

**ATTACHMENT G**

Letters of Support



December 2, 2021

Mr. Anthony Jusay  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2952

**Subject: Rails to River Active Transportation Corridor Segment B: Huntington Park Support Letter for Alternative 1 – Randolph Street**

Dear Mr. Jusay:

On behalf of the City of Huntington Park ('City'), I am writing to express our strong support for Alternative 1 – Randolph Street of the Rails to River Active Transportation Corridor Segment B Project. Alternative 1 – Randolph Street is the preferred route by our City because it will maximize pedestrian safety and minimize parking loss to our residents.

It is our belief that Alternative 1 – Randolph Street is the most viable option because it will connect the Slauson Station of the West Santa Ana Branch Project to the L.A. River. Additionally, Alternative 1 – Slauson Street merits strong consideration because it is consistent with the Randolph Metro Active Transportation Corridor Project that received a \$6.7 million grant from your agency. Together, the Cities of Commerce (lead agency), Bell, and Huntington Park, as well as Los Angeles County have been working to develop an active transportation corridor along Randolph Street which will benefit our shared-residents.

By contrast, our City is strongly opposed to the Alternatives 3a and 3b – Gage Avenue which will result in significant parking loss to our residents. Notably, at our September 21, 2021 City Council meeting, our City Council collectively voiced their opposition to Alternatives 3a and 3b – Gage Avenue and unanimously endorsed Alternative 1 – Randolph Street. This letter serves reflects the formal position of our City Council and City in support of Alternative 1 – Randolph Street.

Our City appreciates Metro's advocacy for safe travels that utilizes a health and wellness component to improve the overall environment of the region. In this spirit, we are hopeful that your agency will see the positive benefits of Alternative 1 – Randolph Street as a new mode of transportation for our residents.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read "Ricardo Reyes", is written over a horizontal line.

RICARDO REYES  
City Manager

Cc: Board, Los Angeles County Metropolitan Transportation Authority  
Huntington Park City Council



November 1, 2021

Stephanie N. Wiggins  
Chief Executive Officer  
Los Angeles Metro  
One Gateway Plaza  
Los Angeles, CA 90012-2952

Subject: Rail to River Active Transportation Corridor Segment B – Support for Alternative 1

Dear Ms. Wiggins:

The City of Bell greatly appreciates Metro’s ongoing efforts to provide a transportation network that improves regional access for all areas of the County and promotes healthy neighborhoods and linkages between local communities, schools, shopping, employment centers, major transit facilities and other key destinations.

On September 8, 2021, Metro staff provided a presentation to the Bell City Council on the Rail to River Active Transportation Corridor Segment B Project. The goal of the Rail to River Segment B project is to provide a safe dedicated biking and walking path (approximately 4.3 miles long) from the Slauson Metrolink Station to the Los Angeles River. Metro analyzed four alignments that traverse through Los Angeles County and the Cities of Huntington Park and Bell, utilizing a combination of streets that included Randolph Street and Gage Avenue.

On behalf of the Bell City Council, I am writing to express my support for “Alternative 1” which utilizes the Randolph Street corridor for the entire length of the Segment B project. As you know, in January 2021, the Cities of Commerce, Bell, and Huntington Park, and LA County (“MAT Team”) were awarded a Metro Active Transportation (MAT) Grant in the amount of \$6.7 million to develop an active transportation corridor along Randolph Street.

Over the last several months, the Randolph MAT Team has expressed its concerns to Metro staff about implementing bike lanes on Gage Avenue as the bike lanes would result in the loss of traffic lanes or parking in both directions. The proposed “road diet” on Gage Avenue would create traffic congestion on Gage Avenue and divert an estimated 14,000 vehicles daily onto Florence Avenue, worsening traffic conditions on Florence Avenue. Therefore, Bell’s preferred alignment is to use Randolph Street from the Slauson Station to the LA River, or Alternative 1, as it is consistent with the Randolph MAT Corridor Project that is already in progress.

In addition, Bell staff believes Alternative 1 is a safer option as traffic volumes on Randolph Street are much less than on Gage Avenue and would utilize the Union Pacific Railroad right-of-way

adjacent to Randolph Street to create a two-way bikeway that is separated from the roadway. Furthermore, the Huntington Park City Council also recently endorsed Alternative 1 as the preferred alignment.

Therefore, the City of Bell respectfully requests Metro to pursue the Randolph Street alignment, or Alternative 1, as the preferred alternative for the Rail to River Segment B Project. Thank you for your consideration.

Sincerely,



Alicia Romero  
Mayor

cc: Carlos Islas, Acting City Manager  
Allan Perdomo, Director of Community Services  
Bill Pagett, City Engineer  
Tony Jusay, Project Manager, Rail to River (Segment B)  
Jacob Lieb, Sustainability Policy Manager  
Nancy Pfeffer, GCCOG Executive Director  
Metro Board Member Fernando Dutra  
Metro Board Member, Supervisor Hilda Solis  
Metro Board Member, Supervisor Janice Hahn



# CITY OF COMMERCE

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## PUBLIC WORKS DEPARTMENT

January 18, 2022

Anthony Jusay  
Project Manager  
Los Angeles County Metropolitan Transportation Authority  
MS 99-22-6  
One Gateway Plaza Los Angeles, CA 90012-2952

Subject: Rails to River Active Transportation Corridor Segment B Support Letter for Alternative 1 – Randolph Street

The City of Commerce (lead agency) along with partner agencies including Cities of Bell, Huntington Park and the County of Los Angeles are grant recipients of the Metro Active Transport (MAT) Grant Program for the Randolph Corridor. I am writing to convey our support for Alternative 1 - Randolph St identified through Rail to River Segment Supplemental Alternative Analysis efforts. This alternative is consistent with the grant application and our conceptual ideas envisioned for pedestrian and bicycle improvements for the MAT Randolph corridor.

We understand that Cities of Huntington Park and Bell have submitted their Letter of Support recently expressing their support position for Alternative 1 - Randolph and opposition for Alternative 3A and 3B - Gage Avenue as those changes would include either parking loss or travel reductions within their jurisdiction.

This letter reflects the City of Commerce's support for Alternative 1, Randolph

Sincerely,

Daniel Hernandez

CC: MAT Sponsor Agencies  
Gateway COG  
Metro Board