



SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS  
900 Wilshire Blvd., Ste. 1700  
Los Angeles, CA 90017  
T: (213) 236-1800  
www.scag.ca.gov

REGIONAL COUNCIL OFFICERS

President  
Art Brown, Buena Park

First Vice President  
Curt Hagman, County of  
San Bernardino

Second Vice President  
Cindy Allen, Long Beach

Immediate Past President  
Jan C. Harnik, Riverside County  
Transportation Commission

COMMITTEE CHAIRS

Executive/Administration  
Art Brown, Buena Park

Community, Economic &  
Human Development  
Frank Yokoyama, Cerritos

Energy & Environment  
Deborah Robertson, Rialto

Transportation  
Tim Sandoval, Pomona

September 13, 2023

The Honorable Pete Buttigieg  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

**RE: SCAG Support for Reconnecting Communities Pilot Program  
Application – Marina Central Park Project**

Dear Secretary Buttigieg:

On behalf of the Southern California Association of Governments (SCAG), I would like to express support for Streets for All's Marina Central Park project application under the USDOT's Reconnecting Communities and Neighborhoods (RCN) Program. The funding will be used to conduct a feasibility study to move the project forward and create a report on the feasibility, cost, and timeline for completion, including additional community engagement.

The Marina Freeway (California State Route 90 [SR-90]) was opened in 1968. Originally part of a much larger 50+ mile freeway project from Lincoln Blvd to Anaheim via the Slauson Corridor, the plans were watered down due to community opposition. Ultimately, only 3.1 miles of freeway were constructed between Lincoln Blvd. and Slauson Ave. in Culver City.

As described by the project applicants, the freeway destroyed homes in both Culver City and the Del Rey Neighborhood of the City of Los Angeles and made access to Centinela Creek difficult. The freeway also worsens air quality throughout the area due to car exhaust, adds to noise pollution, and impacts water quality through polluted run-off. Furthermore, because the eastern segment was never built, the freeway essentially became a "freeway to nowhere," traversing a very short distance for an 8-lane highway. The daily traffic volumes prove an 8-lane freeway is unnecessary for this corridor.

There is an acute housing shortage in Los Angeles and a need to repair freeway construction harms of the past. Sitting on 100 acres of right-of-

way, with 50 acres of concrete and steel, there is an opportunity to reimagine the land where the Marina Freeway exists. Tearing down the SR-90 freeway and recreating the space is the opportunity of a lifetime.

The project proposes constructing a new space called Marina Central Park in place of the Marina Freeway, which would be one of the largest parks in the Los Angeles area. It would provide nearly 4,000 new housing units – including potentially 100 percent affordable housing – with a height limit of 5 stories, with residential above commercial units, eliminating the need for many car trips to meet basic daily needs, like buying groceries. It would address community access to much-needed open space with connected paths, jogging trails, a dedicated bike path, a bus rapid transit corridor (connecting the future Lincoln BRT and Sepulveda rail lines), and dedicated lanes for limited car use. Lastly, it will restore access to Centinela Creek and provide an opportunity to re-naturalize the creek and change it from a concrete no-man’s land to a community asset that all can enjoy.

This project aligns with SCAG’s Connect SoCal, the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), goal of improving mobility, accessibility, reliability, and travel safety for people and goods. If you have any questions, please do not hesitate to contact Mr. Philip Law, Manager of Mobility Planning and Goods Movement, at (213) 236-1841 or email at [law@scag.ca.gov](mailto:law@scag.ca.gov).

Sincerely,



Kome Ajise  
Executive Director