

FTIP ID# <i>(required)</i>				
TCWG Consideration Date October 27, 2026				
Project Description <i>(clearly describe project)</i> Priority project for the 2028 Olympic and Paralympic Games. The City will review, approve, and implement WSCCOG recommended bus infrastructure using low-cost temporary materials for implementation on segments of the Santa Monica Corridor. The full-time bus lanes between Lincoln Blvd and 14th St and peak-hour bus lanes from Harvard St to Centinela Ave will likely decrease VMT by reallocating road space from private automobiles to public buses.				
Type of Project <i>(use Table 1 on instruction sheet)</i>				
Change to existing regionally significant street				
County Los Angeles	Narrative Location/Route & Postmiles Caltrans Projects – EA# N/A			
Lead Agency: City of Santa Monica				
Contact Person Kyle Kozar	Phone# (310) 458-2201 x 5769	Fax#	Email Kyle.Kozar@santamonica.gov	
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 PM10 NA X				
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
Categorical Exclusion (NEPA)	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	Other
Scheduled Date of Federal Action:				
NEPA Assignment – Project Type <i>(check appropriate box)</i>				
Exempt	Section 326 –Categorical Exemption		Section 327 – Non-Categorical Exemption	
Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start		June 2026		Aug 2027
End		March 2027		May 2028

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

The Westside Bus Connection (Santa Monica) Project, also known as the 2028 Westside Subregional Bus Infrastructure Network Project, is a priority project to be delivered in time for the 2028 Olympic and Paralympic Games. The City has incorporated WSCCOG's recommended quick-build bus infrastructure improvements into the Santa Monica Blvd Safety Study, adopted by the Santa Monica City Council on May 12, 2026. The City will combine these bus infrastructure improvements with a pre-planned annual repaving of the entire Santa Monica Blvd corridor within the City of Santa Monica, from Ocean Ave to Centinela Ave on the eastern edge. Using low-cost temporary materials to allow for quick implementation, the project will include:

- Eastbound full-time bus-only lane from 5th St to Lincoln Blvd
- Eastbound and westbound full-time bus-only lanes from Lincoln Blvd to 14th St
- Eastbound and westbound peak-hour bus-only lanes from Harvard St to Centinela Ave
- Westbound queue jumps at Lincoln Blvd and 26th St
- Bus stop relocation from near-side to far-side of the intersection at eastbound 6th St, 11th St, 14th St, 26th St, and Berkeley St

The project will also complement a range of other safety countermeasures, including pedestrian scrambles, No Right on Red, protected left turns, right-turn-only restrictions on minor cross streets, enhanced crosswalk striping and signage, Rectangular Rapid Flashing Beacons, and LPIs.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

Serving the 2028 Games celebration events, broadcasts, country house, and dense hospitality locations on the westside.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Temporary bus lanes for the 2028 Olympic Games in June and July 2028

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Temporary bus lanes for the 2028 Olympic Games in June and July 2028

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Temporary full time and peak hour bus lanes to be completed before the 2028 Games in Spring of 2028.

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

2028

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

The Westside Bus Connection project on Santa Monica Blvd is a roadway safety and transit enhancements along the corridor that is expected to decrease VMT by reallocating road space from private automobiles to public buses, increasing bus speed and efficiency, and encouraging greater ridership, especially during the 2028 Olympics and Paralympic Games.

Comments/Explanation/Details *(attach additional sheets as necessary)*

- The Westside Quick-Build Bus Project Santa Monica Blvd as presented to the TCWG on Oct 27, 2026 is not programmed in SCAG FTIP.
- The FTIP ID listed in the original agenda packet is associated with an existing programmed project in the FTIP, but it is not the same project as the Westside Quick-Build Bus Project Santa Monica Blvd.
- As presented to the TCWG, the Westside Quick-Build Bus Project Santa Monica Blvd:
 - The temporary bus lanes do not involve federal dollars,
 - The temporary bus lanes do not require a federal action, and
 - The bus lanes are temporary.
- Because the Westside Quick-Build Bus Project Santa Monica Blvd, consisting of temporary bus lanes, is not in the FTIP and is not modeled in the SCAG travel demand model for regional transportation conformity, the TCWG concurs at the meeting that the Westside Quick-Build Bus Project Santa Monica Blvd as presented is not regionally significant, and that the federal transportation conformity requirements do not apply.