



March 23, 1995

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Los Angeles County  
Metropolitan  
Transportation  
Authority

**TO:** BOARD OF DIRECTORS  
**THROUGH:** FRANKLIN E. WHITE  
**FROM:** JUDITH A. WILSON

**SUBJECT:** Intent to Issue a Request for Proposal for the  
Santa Monica Boulevard Transit Parkway  
Project Refinement/Preliminary  
Engineering/Environmental Documentation

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MTA staff plans to issue a Request for Proposal (RFP) for the next study phase of the Santa Monica Boulevard Transit Parkway Project in May, 1995. MTA staff is meeting in May with elected officials, LADOT, and community leaders to discuss modifications/refinements to the proposed project and to develop consensus on project alternatives for further study. The scope would be released subsequent to the May meeting, and would include alternatives discussed at that meeting.

The RFP will request consultant services for that work which cannot be done in-house with existing staff resources and expertise. The study will perform three major tasks:

- 1) Identify and analyze modifications to the project proposal outlined in the Project Study Report (PSR) approved by Caltrans in October, 1994. The primary intent of the modifications to the project will be to reduce the number of proposed travel lanes on Santa Monica Boulevard from ten to eight and to incorporate community suggestions regarding a possible frontage road, providing more on-street parking, and other refinements.
- 2) Perform necessary environmental documentation to prepare and complete the DEIR/DEIS and FEIR/FEIS.
- 3) Prepare and complete Preliminary Engineering for the project alternative that emerges from the above two study elements.

The Santa Monica Boulevard Transit Parkway Project is a road reconfiguration and multi-modal improvement of Santa Monica Boulevard (SR 2) in the Century City area of Los Angeles, between the San Diego Freeway (I 405) on the

west and the Beverly Hills city boundary (Moreno Drive) on the east. The purpose is to improve regional and local circulation in the Century City and West Los Angeles areas by eliminating the traffic conflicts resulting from the current "Big Santa Monica" and "Little Santa Monica" configuration and by providing bus priority treatment and a bikeway within the reconfigured right-of-way.

The project is contained within the existing public street and median right-of-way. The project has been designed to not preclude implementation of a possible rail line above or underneath the median at a later date. It has also been designed to avoid adverse impacts on traffic beyond the end points of the project.

Because this project is on a state highway, MTA must follow Caltrans project development procedures in planning and implementing the project. In April, 1992 the LACTC awarded a contract to Korve Engineering to prepare a Caltrans Project Study Report (PSR) for the project. The PSR was approved by Caltrans in October, 1994.

The project originally outlined in the PSR provided four mixed-flow lanes plus a bus-only lane in each direction along Santa Monica Boulevard between the San Diego Freeway and Beverly Hills, and a landscaped, signalized, Class I bikeway in the center median. However, because of recent community opposition to the magnitude of the project, staff seeks to reduce the number of traffic lanes in the project and address other community concerns. The first task of the consultant will be to analyze alternative project designs as suggested by the community in conjunction with the City of Los Angeles and elected representatives.

Upon completion of the project refinement, the next phase of project development is Preliminary Engineering and Environmental Documentation. These elements will be documented by a Project Report. This will bring the project to approximately 30% engineering design, obtain state and federal environmental clearance, evaluate cost-saving features, and allow an opportunity for the

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The MTA owns the former railroad right-of-way that currently separates Big and Little Santa Monica Boulevards for the length of this project. This right-of-way was purchased for \$27.5 million with funds contributed by the former LACTC, City of Los Angeles, County of Los Angeles, Caltrans, and the STIP. The MTA has also secured two Federal grants through ISTEA totaling \$23.9 million for design and construction of the project.

The current cost estimate exceeds the \$23.9 million in federal funding. MTA staff will submit applications for the remainder of the funding in the 1995-96 and 1997-98 Calls for Projects. Because of its multi-modal elements, this project is eligible for a wide variety of funding, including Regional Surface Transportation Program, Federal Congestion Mitigation and Air Quality, Proposition C transit-related highway improvements, State Flexible Congestion Relief, State Transit Capital Improvement, State and Federal enhancement monies, and Regional Bikeway funding. Funding from local agency partners will also be pursued.

Staff will bring the recommendation for contract award to the MTA Board for consideration as soon as the selection process is complete.

**Prepared By:**

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