway-rail crossing consists of a 4-lane asphalt roadway with active railroad warning devices.

The City should investigate the impact of increased vehicular and pedestrian traffic through this at-grade highway-rail crossing and any necessary supplemental measures to mitigate this increase. Additionally, the project should review queuing impacts at Spruce/La Cadena (particularly in the WB direction) and consider implementing a pre-signal to prevent vehicles from queuing on the tracks. These measures can be accomplished through a capital project funded by the City or a condition of approval for the development and should also bring the crossings up to current standards and in compliance with ADA requirements.

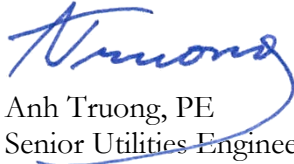
Any proposed crossing modifications will require authorization from the CPUC through a [General Order 88-B request](#) and must also conform to the goals of the CPUC's Environmental and Social Justice Action Plan. This includes improving safety and access to transportation, improving local air quality and public health, and expanding outreach and public participation opportunities in disadvantaged communities. For more information, please visit <https://www.cpuc.ca.gov/esjactionplan>.

Candice Assadzadeh
ENVR 20260400009
April 15, 2026

RCEB staff is available to discuss any potential safety impacts or concerns at the crossings and address any questions from the City.

If you have any questions, please contact Sergio Licon at (213) 503-4866, or sergio.licon@cpuc.ca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Anh Truong", with a large loop at the end.

Anh Truong, PE
Senior Utilities Engineer (Supervisor)
Rail Crossings Engineering Branch
Rail Safety Division

cc: State Clearinghouse, state.clearinghouse@opr.ca.gov
Tatiana Torres, torres@epdsolutions.com
Michael Kang, mike@staleypoint.com
Dionisio Martinez, dionisio.martinez@bnsf.com