

PUBLIC UTILITIES COMMISSION

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



July 24, 2026

ENVR 20260700003

Sandra Elias
City Planner
City of El Monte
11333 Valley Boulevard
El Monte, CA 91731

Re: Temple City Self-Storage Facility SCH [2025070805](#)– *Notice of Determination (NOD)*

Dear Sandra Elias,

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 *Notice of Determination (NOD)* for the Temple City Self-Storage Facility Project. The City of El Monte (City) is the lead agency.

The city is proposing to construct a multi-story self-storage facility on the lot located at 4301 Temple City Boulevard within the cities of El Monte and Temple City. This facility will have associated surface parking and loading areas and a six-foot-high fence around the perimeter of the site. A driveway on the eastern side of the property leading onto Temple City Boulevard will provide primary site access while a smaller driveway on the northwestern corner will provide access for the City onto the Eaton Wash right-of-way. Directly south of the primary access driveway is a Union Pacific Railroad (UPRR) at-grade highway-rail crossing ([Temple City Boulevard](#), CPUC no. 001B-493.30, DOT no. 746889F).

The crossing currently has two commission Standard 9-A warning devices, one for each approach with two lanes of travel in each direction. CPUC recommends that the city and project team investigate the feasibility of providing primary site access through the northwestern corner instead to prevent potential queuing over the crossing from traffic entering and exiting the site. If site access must remain at the eastern edge, the city should implement improvements to the crossing including lighting and raised medians at least 100 feet in each direction as well as bring the crossing into compliance with current standards and ADA requirements. This can be accomplished through a capital project by the city or as a condition of approval for the development. The city should also restrict movements into the driveway regardless of improvements as right-in, right-out only to prevent queuing and possible collisions that may block egress from the crossing. Additionally, any proposed landscaping should not block the visibility of any of the flashing lights on the warning device.

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>.

Lastly, the city/developer should also discuss with UPRR, any setback requirements and permitting that may be needed to construct the building adjacent to the railroad right of way.

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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 Richard Le at (213) 999-9053, or richard.le@cpuc.ca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Anh Truong', with a large, sweeping flourish extending from the end of the name.

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

cc: State Clearinghouse, state.clearinghouse@opr.ca.gov
Kenneth Tom, Union Pacific Railroad, ktom@up.com
Nick Vineyard, Benesch (UPRR Public Projects Consultant), NVineyard@benesch.com
Rick Martinez, Magellan Value Partners, rmartinez@magellanvp.com