



Metro

Los Angeles County
Metropolitan Transportation Authority

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OCTOBER 16, 2025

TO: BOARD OF DIRECTORS

THROUGH: STEPHANIE WIGGINS *SW*
CHIEF EXECUTIVE OFFICER

FROM: RAY SOSA *RS*
CHIEF PLANNING OFFICER

**SUBJECT: UPDATE ON RAIL TO RIVER ACTIVE TRANSPORTATION
CORRIDOR SEGMENT B PROJECT**

ISSUE

During the Board meeting on May 29, 2025, the Board took several actions, including directing staff to report back in September 2025 with a summary of key feedback from meetings held with jurisdictions along the Rail to River Segment B Project (Segment B) corridor, as well as updates on coordination efforts with the Southeast Gateway Line Project (2025-0141). This report provides a status update on the coordination that has occurred since May.

BACKGROUND

In May 2025, the Board approved the implementation of Segment B in coordination with the Randolph Corridor Active Transportation Project (led by the City of Commerce in partnership with the County of Los Angeles and the Cities of Huntington Park and Bell) due to the two projects' similarity in scopes and project boundaries for active transportation improvements on Randolph Street. With the addition of a new ramp connection in the City of Bell, the improvements included in the Randolph Corridor Active Transportation Project fulfill the goals and objectives of Segment B. Therefore, the two projects will collectively be referred to as the Randolph Active Transportation Project (Randolph AT) moving forward.

Also in May, the Board approved an amendment by Directors Dutra, Hahn, Mitchell and Solis directing staff to work with the Randolph AT jurisdictions to enhance the connection between Rail to Rail Segment A (Segment A) and Rail to River Segment B, to evaluate feasibility of additional priority improvements, to explore additional funding opportunities, and to coordinate more closely with the SGL project team. Specifically,

staff were directed to report back in September 2025 on the status of the following items:

- Additional coordination with the Randolph AT jurisdictions to request that the County of Los Angeles and cities of Huntington Park and Bell consider adopting Class II or Class IV bikeways to improve bicyclist and pedestrian safety and to improve facility consistency; and
- Coordination with the Southeast Gateway Line (SGL) project to ensure alignment in design, land use integration, and multimodal connectivity.

DISCUSSION

Coordination with Randolph AT Jurisdictions on Alternative AT Elements

Since May, staff have developed alternative active transportation designs in response to the May Board Amendment. These designs have been shared with the Randolph AT Project team for their consideration. The designs include upgrading the existing plans for Class II dedicated bike lanes to Class IV protected bike lanes (a five-foot bike lane with a three-foot buffer and vertical separations) throughout the majority of the corridor, as well as additional pedestrian improvements not included in the current Randolph AT plans. Attachment A shows a representative cross-section of the Class IV protected bike lane concept.

As the owners and operators of local streets, cities and Los Angeles County will make the final determination on the improvements made within their right-of-way. In order to fit a Class IV protected bike lane in this tightly constrained corridor, each jurisdiction will determine the key trade-offs needed to implement the proposed alternative design, such as loss of additional on-street parking (up to 600 additional on-street parking spaces would be needed to accommodate the protected bike lane) and increased cost. While parking and cost remain important factors for consideration, some Randolph AT jurisdictions have recently expressed an increased interest in implementing more protected bikeway facilities on Randolph Street. For example, the City of Huntington Park passed a resolution (Attachment B) on August 18th in support of Class IV protected bike lanes on Randolph Street. Based on this resolution, the Randolph AT Project team has indicated that they will revise the current plans to include the protected bike lanes (which would require removal of on-street parking) in the City of Huntington Park.

Coordination with SGL

Per Board direction, staff coordinated with the SGL project team to ensure the protected bike lane design would fit within the future roadway layout planned as part of the SGL project, to the extent possible. If Class IV facilities are implemented prior to the construction of SGL, the SGL project will reconstruct the protected bike lane in areas impacted by SGL construction and operations, where possible. A number of intersections and a small segment of the future roadway, approximately 0.2 miles

between Rugby Avenue and Seville Avenue in the City of Huntington Park, will not be wide enough to accommodate a protected bike lane. A Class III bike route is proposed for these future constrained areas. Some of the alternative active transportation design elements may require coordination and review by external parties such as Union Pacific Railroad (UPRR) and the California Public Utilities Commission (CPUC). These discussions are ongoing and supported by Metro staff.

Funding Update

As described in the May Board Report, the total cost estimate for the active transportation improvements planned along Randolph Street is approximately \$10.2 million (in 2024 dollars), with approximately \$8.7 million attributed to the Randolph Corridor Active Transportation Corridor Project and approximately \$1.5 million for a new bicycle and pedestrian ramp. However, the alternative designs will result in additional costs; therefore, the total cost will not be determined until the final set of improvements is confirmed by the local jurisdictions. Currently, Metro and the local jurisdictions have identified approximately \$13.15 million in funding for active transportation improvements along Randolph Street, including the following sources: \$3.15 million from the Long Beach-East Los Angeles Corridor Mobility Investment Plan; \$8 million from the Metro Active Transport Cycle 1 grant program; and an additional \$2 million in local funds from the cities and County.

In July, staff reached out to the San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy (RMC) to assess funding opportunities. Based on initial discussions, portions of the Randolph AT Project (such as the pedestrian/bicycle ramp) may be eligible for RMC grant funding. Staff is working with the City of Bell and will offer grant assistance to develop a Concept Proposal for submittal to RMC.

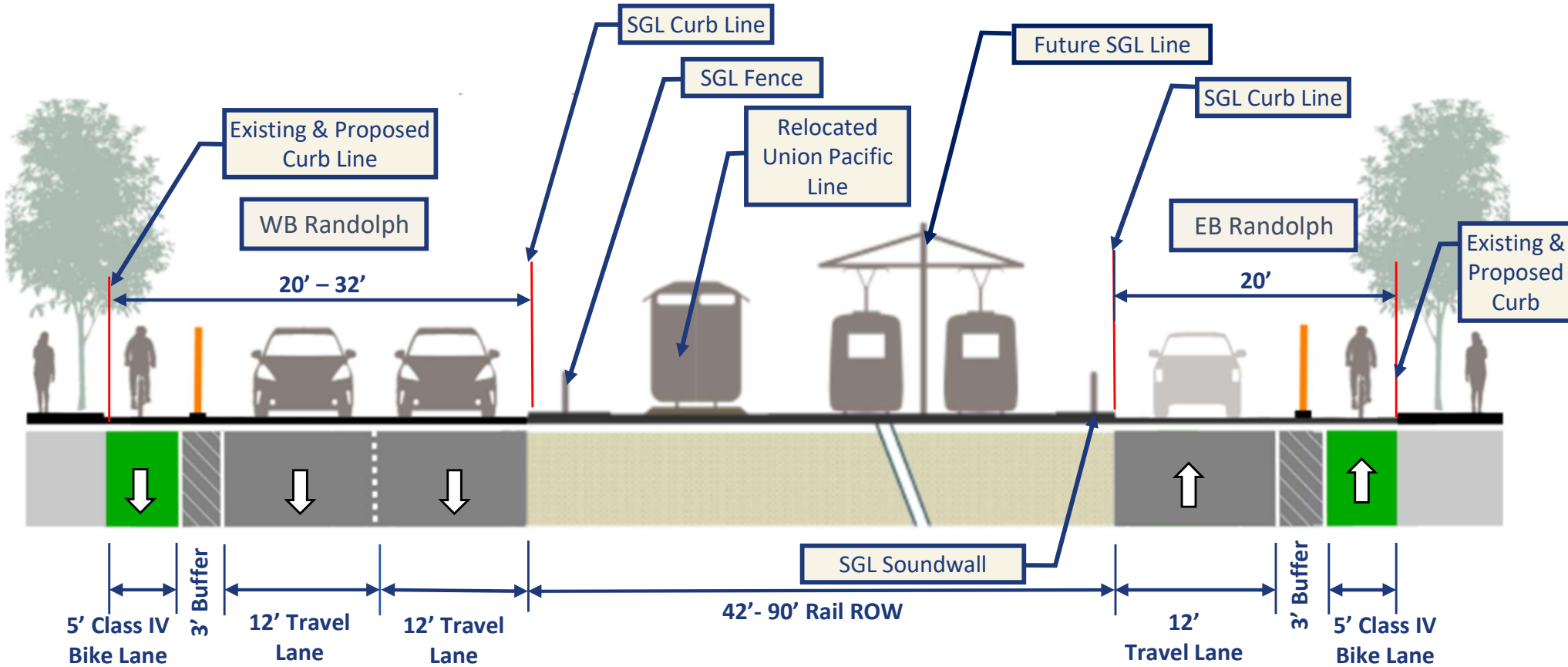
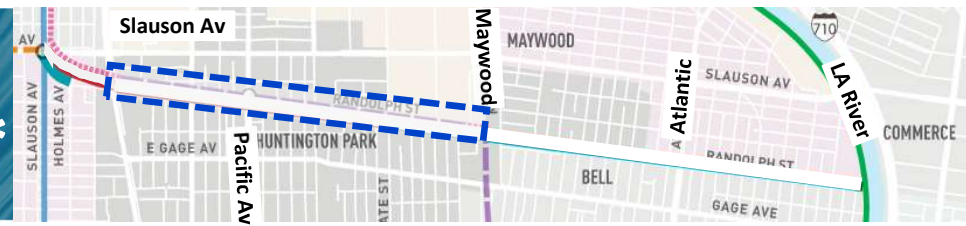
NEXT STEPS

Staff will continue discussions with the Randolph AT jurisdictions regarding the alternative designs. The County and Cities will ultimately decide on the final design for the corridor and will construct and maintain this final set of active transportation improvements. Once the Randolph AT jurisdictions determine the final design for the corridor, clarity will be achieved regarding the total cost, which will then determine whether additional funding is needed. Staff will work with the Randolph AT jurisdictions to progress the other directives from the May Board amendment, including evaluating an enhanced connection between Segment A and Segment B and monitoring potential funding opportunities as needed. Staff will report back to the Board when further updates are available.

ATTACHMENTS

Attachment A – Example of Alternative Active Transportation Elements
Attachment B – City of Huntington Park Resolution

Attachment A – Example of Proposed Alternative AT Elements*



*Typical treatment shown; Class IV protected bike lanes comprise a majority of the corridor. Some constrained intersections/segments can only accommodate a Class III bike route.

Attachment B – City of Huntington Park Resolution

1 organizations to identify solutions that both enhance, accessibility, connectivity,
2 continuity, and active transportation options;

3 **NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF HUNTINGTON**
4 **PARK DOES HEREBY RESOLVE AS FOLLOWS:**

5 **SECTION 1.** The City supports the Rail to River Active Transportation Corridor
6 Project – Segment B and affirms its commitment to delivering real measurable
7 benefits for Huntington Park residents, this commitment encompasses advancing
8 initiatives to prevent chronic disease, expanding opportunities for active transportation
9 and fostering healthy lifestyles through safe accessible walking and biking connections
10 that link the community to parks, schools, businesses, and central services.
11 Additionally, to include project timelines, and detailed project updates for Huntington
12 Park residents.

13 **SECTION 2.** The City requires Metro to revise Segment B designs to include a
14 minimum class four bike lane exploring parking designs options, elevated crosswalks at
15 all crossings, and additional funding for key community amenities.

16 **SECTION 3.** The City will collaborate with Metro, Neighboring Cities, Los
17 Angeles County’s Supervisorial districts two and four, residents, regional organizations
18 and other partners to advocate for these changes and communicate its position to LA
19 Metro through this resolution.

20 **SECTION 4.** The City will seek support from community organizations, regional
21 transportation advocates, and elected officials to build momentum and support for this
22 effort to include the identification of additional funding sources to deliver community
23 spaces that align with the communities active transportation needs with emphasis to
24 deliver deliver safe, continuous, and high-comfort facilities for people walking and
25 biking that eliminate gaps, avoid unnecessary detours, and are designed for users of
26 all ages and abilities.

27 **SECTION 5.** The City will ensure staff communicates with the Metro Active
28 Transportation segment B and gateway to ensure alignment with the projects.

PASSED, APPROVED AND ADOPTED this 18th day of August 2025.

24 
25 _____
26 Arturo Flores,
27 Mayor

27 **ATTEST:**

28 

Eduardo Sarmiento,
City Clerk

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) SS
CITY OF HUNTINGTON PARK)

I, Eduardo Sarmiento, City Clerk of the City of Huntington Park, California, do hereby certify that the foregoing Resolution No. 2025-24 was duly passed and adopted by the City Council of the City of Huntington Park at a Regular Meeting of the City Council held on the 18th day of August 2025.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Seal of the City of Huntington Park, this 18th of August 2025.


Eduardo Sarmiento, City Clerk