

CAPITOL OFFICE
1021 O STREET, SUITE 6610
SACRAMENTO, CA 95814
TEL (916) 651-4024
FAX (916) 651-4924

DISTRICT OFFICE
111 PENN STREET, SUITE 101
EL SEGUNDO, CA 90245
TEL (310) 414-8190
FAX (310) 414-8195

WWW.SENATE.CA.GOV/ALLEN
SENATOR.ALLEN@SENATE.CA.GOV

California State Senate

SENATOR
BEN ALLEN

TWENTY-FOURTH SENATE DISTRICT



COMMITTEES
BUDGET & FISCAL REVIEW
SUBCOMMITTEE NO. 2, CHAIR
ELECTIONS AND
CONSTITUTIONAL AMENDMENTS
ENERGY, UTILITIES & COMMUNICATIONS
JUDICIARY
NATURAL RESOURCES & WATER
SPECIAL COMMITTEE ON INTERNATIONAL
SPORTING EVENTS: OLYMPICS AND
WORLD CUP SOCCER, CHAIR
JOINT COMMITTEE ON THE ARTS, CHAIR
ENVIRONMENTAL CAUCUS, CO-CHAIR

February 3, 2026

Director Dina El-Tawansy
California Department of Transportation
1120 N Street
Sacramento, California 95814

Dear Director El-Tawansy,

I write to draw your attention to the issues over the proposed separate construction and implantation of two Caltrans Projects in my district taking place on the same road: EA 33360 and EA 38750. EA 33360 is a major pavement rehabilitation project for Santa Monica Boulevard that will add peak-hour bus lanes. EA 38750 is a project to add bike lanes to the small portion of Santa Monica Boulevard that connects two major bike infrastructure projects – also known as the “Ohio to Ohio” connection.

These projects both play a critical role to better connect the Westside of Los Angeles. While I have no doubt in the technical expertise of Caltrans, I am concerned that District 7 is only moving forward with EA 33360 and will be leaving EA 38750 to a future SHOPP cycle. This would likely result in the State repaving this section of Santa Monica Boulevard and implementing the safety and mobility improvements later at a significantly higher cost.

This course of action leads to several concerns from a policy, fiscal governance, and safety perspective. The State Legislature, Governor, and Caltrans’ recognize that rehabilitation projects provide an opportunity to deliver multimodal safety improvements when feasible under California’s Complete Streets Framework and Caltrans’ Director’s Policies. Bicycle infrastructure is already being planned for the same corridor in both the City of Santa Monica and Los Angeles along Broadway/Ohio Ave. Implementing these improvements as separate projects would increase costs as duplicative design, traffic control, and construction mobilization costs will all be incurred. Rehabilitating this road without connecting the two major bike networks also creates a major safety hazard where bikers will likely utilize Santa Monica Boulevard to travel between the two networks despite it being a major, high-speed artery.

With all of these concerns, I would highly encourage completing EA 33360 and EA 38750 simultaneously to more efficiently and safely maximize Caltrans impact at the lowest cost. If you have questions or would like to present key information I may be missing, please do not hesitate to contact my office at (310) 414-8190 or by email at senator.allen@senate.ca.gov. I would like to continue to be involved in this conversation as it develops.

Sincerely,

BEN ALLEN
Senator, 24th District