

MEETING DATE: 01/25/10

AGENDA ITEM: **Consideration of the Culver CityBus Short Range
Transit Plan for FY 2010-2012**

ATTACHMENTS

Pages

- | | |
|---|------|
| 1. Culver CityBus Short Range Transit Plan for FY 2010-2012 | 1-59 |
|---|------|

Culver CITYBUS



Short Range Transit Plan FY 2010 - FY 2012

City of Culver City • Transportation Department • October 2009

Federal transportation statutes require that the Los Angeles County Metropolitan Transportation Authority (Metro), in partnership with state and local agencies, develop and periodically update a long-range Regional Transportation Plan (RTP), and a Transportation Improvement Program (TIP) which implements the RTP by programming federal funds to transportation projects contained in the RTP. In order to effectively execute these planning and programming responsibilities, Metro requires that each transit operator in its region which receives federal funding through the TIP, prepare, adopt, and submit to Metro a Short Range Transit Plan (SRTP).

The contents of this SRTP reflect the views of Culver CityBus, and are not necessarily those of USDOT, the Federal Transit Administration, or Metro. Culver CityBus is solely responsible for the accuracy of the information presented in this SRTP.



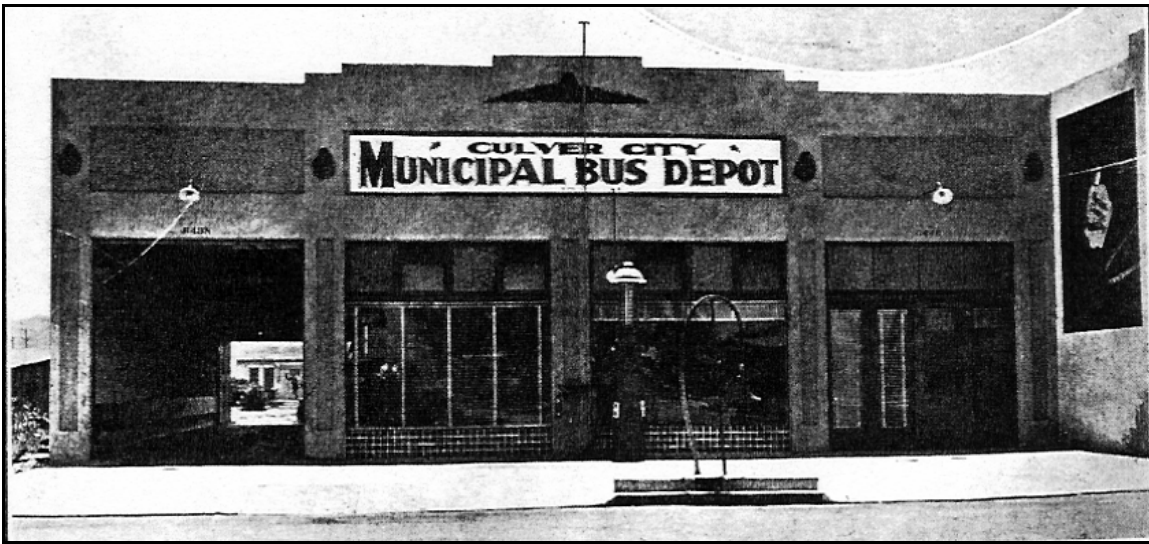
TABLE OF CONTENTS	PAGE
CHAPTER I: OVERVIEW OF THE TRANSIT SYSTEM	
1.1 Culver CityBus: History	1
1.2 Governance	2
1.3 Organizational Structure	2
1.4 Transit Services Provided and Areas Served	5
1.5 Ridership	8
1.6 Fare Structure	8
1.7 Fleet, Facility, and Equipment	10
CHAPTER II: FUNDING, FINANCES AND REGULATIONS	
2.1 Operations and Capital Budget	12
2.2 Financial Resources	12
2.3 Regulatory Requirements	15
CHAPTER III: ACCOMPLISHMENTS AND GOALS	
3.1 Fiscal Year 2008 Accomplishments	18
3.2 Goals and Objectives for Fiscal Years 2009-2011	19
3.3 Service and System Evaluation	21
3.4 Operations Plan	21
3.5 Capital Improvement Program	24
PROJECT OVERVIEW TABLES	
Table L-1: Current Fare Structure	27
Table L-2: Fleet Inventory as of June 30, 2008	28
Table L-3: Historical and Projected Fleet Characteristics	29
Table L-4 (A): Historical and Projected Financial Status: Source and Application of Capital Funds	30
Table L-4 (B): Historical and Projected Financial Status: Source and Application of Operating Funds	31
Table L-5 (A): TPM/TDA Report Form, FY 2007 Audited	32
Table L-5 (B): TPM/TDA Report Form, FY 2008 Estimated	33
Table L-5 (C): TPM/TDA Report Form, FY 2009 Planned	34
Table L-6: Performance Audit Follow-Up of Recommendations from the Last Completed Performance Audit	35
Table L-7: Capital Project Summary	36

APPENDIX	
System Map	38
Schedules for Lines 1 – 7	39

CHAPTER 1: OVERVIEW OF THE TRANSIT SYSTEM

1.1 Culver CityBus History

Established in 1928, the Culver City Municipal Bus Lines (Culver CityBus) is the second oldest municipally owned bus line in the state of California. Its creation resulted from a dispute between the City of Culver City and the Pacific Electric Railway over rising passenger fares. Since its establishment, Culver CityBus riders have enjoyed safe, reliable, convenient, and friendly public transportation service.



The late Mayor Reve E. Houck, with the aid of the City Council, instituted the City of Culver City's Transportation Department.

The Transportation Department's administrative responsibilities include transportation planning services, securing adequate local, state and federal revenues for the Department, preparing the annual budget, recording service statistics, providing staff for city-wide committees or task forces, monitor and participate in the region's transportation legislations, issues, projects, and activities, participating in public transit industry activities, coordinating the City's Rideshare Program, administering the City's Congestion Management Program and providing general oversight to the municipal bus operations and the City Equipment Maintenance Program.

1.2 Governance

Culver CityBus is the largest division of the Transportation Department of the City of Culver City. The City has a City Manager form of government and a five member elected City Council. The position of Mayor is chosen and rotated by the Council members each year.

1.3 Organizational Structure

Culver CityBus is led by the Transportation Director and the Deputy Transportation Director. They supervise the work of an administrative staff of seven individuals: one Transit Operations Manager, an Equipment Maintenance Manager, two Senior Management Analysts, a Senior Computer Analyst, and two Management Analysts.



Some members of the Transportation Department

The Transit Operations Manager oversees the work of the Transit Operations Supervisors, a Training & Safety Instructor, a Management Analyst, and Bus Operators. The Bus Operators are composed of full and part-time employees. The Training & Safety Instructor coordinates all Bus Operator education with the help of Transit Safety Institute (TSI) trained Transit Operations Supervisors and appointed Bus Operators who serve as Line Instructors.

Attachment #1

The Equipment Maintenance Manager supervises the work of five maintenance teams: Transit, General Services, Sanitation, Welding and Safety (Fire and Police). Each team is led by an Equipment Maintenance Supervisor who oversees the work of Mechanics and Equipment Service Workers. The Division is also responsible for the ongoing



maintenance and capital support for the Transportation Facility, which includes monitoring and ensuring compliance with all environmental legislation and requirements for Local, State and Federal

Staff from the Equipment Maintenance & Fleet Services Division

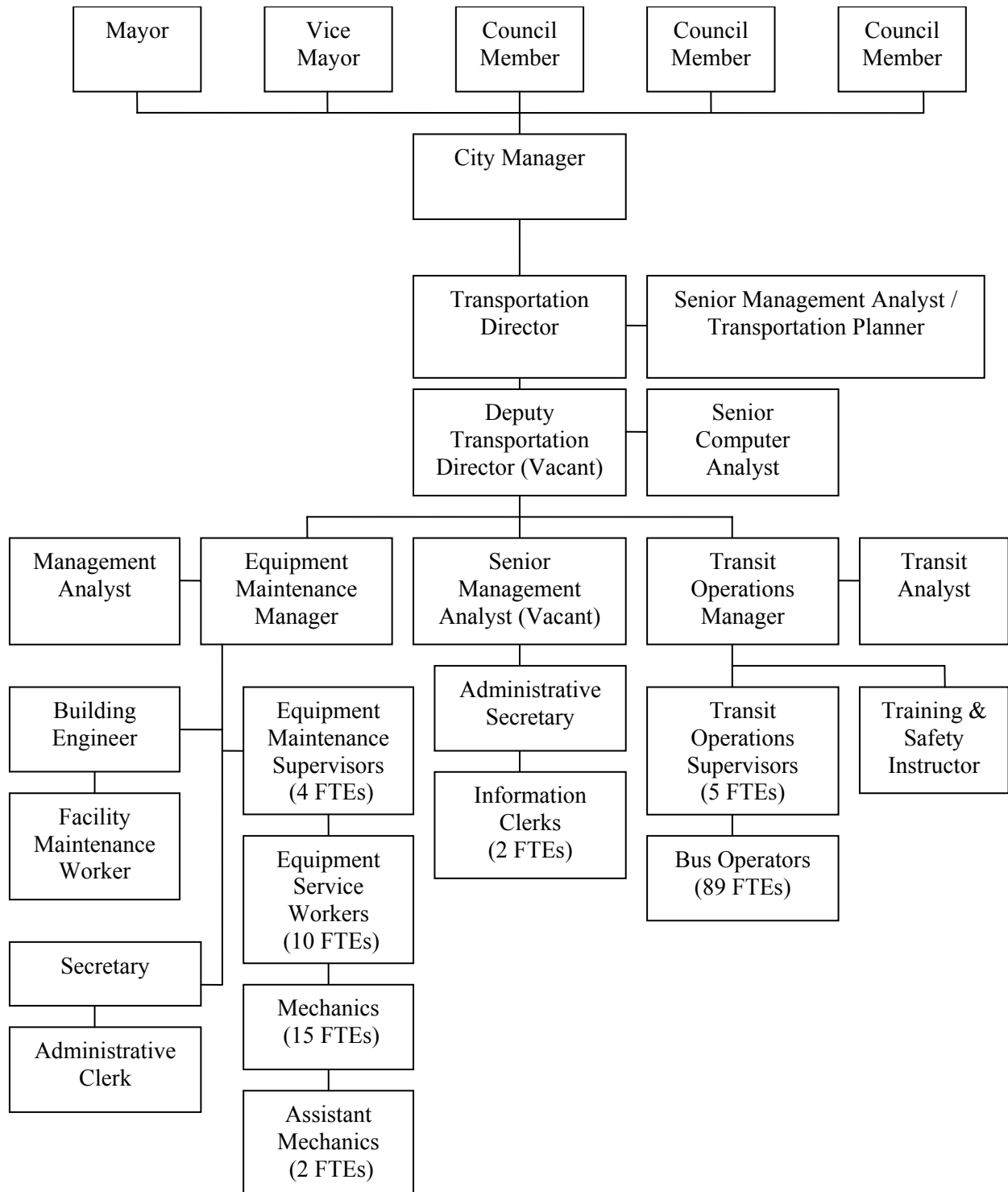
agencies. Activities related to Air Quality Programs also reside in this Division.

The Senior Management Analyst / Transportation Planner is responsible for transportation planning and works relating to transportation planning and land use. This position works closely with other departments and agencies on local and regional development and transportation projects, implements the Transportation Demand Management Ordinance, administers the Congestion Management Program, manages and coordinates transportation projects, pursues transportation funding and grants on local, regional, and federal levels, and monitors regional and regional legislations, activities, and issues that relate to transportation.

The Senior Management Analyst supervises support staff, including the Administrative Secretary, Secretary, and Information Clerk. This position also is responsible for budget and grant administration. Culver CityBus' organizational structure is as follows:

Attachment #1

Five member City Council, elected at large



1.4 Transit Services Provided and Areas Served

Culver CityBus operates seven lines of fixed-route local bus service and will operate a new bus rapid transit line (Rapid 6) in January 2010. Culver CityBus' service area encompasses Culver City and the Los Angeles communities of Century City, Marina del Rey, Mar Vista, Palms, Rancho Park, Venice, West Los Angeles, Westchester and Westwood. Service runs from the University of California at Los Angeles (UCLA) to the north, to the Metro Green Line Station to the south, and from Fairfax Avenue to the east, to Venice Beach to the west. Culver CityBus' service area encompasses approximately 40 square miles. The population of this area is just slightly under 300,000. The seven existing and one future Culver CityBus routes include five line-haul services and three community circulators. Route structure is summarized below. Schedules for each line can be found in the Appendix.

Line 1 (Washington Boulevard) runs east to west from Washington Boulevard and Fairfax Avenue to Venice Beach. This line, operating seven days a week, is the oldest and second most heavily used bus route in the Culver CityBus system. It serves residential, industrial, commercial, and recreational areas. Over the course of its 16.6 miles of round-trip travel, this line intersects with six Los Angeles County Metropolitan Transportation Authority (Metro) lines and five Santa Monica's Big Blue Bus (SMBBB) lines. It also intersects with all other Culver CityBus routes. The eastern terminus of Line 1 provides connections to Metro buses at the West Los Angeles Transit Center. This line will become a key route connecting downtown Culver City and Venice Beach to the future Exposition Light Rail Line at the Venice/Robertson Station when Phase 1 of the Exposition Light Rail Line connecting downtown Los Angeles to Culver City opens in 2010.

Culver City Transportation Department maintains and operates the Westfield-Culver City Transit Center



Line 2 (Inglewood Boulevard) is a weekday community circulator connecting Washington and Lincoln Boulevards with the Fox Hills Mall and Corporate Pointe. It also intersects with Metro and SMBBB lines. A round trip is 7.7 miles.

Line 3 (Overland Avenue) serves Century City, Palms, West Los Angeles College, the Corporate Pointe area of Culver City, and the Fox Hills Mall. The route operates 21.1 round-trip miles and intersects with six Metro bus lines, two SMBBB lines and the five other Culver CityBus lines. It serves three major regional shopping centers: the Fox Hills Mall, Westside Pavilion and the Century City Mall.

Line 4 (Jefferson Boulevard) is a weekday community circulator route. This 11.1 mile route connects the Fox Hills Mall with Culver City Park, West Los Angeles College, and the West Los Angeles Transit Center. This line will connect with the future Exposition Light Rail Line at La Cienega Station.

Line 5 (Braddock Drive) is a weekday community circulator route that connects Inglewood and Washington Boulevards with Blair Hills via Braddock Drive. Destinations include Culver City Junior and Senior High Schools, downtown Culver City, the Hayden Industrial Tract and La Cienega Boulevard. The route runs 10.6 miles round-trip.

Line 6 (Sepulveda Boulevard) runs north and south along the Sepulveda corridor from Westwood and UCLA to the Metro Green Line Station at Aviation Boulevard and Imperial Highway. It is the most heavily used line in the Culver CityBus system. Line 6 makes connections with Lines 2, 3 and 4 at the Fox Hills Mall, Line 5 at Braddock Drive and Line 1 at Washington Boulevard. The total route length is 26.6 miles round-trip. This line has continuously grown during the previous few years, and in January of 2002 was extended from the LAX Transit Center to the Metro Green Line Station, closing a regional gap in service. Most recently, Culver CityBus has improved its Line 6 service to the UCLA community by directly servicing the heart of the campus.

Rapid 6 (Sepulveda Boulevard Bus Rapid Transit) is a new bus rapid transit (BRT) service that will be implemented on January 4, 2010. This line will mimic the route of Line 6 along the Sepulveda corridor from Westwood and UCLA to the Metro Green Line Aviation Station. Rapid 6 will operate during weekday morning and evening peak hours with a headway of 15 minutes. This BRT line has limited stops at major intersections along the route and will have bus signal priority at intersections to achieve travel time saving.



One of the newly-acquired Rapid 6 buses

Line 7 (Culver Boulevard) runs primarily along Culver Boulevard and connects Downtown Culver City with the Fisherman's Village in Marina Del Rey. It runs every 40 minutes from Monday through Saturday. Starting on September 14, 2009, Line 7's headway will be changed from every 40 minutes to every hour. The route runs 12.5 miles round-trip. Pending future funding availability, Culver CityBus plans to expand

this route to take over the remainder of Metro's 220 route in which will attach the northeast end of the line to the Beverly Center at the edge of Beverly Hills and West Hollywood. Line 7 will connect with the future Exposition Light Rail Line at the Venice/Robertson Station.

1.5 Ridership

Culver CityBus recorded approximately 6.2 million unlinked passenger trips in FY 2009. Compared to the previous year's unlinked passenger trips, ridership has increased by 3%.

1.6 Fare Structure

Fixed Route Fares

Culver CityBus operates fixed route bus service and charges the following fares for its passengers:

Adult/base fare	\$1.00
Senior/Disabled (62 years)	\$0.35
Student fare (K-12)	\$0.75
Children under 5 years	Free

Intra-Agency Transfer Arrangements

Culver CityBus issues and receives local transfers from other Culver City buses. Prices are as follows:

Adult	\$.25
Senior/Disabled (62 years)	\$0.10
Student fare (K-12)	\$0.25

Inter-Agency Transfer Arrangements

Culver CityBus issues and receives transfers to and from all surrounding municipal operators and the Metro. Prices are as follows:

Adult/Base	\$0.40
Student (K-12)	\$0.40
Senior/Disabled (62 years)	\$0.20

TAP Program

In February 2008, Culver CityBus became the first of the Los Angeles County Municipal Operators to install and use the Region's TAP cash purse system. This program replaced all of the fareboxes with a new technology, where the rider would tap a TAP card onto the farebox and the fare would be deducted from a previously cash loaded fare card. The program has replaced the former MetroCard which used a swipe technology and was only shared with four other transit agencies in Los Angeles County. While several others have installed the new TAP fareboxes, none of the other agencies have used the cash purse feature. It is hoped that the other transit agencies in Los Angeles County will install the same technology in the next few years so that riders can ride on each of the transit systems without having to carry cash or paper transfers.

BruinGO! Program

In September 2003, Culver CityBus began participating in *BruinGO!*, a fare subsidy program with the University of California at Los Angeles (UCLA). This arrangement allows UCLA students, faculty, and staff who carry a Bruin identification card to ride at a reduced fare. Bruin cardholders deposit either a \$0.25 co-payment or show a pre-paid Flash pass, purchased at UCLA. It has been a tremendous success and UCLA renewed its contract with Culver CityBus through FY 2010. Starting in June 2008, the BruinGO! program was expanded for the summer quarter allowing pre-paid Flash pass riders. The ridership for the first summer quarter exceeded previous estimates.

Other Fare Media

In FY 2003 Culver CityBus began accepting the EZ Transit Pass as fare media. The EZ Transit Pass is a regional pass that allows its holder unlimited travel on a month-to-month basis on Metro's bus and rail lines and 16 regional municipal bus operators in Los Angeles County. Culver CityBus is reimbursed an average cash fare for each passenger that uses their EZ Transit Pass to board its buses.

In addition, Culver CityBus accepts Access Services Incorporated cards as fare media since FY 2003. Culver CityBus receives its disabled fare of \$0.35 per ride from Access Services.

1.7 Fleet, Facility, and Equipment

Fleet



The Culver CityBus fleet is comprised of forty-six (46) 40-foot and six (6) 30-foot New Flyer low floor Compressed Natural Gas (CNG) buses. Culver CityBus became the first public transit system in the Los Angeles Metropolitan area to be comprised of a 100%

CNG fleet in 2004. Since 1998, Culver City's Transportation Department has developed and maintained an aggressive strategy to attain clean air goals in conjunction with the California Air Resources Board's mandates for reduced emissions.

Facilities and Equipment

Culver CityBus' operations (*i.e.* administration, operations, and maintenance) are based at the Culver City Transportation Department Facility, located at 4343 Duquesne Avenue in the City of Culver City. The Department includes administrative offices, conference rooms, a Bus Operators' room, break areas, a maintenance garage with eight service bays, CNG pump stations, a welding shop, a vacuum station (for debris removal from buses), a warehouse, a money room, an automatic bus washer, and a split level parking garage. All buses are stored on site.

Culver CityBus furnishes and maintains all bus stops located within the city limits, including those serviced by other transit operators. At present, Culver CityBus maintains street furniture at 173 bus stops.

CHAPTER II: FUNDING, FINANCES AND REGULATIONS

2.1 Operations and Capital Budget

Operations Summary

Operating expenses increased by 2.8% from \$14,802,000 FY 2008 to \$15,216,000 in FY 2009. Cost increases were primarily due to increasing personnel costs. In future years, cost increases will depend on the trends in health care, natural gas, and other cost drivers.

Capital Improvement Program Summary

Culver CityBus follows strict Federal Transit Administration (FTA) guidelines regarding Capital Projects. Two future capital projects include the Real-Time Next Bus Arrival Information System and the Bus Signal Priority Projects within the City of Culver City. Other regular capital programs include the funding of a Tire Lease Program and Certificates of Participation (COPs) payments for the Transportation Facility.

2.2 Financial Resources

Financial Resource Overview

Much of Culver City Transportation Department's state and county funding is based on sales and gas tax collections. Revenue sources are based on Metro estimates. Because of the estimates may not reflect the actual figures, often these revenue estimates can fluctuate throughout the year, although the annual budget is based on the estimates at the time that the City's budget is passed. Lower than expected sales and gas tax collections affect the revenue as well as do the negotiations of the state budget.

Federal funding is based on an annual appropriation of FTA 5307 Discretionary funds to the region as well as the awarding of FTA 5309 funds through the Federal Reauthorization process as well as earmarks. Funding for these funds are project based and is received after the invoices have been paid and vary from year to year according to the project schedules.

Culver City Transportation Department's operations and capital projects are funded through a variety of sources, which are represented by the following funds:

Farebox

Fare revenue is generated from cash fares, the sale of interagency transfers, EZ transit pass sales and riders, Metrocard/TAP sales and riders, Access Services receipts, token receipts, and BruinGo program receipts. In FY 2009, over \$2.9 million was collected from passenger fares. In FY 2009, the average cash fare was \$0.475.

Proposition A & C Funds

Propositions A and C funds are generated from Los Angeles County sales tax. Both are generated from a ½ cent sales tax for transportation purposes. Each fund is allocated in a variety of ways to cities and municipal transit operators.

Proposition A 40% Discretionary

The transit funds from Proposition A are allocated by Metro by formula through a Memorandum of Understanding (MOU). Funds not expended in the year they are allocated may be carried over to the next fiscal year. These funds are usually used to meet fixed route operating expenses.

Proposition C 40% Discretionary

Forty percent of the Proposition C Revenue is used to improve and expand rail and bus transit services in Los Angeles County. These monies are allocated by Metro and are comprised of Foothill Transit Mitigation, Transit Service Expansion, Bus Service Improvement Program for overcrowding, and the Municipal Operator Service Improvement Program (MOSIP). Funds are distributed by formula for each program.

Proposition A & C Local Return

In addition to the Proposition A and C given to transit operators, the Local Return portion of Proposition A & C funds are distributed to cities according to population

in order to promote public transit. Culver CityBus receives both Proposition A & C Local Return funds to use for both capital and operating expenses as well as other transit and transportation related projects for the city.

Measure R Funds

Measure R is a half-cent sales tax for Los Angeles County that would finance new transportation projects and programs. The measure garnered the minimum two-thirds vote in the November 2008 election and became law January 2, 2009. The tax took effect in July 2009 and is effective for 30 years. Culver CityBus receives Measure R funds to subsidize its bus operations.

American Recovery and Reinvestment Act of 2009 (ARRA) Funds

One-time ARRA funds were allocated to sustain equipment maintenance and ensure compliance with safety requirements at the Transportation Facility, pay toward the construction of the Exposition Light Rail Line aerial station (Venice/Robertson Station) in Culver City, and construct sidewalk improvements along the eastside of Robertson Boulevard adjacent to the aerial station to accommodate transit services.

Transportation Development Act (TDA)

There are two types of funding programs available through the Transportation Development Act (TDA). They include the Local Return Fund (LTF) and the State Transit Assistance (STA)

Local Return Fund (LTF)

State of California Transit Development Act funding (1/4 cent of the 7.25% retail sales tax) is received under the LTF. These funds are allocated to each County according to population. Transit operators are then allocated funds by formula and are available for both capital and operating purposes.

State Transit Assistance (STA)

State Transit Assistance Funds are received through the statewide sales tax on diesel fuel and gasoline. Funds are allocated to transit operators by formula and are generally available for operating purposes if it can pass an efficiency calculation. Otherwise it can be used for capital purposes. The amount of STA funds available for each Fiscal Year is based on Metro estimates.

Federal Transit Assistance

Capital funds are available through the Federal Transit Administration (FTA). Section 5307 revenues are allocated by formula and are available only for capital purposes. However, routine and preventative maintenance costs can be "capitalized," which is what Culver CityBus has done. Section 5309 Bus and Bus Facilities revenue are funds earmarked in Congress and/or the Federal Transit Administration and are awarded annually for the construction or rehabilitation of facilities and the acquisition of vehicles.

2.3 Regulatory Requirements

Federal Transit Administration Triennial Review

The FTA has 23 areas of requirements for review for the eligibility of use for Federal funds. Culver CityBus' most recent FTA Triennial Review was completed in July 2008 and will host another one in FY 2011. The review was a success and passed the all of the FTA tests.

State TDA Performance Audit

A Performance Audit is performed every three years on the requirements for usage of state funding. Requirements for state funding include annual STA tests for the increase in Operating Expense compared to the Consumer Price Index and also a 20% farebox

recovery ratio. The Performance Audit would provide suggestion for improvement to the transit system. All Los Angeles County transit agencies were audited in 2007.

Annual Financial Audits

An annual audit report is generated for the Culver CityBus by an independent auditor. The annual financial report is a requirement for local, state, and federal funds. The financial report is the backbone for all other annual reporting requirements such as for the State Controller's Report and the National Transit Database.

Civil Rights Requirements

Culver CityBus complies with Title VI (non discrimination of riders for transit service), EEO (Equal Employment Opportunities), and DBE (Disadvantaged Business Enterprise Program for contracts) by meeting FTA regulations for those grant applicants with service area populations over 200,000. Reports are required every three years for Title VI and EEO programs. DBE Program goals must be reported annually and reported semi-annually.

Americans with Disabilities Act (ADA)

Culver CityBus is a voting member of Access Services Inc. (ASI). ASI is the countywide ADA Paratransit provider, who prepares and submits the annual Paratransit Plan Update on behalf of the City of Culver City. Additionally, Culver CityBus provides training to employees who regularly encounter and/or serve people with disabilities. Bus operators are instructed to assist physically and verbally disabled passengers when boarding and alighting vehicles. All bus stops are announced both inside and outside of the bus for the benefit of individuals with visual impairments. The entire Culver CityBus fleet is composed of low-floor, kneeling buses which allow for convenient access to persons with wheel chairs or other persons who have disabilities with limited mobility, such as seniors. Culver CityBus permits service animals to board buses and the Department actively works to ensure that all buses and bus stop equipment are constructed in compliance with ADA requirements.

Alternative Fuel Fleet Requirements

Culver CityBus was the first public transit provider in the Los Angeles basin to have a 100% alternatively-fueled bus fleet. In addition to operating a 100% CNG fleet, Culver CityBus maintains its own on-site refueling station. Culver CityBus is in full compliance with the California Air Resources Board (CARB) alternative fuel path and has 100% CNG fueled buses in its fleet. Culver CityBus is also in full compliance with the South Coast Air Quality Management District's (SCAQMD) Fleet Rule 1192. This rule requires that all new bus purchases be powered by alternative fuels.

CHAPTER III: ACCOMPLISHMENTS AND GOALS

3.1 Fiscal Year 2009 Accomplishments

In Fiscal Year 2009 Culver CityBus/Culver City Transportation Department has the following accomplishments:

- Successfully competed for and was awarded \$4.2 million in grant funding through Metro's 2009 Call for Projects for the following capital projects:
 - Real-Time Bus Arrival Information System for selected bus stops in the City; and
 - Citywide Bus Signal Priority System.
- With the assistance of Public Works Department, secured approximately \$251,000 of American Recovery and Reinvestment Act (ARRA) funding for pedestrian-related sidewalk improvements along Robertson Boulevard (between Washington Boulevard and Venice Boulevard) in preparation of a transit boarding/layover area adjacent to the future Exposition Light Rail Venice/Robertson Station.
- Developed a comprehensive service plan.
- Planned for the implementation of fare increase in Fiscal Year 2010.
- Planned for the implementation of Rapid 6 bus rapid transit along Sepulveda in Fiscal Year 2010.
- Maintained the certification with the State of California Dept. of Toxic Substances Control as a "Certified Green Model Shop"
- Earned the rank of #5 of the 100 Best Fleets in North America for 2009.
- Earned the rank of #1 Best Green Fleet in North America for 2009; in 2008, ranked #2.
- Successfully applied for and was awarded \$710,000 in grant funding from the AQMD for the purchase of alternatively fueled equipment.
- Received NGV America Leadership Award from NGV America and the clean Vehicle Education Foundation (CVEF) recognizing outstanding contributions to the advancement of natural gas as a vehicular fuel.
- Equipment Maintenance Manager Paul Condran is recognized as the #2 Finalist for the National Fleet Manager of the Year Award

- Initiated contact with the Federal Transportation Administration (FTA) and the American Public Transit Association (APTA) to institute a change in the current federal regulation mandate of fleet spare ratio; project is ongoing.
- Continued to work with Metro and other transit agencies towards implementing the region-wide Transit Access Pass (TAP). Culver CityBus is the first of the Los Angeles County Municipal Operators to implement the “Cash Purse” option on the TAP card.
- FY 2009 was the sixth year of Culver CityBus’ participation in the successful UCLA *BruinGO!* Program. Ridership on Line 6, the line that services UCLA, increased 12% percent over FY 2009.

3.2 Goals and Objectives for Fiscal Years 2010-2012

Culver CityBus’ primary goal is to continue offering excellent cost-effective public transit service at a low price to the passenger. Goals and objectives for Fiscal Years 2010 – 2012 include the following:

- Implement the bus rapid transit service (Rapid 6) along Sepulveda Boulevard starting on January 4, 2010.
- Implement the new fares stated in Section 1.6 (Fare Structure) effective on August 24, 2009.
- Change the headway on Line 7 from every 40 minutes to once an hour effective on September 14, 2009.
- Create a new design for all of the bus timetables.
- Continue to monitor the TAP program to ensure that it meets both operational and customer needs.
- Analyze the feasibility of implementing a day pass.
- Analyze the possibility of additional service changes to improve efficiency.
- Plan and implement potential enhancement in transit service for the Exposition Light Rail Line at the Venice/Robertson Station and La Cienega Station.
- Plan and implement transit service to service the Playa Vista Development.

Attachment #1

- Plan and implement for potential new transit service for increased expansion of LAX, West Los Angeles College, the Symantec Development in Corporate Point, and the Westfield Fox Hills Mall.
- Plan for the implementation of the Real-Time Bus Arrival Information System Project.
- Plan for the implementation of the Citywide Bus Signal Priority Project.
- Continue to pursue transportation funding and grants on local, regional, and federal levels.
- Continue to monitor regional and regional legislations, activities, and issues that relate to transportation.
- Continue to work with other local, regional, and national agencies and organizations to promote and advance public transportation.
- Maintain ranking within top 5 of Best 100 Fleets in North America and Best 100 Green Fleets in North America.
- Accomplish transit bus procurement of twenty (20) heavy-duty CNG transit buses to replace those coming out of revenue service.
- Fully implement the fleet management system upgrade to AssetWorks InfoCenter to improve operational efficiencies and data metrics.
- Complete the 12-bus Repower Project using grant funds awarded by the AQMD.
- Develop a Technical Apprenticeship Program to teach new technical skills to through high schools and community colleges.
- Purchase and install furniture at bus stops that are not currently equipped with trash receptacles, benches and/or shelters that can support such improvements.
- Working with State and Federal legislators on transportation financing.
 - Working with Federal legislators and other local transit agencies to receive funding from the Transportation Reauthorization Bill.
 - Working with State legislators and other local transit agencies to stop the raiding of transit funds.
- Fund and replace 20 CNG buses that will be fully depreciated by 2010.

- Purchasing six articulated buses to enhance service on the Bus Rapid Transit service along Sepulveda Blvd.
- Analyze the possibility of purchasing and implementing Transit Scheduling software.
- Analyze the feasibility of enhancing the Transportation Facility with more sustainability and environmental compliance, including the installation of solar panels.

3.3 Service and System Evaluation

Service Improvement Goals

The 2007 Line-By-Line Analysis has provided Culver CityBus an opportunity to dramatically improve service and route efficiency. However, the current constraints with funding for operating costs may preclude service expansion, such as headway reduction. By examining on-time performance, passengers per mile and other relevant data, Culver CityBus is looking at ways to improve service without increasing costs by reallocating resources from unproductive lines and times of day when passenger demand is low.

The acquisition of an Automatic Vehicle Locator system (AVL) with Automatic Passenger Counters, stop annunciation, and an on-board video system has greatly improved Culver CityBus' efficiency in operations, maintenance and administration. The AVL system provides Culver CityBus with data, improving the accuracy with which the agency bases many decisions.

3.4 Operations Plan

Overview

Culver CityBus has been evaluating ways of restructuring its service to make it more efficient from a cost perspective and more effective in providing a service that generates satisfactory demand. This endeavor in conjunction with regional mitigation efforts

programmed for the next few years give Culver CityBus a unique opportunity to alter and expand its service to meet the needs of the growing and changing Westside.

Fare Changes

Culver CityBus recently implemented a fare increase. While the operating expenses continue to increase each year, the base fare of \$.75 for over many years had remained constant; and the fare increase was necessary to offset the rapidly rising operating expenses. The base fare was changed from \$.75 to \$1.00, and the local transfer fare was changed from free-of-charge to \$.25, and the inter-agency transfer fare is changed from \$.25 to \$.40.

System-wide Changes

Culver CityBus has installed new TAP fareboxes and is the first municipal operator in Los Angeles County to use the “cash purse” feature in the TAP cards. As the other Municipal Operators install their TAP fareboxes and other TAP features are developed, administrative costs could decline as customers use smart card technology instead of cash.

Bus Rapid Transit (BRT) on Sepulveda Boulevard – Rapid 6

The Metro Rapid Expansion Program has identified Sepulveda Boulevard as a potential Bus Rapid Transit Corridor. Recognizing the need for improved service along the Sepulveda corridor, Culver CityBus has been planning for the implementation of the BRT service on January 4, 2010. This BRT service (Rapid 6) will operate during weekday morning and evening peak hours and will have the headway of 15 minutes. The service will have limited stops and will incorporate the Transit Signal Priority (TSP) system along Sepulveda Blvd. in order to give signal priority at intersections to the BRT buses along the already congested route to improve the travel time

Mid-City Exposition Light Rail Transit Project (Expo Light Rail Project)

The western terminus of the first phase of the Expo Light Rail Project will be in Culver City. There will be an aerial station (Venice/Robertson Station) adjacent to the

Washington National Transit Oriented Development (in Culver City), which may include a transit pull-out to accommodate passenger transfers from bus to rail. The line will eventually extend to Santa Monica in the second phase, and there is a lot of potential to develop important connections between rail and bus transit. Construction on the Mid-City Exposition LRT Project has begun in September 2006 and the first phase of the Exposition Light Rail Line is scheduled to open in 2010.

Playa Vista

Playa Vista is perhaps one of the most well-known mixed use infill developments in the nation. Although not physically located within Culver City, Playa Vista sits just outside of the Culver CityBus service area. Because of its size, this development has the potential to impact transit operations primarily through the traffic it will generate. During FY 2004 Culver CityBus worked with Playa Vista, their traffic consultants, and other City departments to secure appropriate mitigation measures aimed at reducing the impact of project-generated traffic on Culver City. Proposed measures are largely aimed at increasing the quantity of public transit.

The Playa Capital Company (PCC) has negotiated mitigation measures that approved by Culver City. It includes the purchase of five additional buses to be used as follows: two (2) additional vehicles will be used to increase service on the line 6 route, two (2) buses will be operated by Culver CityBus to provide limited stop express service from the Playa Vista development and major area trip generators, and one (1) remaining bus will be used to operate on an extended line 4 route with 30-minute headways. PCC will also fund the net operating and maintenance costs associated with these buses for a period of three years and compensate for the unsubsidized portion of the operations and maintenance costs for an additional seven years. PCC would also provide Transit Priority System (TPS) components for up to 12 intersections along Washington Boulevard, between the Lincoln Boulevard and Berryman Avenue. PCC will also provide bus fare subsidies for residents and employees of Playa Vista for a period of ten years.

West Los Angeles College Expansion

West Los Angeles College, located in unincorporated Los Angeles County, is serviced by Culver CityBus Lines 3 and 4. The College has revised its master plan in an attempt to accommodate the increase in student enrollment and an expansion of all facilities. The College currently has shuttle routes connecting to/from the college that are in operation until the end of the construction period. Culver CityBus continues to provide service to the college and will continue to work with the college on accommodating the increase in student population.

LAX Expansion

The Los Angeles International Airport, serviced by Culver CityBus Line 6, is planned to undergo a major restructuring and expansion that will directly impact bus service. The most significant impact LAX will have on Culver CityBus, is the additional traffic its expansion will generate. Meeting the on-time performance of Culver CityBus Line 6 is already challenged because of traffic congestion and the addition of more vehicles can only be expected to slow service substantially.

3.5 Capital Improvement Program

Culver City Aerial Station

Culver City will also provide local match funding through Federal, State, and Local resources towards the construction of an Aerial Station in Culver City. This would allow for the terminus of the first phase to have a permanent station at the intersection of Venice Boulevard, a regional arterial route, and Robertson Boulevard. The Aerial station will also function as a multi-modal station for the area including such modes as light rail, buses, automobiles, bicycles and pedestrians. The aerial station station is planned to include a Clean Mobility Center that will accommodate bicycles and car-sharing. In addition, on-street transit centers are planned to accommodate buses servicing the station and ensure convenient passenger connection to/from the light rail station. The Culver City aerial station will be an important terminus of the Exposition

Light Rail Line since it will temporarily be the Western-most terminus of those traveling in and from Downtown to the Westside of Los Angeles.

Facility Expansion

Solar Panels

Culver City aims to become a more sustainable city. One of the goals has been to utilize solar power where possible. The roof of the Transportation Facility has been identified as a potential feasible location for housing solar panels.

Bus Replacements

Culver CityBus has twenty (20) forty (40)-foot CNG buses purchased and placed into service in 1998 that will have reached its useful life by 2010. This will replace nearly half of our current bus fleet of 40' buses. It is likely that they will be replaced with 40' CNG buses or CNG hybrid buses.

Bus Expansion

The initial rollout the new Bus Rapid Transit route along Sepulveda Blvd. calls for six additional buses to be used. Depending on the service that the BRT will attract, the service may need additional buses and it is anticipated that the demand will call for more service than the planned rollout.

Sixty-foot articulated buses may be purchased in the future as awarded in the 2007 Call for Projects. This would provide additional passenger capacity without adding to the congestion on the already congested Sepulveda Boulevard.

AVL – Phase II

With the completion of the installation of the AVL system on the buses, the next phase would be to develop tools for the customers to be able to track the location of the buses and inform them of the time for the next bus' arrival in real-time (Real-Time Next Bus Arrival Information System). Culver CityBus, through Metro's 2009 Call for Projects,

Attachment #1

competed and successfully obtained funding for the Real-Time Next Bus Arrival Information System. The project will include web technology and dynamic message signs at select bus stops to communicate the real-time arrival information to the passengers.

PROJECT OVERVIEW TABLES

The following tables review Culver CityBus' financial and capital project status.

Table L - 1
Current Fare Structure: FY 2010

<u>Fare Categories</u>	<u>Type of Service</u>	
	<u>Fixed Route</u>	<u>Demand Responsive</u>
<i>Cash/Token</i>		
Regular	\$1.00	n/a
Token		
Elderly	\$0.35	
Disabled/Medicare	\$0.35	
Student	\$0.75	
College	n/a	
Express - Specify Zone Structure	n/a	
<i>Cash Transfers</i>		
Regular within System	\$0.25	
Regular to other System	\$0.40	
Elderly/Disabled within System	\$0.10	
Elderly/Disabled to other System	\$0.20	
<i>Multi-use Cards (specify number of uses)</i>		
Regular	n/a	
Elderly	n/a	
Disabled/Medicare	n/a	
<i>Metro Card</i>		
Discounts	n/a	
Other	n/a	
<i>Passes</i>		
Regular	n/a	
Elderly	n/a	
Disabled	n/a	
Student	n/a	
College	n/a	
Express - Specify Zone Stamp	n/a	
<i>Joint Passes</i>		
Regular	\$70.00	
Elderly	\$35.00	
Disabled	\$35.00	
Student	n/a	
College	n/a	
Not Listed above (please describe)	BruinGo! Fare subsidy program in coordination with UCLA (for students, faculty, & staff). UCLA pays \$0.63 or \$0.65 per ride to Culver CityBus dependent on whether or not BruinGo! Cardholder provides a co-pay (\$0.25) or shows a pre-paid flash pass.	

Table L - 2
FLEET INVENTORY AS OF JUNE 30, 2009

Year Built	Manuf.	Model	Seats	Length	Type of Fuel	Total Vehicles	Vehicles used for:		Non-ADA Vehicles in Active Service	ADA Vehicles in Active Service	Vehicles w/ major Rehab
							Fixed Route Service	Demand Responsive Service			
1998	NEW FLY	C40LF	41	40	CNG	20	20	0	0	20	0
2001	NEW FLY	C40LF	41	40	CNG	12	12	0	0	12	0
2003	NEW FLY	C30LF	25	30	CNG	6	6	0	0	6	0
2004	NEW FLY	C40LF	41	40	CNG	8	8	0	0	8	0
2008	NEW FLY	C40LF	41	40	CNG	6	6	0	0	0	0
			Total Number of Vehicles:				52	0	0	46	0

* ADA vehicles are those equipped with a 42" wheelchair or a low floor bus with a ramp

* Major rehab as defined by Federal Circular on Section 5307 funding program

** FY 2008 buses are currently awaiting service implementation in January 2010.

Table L - 3
HISTORICAL & PROJECTED FLEET CHARACTERISTICS

	FIXED ROUTE		
	FY 2008 Actual	FY 2009 Estimated	FY 2010 Planned
Peak-Hour Fleet	33	33	39
Spares For Maint.	13	13	13
Spare Ratio*	0.39	0.39	0.25
Emergency Contingency Reserve			
Inactive Fleet		6	
Total Vehicles	46	52	52
New Expansion Vehicles		6	0
New Replacement Vehicles			0

	DEMAND RESPONSIVE SERVICE		
	FY 2008 Actual	FY 2009 Estimated	FY 2010 Planned
Peak-Hour Fleet	0	0	0
Spares For Maint.	0	0	0
Spare Ratio*	0	0	0
Emergency Contingency Reserve	0	0	0
Inactive Fleet	0	0	0
Total Vehicles	0	0	0
New Expansion Vehicles			0
New Replacement Vehicles			0

	SYSTEM TOTAL		
	FY 2008 Actual	FY 2009 Estimated	FY 2010 Planned
Peak-Hour Fleet	33	33	39
Spares For Maint.	13	13	13
Spare Ratio*	0.39	0.39	0.25
Emergency Contingency Reserve			
Inactive Fleet		6	
Total Vehicles	46	52	52
New Expansion Vehicles		6	0
New Replacement Vehicles			0

*Spare Ratio = Spares for Maint/Peak-Hour Fleet

Table L - 4 (A)
HISTORICAL AND PROJECTED FINANCIAL STATUS
SOURCE AND APPLICATION OF CAPITAL FUNDS
BY YEAR OF EXPENDITURE (\$ 000)

MODE: Bus

SOURCE OF CAPITAL FUNDS:	2008 Audited	2009 Actual	2010 Planned
FEDERAL CAPITAL GRANTS			
FTA Sec. 5309 (Sec. 3)		2,096	801
FAU Grants			
FTA Sec. 5307 (Sec. 9)	3,436	89	6,598
Other Federal (Assume 80/20 match) (COPs FTA 5307)	627	810	810
STATE CAPITAL GRANTS AND SUBVENTIONS			
TDA (ART 4) current from unallocated			
TDA from prior years reserves	20		
TDA (ART 8)			
STA current from unallocated			
STA from prior years reserve	28.00	154	
Other State (Prop 1B including Bridge Funding)		135	66
LOCAL CAPITAL GRANTS			
System Generated			
General Fund			
Prop. A Local Return			
Prop. A Discretionary Carry Over			
Prop. C Discretionary	807	1,854	816
Prop. C Local Return		100	100
Prop. C 5% Security			
Prop. C Other (Specify)			
Other Local	119		150
TOTAL CAPITAL REVENUE	4,918	5,238	9,341
TOTAL CAPITAL EXPENSES	5,037	5,238	9,341

Table L - 4 (B)
HISTORICAL AND PROJECTED FINANCIAL STATUS
SOURCE AND APPLICATION OF OPERATING FUNDS
BY YEAR OF EXPENDITURE (\$ 000)

SOURCE OF OPERATING FUNDS:

2008 Audited	2009 Actual	2010 Planned
-----------------	----------------	-----------------

FEDERAL CASH GRANTS AND REIMBURSEMENTS

FTA Sec. 5307 (Sec. 9) Operating	2000	2500	2000
CMAQ (Operating)			

STATE CASH GRANTS AND REIMBURSEMENTS

TDA Current from unallocated	4698	4544	3606
STA Current from unallocated		333	1212
Other State (Specify)			

LOCAL CASH GRANTS AND REIMBURSEMENTS

Passenger Fares	2919	2937	3973
Special Transit Service			
Charter Service Revenues			
Auxiliary Transportation Revenues			
Non-transportation Revenues	540	273	120
Prop. A 40% Discretionary	2797	2775	2836
Prop. A 25% Local Return	854	842	575
Prop. A Incentive fund			
Prop. A Interest			
BSIP	138	140	140
TSE	197	201	201
Base			
MOSIP			
Prop. C 40% Discretionary	141	160	160
Prop. C 20% Local Return	200	200	200
Prop. C 5% Security	318	311	311
Prop. C Other (Interest)			
Other Local (Measure R Funds)			1083

TOTAL OPERATING REVENUES	14802	15216	16417
TOTAL OPERATING EXPENSES	14802	15216	16417

Attachment #1

Table L - 5A
TPM / TDA REPORT FORM
FY2008 Audited

Annual Weekday	FAP Funded				Non-FAP Funded						System Total
	Local Service	Express Service	Dial-A-Ride ¹	FAP Subtotal	Dedicated Funding ²				Dial-A-Ride	Other Codes ³	
					TSE	Base Restructuring	BSIP	MOSIP			
Total Vehicle Miles (000)	1,198,274			1,198,274	16,951		11,736				1,226,961
Vehicle Service Miles (000)	1,110,677			1,110,677	15,772		10,919				1,137,369
Total Vehicle Hours (000)	111,825			111,825	1,570		1,087				114,482
Vehicle Service Hours (000)	105,213			105,213	1,480		1,025				107,718
Peak Vehicles	33			33							33
Unlinked Passengers (000)	4,976,785			4,976,785	66,123		45,778				5,088,686
Linked Passengers (000)	4,896,066			4,896,066	65,051		45,035				5,006,152
Passenger Revenue (000)											2,679,004
Aux. Rev/Local Subs. (000)											1,170,968
Op. Cost Less Depr. (000)	12,344,369			12,344,369	165,540		115,681				12,625,590
Full Time Equiv. Employees											118
Base Fare											\$ 0.75

Total System: Annual Saturday Sunday & Holiday & Weekdays	FAP Funded				Non-FAP Funded						System Total
	Local Service	Express Service	Dial-A-Ride ¹	FAP Subtotal	Dedicated Funding ²				Dial-A-Ride	Other Codes ³	
					TSE	Base Restructuring	BSIP	MOSIP			
Total Vehicle Miles (000)	1,518,176			1,518,176	20,180		13,971				1,552,327
Vehicle Service Miles (000)	1,412,574			1,412,574	18,777		12,999				1,444,350
Total Vehicle Hours (000)	140,590			140,590	1,869		1,294				143,753
Vehicle Service Hours (000)	132,546			132,546	1,762		1,220				135,528
Peak Vehicles	33			33							33
Unlinked Passengers (000)	5,922,031			5,922,031	78,718		54,497				6,055,246
Linked Passengers (000)	5,825,980			5,825,980	77,441		53,613				5,957,035
Passenger Revenue (000)											2,881,323
Aux. Rev/Local Subs. (000)											1,394,009
Op. Cost Less Depr. (000)	14,695,677			14,695,677	197,072		137,715				15,030,464

¹ "Included Dial-A-Ride" only includes operations that historically have been included in the FAP calculations.

² "Dedicated Funding" includes: FEMA, Base Restructuring, TSE & Overcrowding, Other Special Funding arrangements.

³ "Other Codes" includes Subscription, Contract, Special Events service.

Attachment #1

Table L - 5B
TPM / TDA REPORT FORM
FY2009 Estimated

Annual Weekday	FAP Funded				Non-FAP Funded						System Total
	Local Service	Express Service	Dial-A-Ride ¹	FAP Subtotal	Dedicated Funding ²				Dial-A-Ride	Other Codes ³	
					TSE	Base Restructuring	BSIP	MOSIP			
Total Vehicle Miles (000)	1,275,350			1,275,350	16,580		11,478		36		
Vehicle Service Miles (000)	1,168,932			1,168,932	15,196		10,520		33		1,195,227
Total Vehicle Hours (000)	118,119			118,119	1,536		1,063		3		120,776
Vehicle Service Hours (000)	111,288			111,288	1,447		1,002		3		113,791
Peak Vehicles	33			33							33
Unlinked Passengers (000)	5,073,035			5,073,035	65,949		45,657		16		5,187,152
Linked Passengers (000)	4,786,670			4,786,670	62,227		43,080				4,894,346
Passenger Revenue (000)				0							2,467,114
Aux. Rev/Local Subs. (000)				0							245,647
Op. Cost Less Depr. (000)	12,328,940			12,328,940	160,276		110,960		385		1,303,444
Full Time Equiv. Employees											118
Base Fare											\$ 0.75

Total System: Annual Saturday Sunday & Holiday & Weekdays	FAP Funded				Non-FAP Funded						System Total
	Local Service	Express Service	Dial-A-Ride ¹	FAP Subtotal	Dedicated Funding ²				Dial-A-Ride	Other Codes ³	
					TSE	Base Restructuring	BSIP	MOSIP			
Total Vehicle Miles (000)	1,518,275			1,518,275	19,738		13,664		38		1,551,715
Vehicle Service Miles (000)	1,391,586			1,391,586	18,091		12,524		35		1,422,890
Total Vehicle Hours (000)	140,618			140,618	1,828		1,266		4		143,781
Vehicle Service Hours (000)	132,486			132,486	1,722		1,192		4		135,466
Peak Vehicles	33			33							33
Unlinked Passengers (000)	6,039,327			6,039,327	78,511		54,354		17		6,175,181
Linked Passengers (000)	5,698,418			5,698,418	74,079		51,286				5,826,603
Passenger Revenue (000)											2,937,041
Aux. Rev/Local Subs. (000)											292,437
Op. Cost Less Depr. (000)	14,677,310			14,677,310	190,805		132,096		407		15,012,097

¹ "Included Dial-A-Ride" only includes operations that historically have been included in the FAP calculations.

² "Dedicated Funding" includes: FEMA, Base Restructuring, TSE & Overcrowding, Other Special Funding arrangements.

³ "Other Codes" includes Subscription, Contract, Special Events service.

Attachment #1

Table L - 5C
TPM / TDA REPORT FORM
FY2010 Planned

Annual Weekday	FAP Funded				Non-FAP Funded							System Total
	Local Service	Express Service	Dial-A-Ride ¹	FAP Subtotal	Dedicated Funding ²				Dial-A-Ride	Other Codes ³		
					TSE	Base Restructuring	BSIP	MOSIP				
Total Vehicle Miles	1,298,837			1,298,837	16,580		11,478				1,326,895	
Vehicle Service Miles	1,192,781			1,192,781	15,196		10,520				1,218,497	
Total Vehicle Hours	120,541			120,541	1,536		1,063				123,140	
Vehicle Service Hours	113,576			113,576	1,447		1,002				116,025	
Peak Vehicles	37			37							37	
Unlinked Passengers	5,168,884			5,168,884	65,949		45,657				5,280,490	
Linked Passengers	4,877,366			4,877,366	62,227		43,080				4,982,673	
Passenger Revenue											2,540,205	
Aux. Rev/Local Subs.											258,479	
Op. Cost Less Depr.	12,623,799			12,623,799	165,295		114,435				12,903,529	
Full Time Equiv. Employees											123	
Base Fare											\$ 1.00	

Total System: Annual Saturday Sunday & Holiday & Weekdays	FAP Funded				Non-FAP Funded							System Total
	Local Service	Express Service	Dial-A-Ride ¹	FAP Subtotal	Dedicated Funding ²				Dial-A-Ride	Other Codes ³		
					TSE	Base Restructuring	BSIP	MOSIP				
Total Vehicle Miles	1,564,864			1,564,864	19,738		13,664		38		1,598,304	
Vehicle Service Miles	1,437,085			1,437,085	18,091		12,524		35		1,467,735	
Total Vehicle Hours	145,230			145,230	1,828		1,266		4		148,328	
Vehicle Service Hours	136,838			136,838	1,722		1,192		4		139,756	
Peak Vehicles	37			37							37	
Unlinked Passengers	6,227,571			6,227,571	78,511		54,354		17		6,360,453	
Linked Passengers	5,876,344			5,876,344	74,079		51,286				6,001,709	
Passenger Revenue											3,024,152	
Aux. Rev/Local Subs.											301,210	
Op. Cost Less Depr.	15,209,396			15,209,396	136,232		136,232		407		15,482,267	

¹ "Included Dial-A-Ride" only includes operations that historically have been included in the FAP calculations.

² "Dedicated Funding" includes: FEMA, Base Restructuring, TSE & Overcrowding, Other Special Funding arrangements.

³ "Other Codes" includes Subscription, Contract, Special Events service.

Table L - 6
PERFORMANCE AUDIT FOLLOW-UP
OF RECOMMENDATIONS FROM THE LAST
COMPLETED PERFORMANCE AUDIT
FY 04-06

PERFORMANCE AUDIT RECOMMENDED ACTIONS	OPERATOR PROGRESS TO DATE
Culver CityBus should develop a strategic business plan	Culver CityBus is in the process of evaluating future projects which would affect the transit service.
Culver CityBus should continue efforts to improve the accuracy of financial and operating data reporting	Culver CityBus has developed consistent methods to ensure that the accuracy of financial and operating data reporting
Culver CityBus should modify its EZ Pass fare reimbursement calculation formula to meet EZ Pass requirements	Culver CityBus has adjusted its EZ transit pass fare reimbursement calculation for its average cash fare.

Table L - 7
CAPITAL PROJECT SUMMARY

FY 2009

Project Name	Funding Source Federal	State Local	Total Project Cost
BRT Bus Expansion	\$ 2,096,000	\$ 524,000	\$ 2,620,000
Tire leasing	\$ 64,000	\$ 16,000	\$ 80,000
COPs	\$ 810,000	In Kind	\$ 810,000
Culver City Aerial Station	\$ 1,484,600	\$ 2,515,400	\$ 4,000,000

FY 2010

Project Name	Funding Source Federal	State Local	Total Project Cost
Tire leasing	\$ 64,000	\$ 16,000	\$ 80,000
COPs	\$ 810,000	In Kind	\$ 810,000
Facility Maintenance	\$ -	\$ 100,000	\$ 100,000

FY 2011

Project Name	Funding Source Federal	State Local	Total Project Cost
Tire leasing	\$ 64,000	\$ 16,000	\$ 80,000
COPs	\$ 810,000	In Kind	\$ 810,000
Bus Replacements for 20 CNG buses	\$ 9,000,000	\$ 2,000,000	\$ 11,000,000
Facility Maintenance	\$ -	\$ 100,000	\$ 100,000
Purchase of Bus Capital Items	\$ 1,280,000	\$ 320,000	\$ 1,600,000
Purchase of Bus Stop Furniture	\$ 105,800	\$ 26,500	\$ 132,300

FY 2012

Project Name	Funding Source Federal	State Local	Total Project Cost
Tire leasing	\$ 64,000	\$ 16,000	\$ 80,000
COPs	\$ 810,000	In Kind	\$ 810,000
Purchase of Six CNG Articulated Buses for BRT	\$ 3,828,000	\$ 1,641,000	\$ 5,469,000
Facility Maintenance	\$ -	\$ 100,000	\$ 100,000

APPENDIX: SYSTEM MAP AND ROUTE SCHEDULES

System Map



Attachment #1

Schedule Line 1

Line 1 Weekdays**Washington Boulevard***PM Times in Bold*

Westbound						Eastbound					
Washington & Fairfax	Washington & Overland	Washington & Sepulveda	Washington & Inglewood	Washington & Lincoln	Winward & Main	Winward & Main	Washington & Lincoln	Washington & Inglewood	Washington & Sepulveda	Washington & Overland	Washington & Fairfax
-	-	-	-	-	-	6:02	6:11	6:18	6:22	6:26	6:39
5:40	5:53	5:57	6:01	6:08	6:16	6:17	6:26	6:33	6:37	6:41	6:54
5:55	6:08	6:12	6:16	6:23	6:31	6:34	6:43	6:50	6:54	6:58	7:11
6:15	6:28	6:32	6:36	6:43	6:51	6:54	7:03	7:10	7:14	7:18	7:31
6:30	6:43	6:47	6:51	6:58	7:06	7:09	7:18	7:25	7:29	7:33	7:46
6:45	6:58	7:02	7:06	7:13	7:21	7:22	7:31	7:38	7:42	7:46	7:59
6:58	7:11	7:15	7:19	7:26	7:34	7:36	7:45	7:52	7:56	8:00	8:13
7:10	7:25	7:29	7:33	7:41	7:51	7:51	8:00	8:07	8:11	8:15	8:28
7:22	7:37	7:41	7:45	7:53	8:03	8:03	8:12	8:19	8:23	8:27	8:40
7:34	7:49	7:53	7:57	8:05	8:15	8:15	8:24	8:31	8:35	8:39	8:52
7:46	8:01	8:05	8:09	8:17	8:27	8:27	8:36	8:43	8:47	8:51	9:04
7:58	8:13	8:17	8:21	8:29	8:39	8:39	8:48	8:55	8:59	9:03	9:16
8:10	8:25	8:29	8:33	8:41	8:51	8:51	9:00	9:07	9:11	9:15	9:28
8:22	8:37	8:41	8:45	8:53	9:03	9:03	9:12	9:19	9:23	9:27	9:40
8:36	8:51	8:55	8:59	9:07	9:17	9:17	9:26	9:33	9:37	9:41	9:54
8:49	9:04	9:08	9:12	9:20	9:30	9:30	9:39	9:46	9:50	9:54	10:07
9:01	9:16	9:20	9:24	9:32	9:42	9:42	9:51	9:58	10:02	10:06	10:19
9:14	9:29	9:33	9:37	9:45	9:55	9:55	10:04	10:11	10:15	10:19	10:32
9:29	9:44	9:48	9:52	10:00	10:10	10:10	10:19	10:26	10:30	10:34	10:47
9:44	9:59	10:03	10:07	10:15	10:25	10:25	10:34	10:41	10:45	10:49	11:02
9:59	10:14	10:18	10:22	10:30	10:40	10:40	10:49	10:56	11:00	11:04	11:17
10:14	10:29	10:33	10:37	10:45	10:55	10:55	11:04	11:11	11:15	11:19	11:32
10:29	10:44	10:48	10:52	11:00	11:10	11:10	11:20	11:27	11:31	11:35	11:49
10:44	10:59	11:03	11:07	11:15	11:25	11:25	11:35	11:42	11:46	11:50	12:04
10:59	11:14	11:18	11:22	11:30	11:40	11:40	11:50	11:57	12:01	12:05	12:19
11:14	11:29	11:33	11:37	11:45	11:55	11:55	12:05	12:12	12:16	12:20	12:34
11:29	11:44	11:48	11:52	12:00	12:10	12:10	12:20	12:27	12:31	12:35	12:49
11:44	11:59	12:03	12:07	12:15	12:25	12:25	12:35	12:42	12:46	12:50	1:04
11:59	12:14	12:18	12:22	12:30	12:40	12:40	12:50	12:57	1:01	1:05	1:19
12:14	12:29	12:33	12:37	12:45	12:55	12:55	1:05	1:12	1:16	1:20	1:34
12:29	12:44	12:48	12:52	1:00	1:10	1:10	1:20	1:27	1:31	1:35	1:49
12:44	12:59	1:03	1:07	1:15	1:25	1:25	1:35	1:42	1:46	1:50	2:04
12:59	1:14	1:18	1:22	1:30	1:40	1:40	1:50	1:57	2:01	2:05	2:19
1:14	1:29	1:33	1:37	1:45	1:55	1:55	2:05	2:12	2:16	2:20	2:34
1:29	1:44	1:48	1:52	2:00	2:10	2:10	2:20	2:27	2:31	2:35	2:49
1:44	1:59	2:03	2:07	2:15	2:25	2:25	2:35	2:42	2:46	2:50	3:04
2:00	2:15	2:19	2:25	2:33	2:45	2:37	2:47	2:55	2:59	3:03	3:18
2:15	2:30	2:34	2:39	2:47	2:58	2:49	2:59	3:07	3:11	3:15	3:30
2:30	2:45	2:49	2:54	3:02	3:13	3:01	3:11	3:19	3:23	3:27	3:42
2:42	2:57	3:01	3:06	3:14	3:25	3:13	3:23	3:31	3:35	3:39	3:54
2:54	3:09	3:13	3:18	3:26	3:37	3:25	3:35	3:43	3:47	3:51	4:06
3:06	3:21	3:25	3:30	3:38	3:49	3:37	3:47	3:55	3:59	4:03	4:18

Attachment #1

Line 1 Weekdays**Washington Boulevard***PM Times in Bold*

Westbound						Eastbound					
Washington & Fairfax	Washington & Overland	Washington & Sepulveda	Washington & Inglewood	Washington & Lincoln	Winward & Main	Winward & Main	Washington & Lincoln	Washington & Inglewood	Washington & Sepulveda	Washington & Overland	Washington & Fairfax
3:18	3:33	3:37	3:42	3:50	4:01	3:49	3:59	4:07	4:11	4:15	4:30
3:30	3:45	3:49	3:54	4:02	4:13	4:01	4:11	4:19	4:23	4:27	4:42
3:42	3:57	4:01	4:06	4:14	4:25	4:13	4:23	4:31	4:35	4:39	4:54
3:54	4:09	4:13	4:18	4:26	4:37	4:25	4:35	4:43	4:47	4:51	5:06
4:06	4:21	4:25	4:30	4:38	4:49	4:37	4:47	4:55	4:59	5:03	5:18
4:18	4:33	4:37	4:42	4:50	5:01	4:49	4:59	5:07	5:11	5:15	5:30
4:31	4:46	4:50	4:55	5:03	5:14	5:01	5:11	5:19	5:23	5:27	5:42
4:43	4:58	5:02	5:07	5:15	5:26	5:14	5:24	5:32	5:36	5:40	5:55
4:55	5:10	5:14	5:19	5:27	5:38	5:26	5:36	5:44	5:48	5:52	6:07
5:07	5:22	5:26	5:31	5:39	5:50	5:38	5:48	5:56	6:00	6:04	6:19
5:19	5:34	5:38	5:43	5:51	6:02	5:50	6:00	6:08	6:12	6:16	6:31
5:31	5:46	5:50	5:55	6:03	6:14	6:02	6:12	6:20	6:24	6:28	6:43
5:43	5:58	6:02	6:07	6:15	6:26	6:14	6:24	6:32	6:36	6:40	6:55
5:55	6:10	6:14	6:19	6:27	6:38	6:26	6:36	6:44	6:48	6:52	7:07
6:07	6:22	6:26	6:31	6:39	6:50	6:38	6:46	6:53	6:57	7:00	7:14
6:21	6:36	6:40	6:45	6:53	7:01	6:50	6:58	7:05	7:09	7:12	7:26
6:40	6:53	6:57	7:01	7:08	7:16	7:05	7:13	7:20	7:24	7:27	7:41
7:00	7:13	7:17	7:21	7:28	7:36	7:20	7:28	7:35	7:39	7:42	7:56
7:20	7:33	7:37	7:41	7:48	7:56	7:36	7:44	7:51	7:55	7:58	8:12
7:50	8:03	8:07	8:11	8:18	8:26	7:56	8:04	8:11	8:15	8:18	8:32
8:20	8:33	8:37	8:41	8:48	8:56	8:26	8:34	8:41	8:45	8:48	9:02
8:50	9:03	9:07	9:11	9:18	9:26	8:56	9:04	9:11	9:15	9:18	9:32
9:20	9:33	9:37	9:41	9:48	9:56	9:26	9:34	9:41	9:45	9:48	10:02
9:50	10:03	10:07	10:11	10:18	10:26	9:56	10:04	10:11	10:15	10:18	10:32
10:20	10:33	10:37	10:41	10:48	10:56	10:26	10:34	10:41	10:45	10:48	11:02
10:50	11:03	11:07	11:11	11:18	11:26	10:56	11:04	11:11	11:15	11:18	11:32

Attachment #1

Line 1 Weekends & Holidays

Washington Boulevard

PM Times in Bold

Westbound						Eastbound					
Washington & Fairfax	Washington & Overland	Washington & Sepulveda	Washington & Inglewood	Washington & Lincoln	Winward & Main	Winward & Main	Washington & Lincoln	Washington & Inglewood	Washington & Sepulveda	Washington & Overland	Washington & Fairfax
6:04	6:17	6:21	6:25	6:32	6:40	6:40	6:49	6:56	7:00	7:04	7:17
6:44	6:57	7:01	7:05	7:12	7:20	7:20	7:29	7:36	7:40	7:44	7:57
7:24	7:37	7:41	7:45	7:52	8:00	8:00	8:09	8:16	8:20	8:24	8:37
7:54	8:07	8:11	8:15	8:22	8:30	8:30	8:40	8:48	8:52	8:56	9:11
8:24	8:37	8:41	8:45	8:52	9:00	9:00	9:10	9:18	9:22	9:26	9:41
8:54	9:07	9:11	9:15	9:22	9:30	9:15	9:25	9:33	9:37	9:41	9:56
9:09	9:22	9:26	9:30	9:37	9:45	9:30	9:40	9:48	9:52	9:56	10:11
9:24	9:37	9:41	9:45	9:52	10:00	9:45	9:55	10:03	10:07	10:11	10:26
9:39	9:52	9:56	10:00	10:07	10:15	10:00	10:10	10:18	10:22	10:26	10:41
9:54	10:07	10:11	10:15	10:22	10:30	10:15	10:25	10:33	10:37	10:41	10:56
10:09	10:22	10:26	10:30	10:37	10:45	10:30	10:40	10:48	10:52	10:56	11:11
10:24	10:37	10:41	10:45	10:52	11:00	10:45	10:55	11:03	11:07	11:11	11:26
10:39	10:52	10:56	11:00	11:07	11:15	11:00	11:10	11:18	11:22	11:26	11:41
10:54	11:07	11:11	11:15	11:22	11:30	11:15	11:25	11:33	11:37	11:41	11:56
11:09	11:22	11:26	11:30	11:37	11:45	11:30	11:40	11:48	11:52	11:56	12:11
11:24	11:37	11:41	11:45	11:52	12:00	11:45	11:55	12:03	12:07	12:11	12:26
11:39	11:52	11:56	12:00	12:07	12:15	12:00	12:10	12:18	12:22	12:26	12:41
11:54	12:07	12:11	12:15	12:22	12:30	12:15	12:25	12:33	12:37	12:41	12:56
12:09	12:22	12:26	12:30	12:37	12:45	12:30	12:40	12:48	12:52	12:56	1:11
12:24	12:37	12:41	12:45	12:52	1:00	12:45	12:55	1:03	1:07	1:11	1:26
12:39	12:52	12:56	1:00	1:07	1:15	1:00	1:10	1:18	1:22	1:26	1:41
12:54	1:07	1:11	1:15	1:22	1:30	1:15	1:25	1:33	1:37	1:41	1:56
1:09	1:22	1:26	1:30	1:37	1:45	1:30	1:40	1:48	1:52	1:56	2:11
1:24	1:37	1:41	1:45	1:52	2:00	1:45	1:55	2:03	2:07	2:11	2:26
1:39	1:52	1:56	2:00	2:07	2:15	2:00	2:10	2:18	2:22	2:26	2:41
1:54	2:07	2:11	2:15	2:22	2:30	2:15	2:25	2:33	2:37	2:41	2:56
2:09	2:22	2:26	2:30	2:37	2:45	2:30	2:40	2:48	2:52	2:56	3:11
2:24	2:37	2:41	2:45	2:52	3:00	2:45	2:55	3:03	3:07	3:11	3:26
2:39	2:52	2:56	3:00	3:07	3:15	3:00	3:10	3:18	3:22	3:26	3:41
2:54	3:07	3:11	3:15	3:22	3:30	3:15	3:25	3:33	3:37	3:41	3:56
3:09	3:22	3:26	3:30	3:37	3:45	3:30	3:40	3:48	3:52	3:56	4:11
3:24	3:37	3:41	3:45	3:52	4:00	3:45	3:55	4:03	4:07	4:11	4:26
3:39	3:52	3:56	4:00	4:07	4:15	4:00	4:10	4:18	4:22	4:26	4:41
3:54	4:07	4:11	4:15	4:22	4:30	4:15	4:25	4:33	4:37	4:41	4:56
4:09	4:22	4:26	4:30	4:37	4:45	4:30	4:40	4:48	4:52	4:56	5:11
4:24	4:37	4:41	4:45	4:52	5:00	4:45	4:55	5:03	5:07	5:11	5:26
4:39	4:52	4:56	5:00	5:07	5:15	5:00	5:10	5:18	5:22	5:26	5:41
4:54	5:07	5:11	5:15	5:22	5:30	5:15	5:25	5:33	5:37	5:41	5:56
5:11	5:24	5:28	5:32	5:38	5:45	5:30	5:40	5:48	5:52	5:56	6:11
5:26	5:39	5:43	5:47	5:53	6:00	5:45	5:55	6:03	6:07	6:11	6:26
5:41	5:54	5:58	6:02	6:08	6:15	6:00	6:08	6:15	6:19	6:22	6:36
5:56	6:09	6:13	6:17	6:23	6:30	6:15	6:23	6:30	6:34	6:37	6:51
6:11	6:24	6:28	6:32	6:38	6:45	6:45	6:53	7:00	7:04	7:07	7:21
6:26	6:39	6:43	6:47	6:53	7:00	7:20	7:28	7:35	7:39	7:42	7:56
6:46	6:59	7:03	7:07	7:13	7:20	8:00	8:08	8:15	8:19	8:22	8:36
7:26	7:39	7:43	7:47	7:53	8:00	8:40	8:48	8:55	8:59	9:02	9:16
8:06	8:19	8:23	8:27	8:33	8:40	9:20	9:28	9:35	9:39	9:42	9:56
8:46	8:59	9:03	9:07	9:13	9:20	10:00	10:06	10:12	10:16	10:19	10:32
9:26	9:39	9:43	9:47	9:53	10:00	11:10	11:16	11:22	11:26	11:29	11:42
10:36	10:49	10:53	10:57	11:03	11:10	-	-	-	-	-	-

Attachment #1

Schedule Line 2

Line 2 INGLEWOOD BLVD.

Monday - Friday

PM Times in Bold

Westbound		
LV Fox Hills Mall Transit Center	LV Washington/ Inglewood	ARR Venice High School
6:12	6:22	6:33
-	7:16^	7:26^
7:12	7:22	7:33
8:12	8:22	8:33
9:12	9:22	9:33
10:12	10:22	10:33
11:12	11:22	11:33
12:12	12:22	12:33
1:12	1:22	1:33
2:12	2:22	2:33
3:12	3:22	3:33
4:12	4:22	4:33
5:12	5:22	5:33
6:12	6:22	*Out of Service

^Only Operates when School is in Session

Eastbound		
LV Venice HS	LV Washington/ Inglewood	ARR Fox Hills Mall Transit Center
-	5:50	6:00
6:36	6:45	6:55
7:36	7:45	7:55
8:36	8:45	8:55
9:36	9:45	9:55
10:36	10:45	10:55
11:36	11:45	11:55
12:36	12:45	12:55
1:36	1:45	1:55
2:36	2:45	2:55
3:36	3:45	3:55
4:36	4:45	4:55
5:36	5:45	5:55

Service Not Available Weekends or Holidays

Attachment #1

Schedule Line 3

Line 3 Weekdays*PM Times in Bold***Crosstown**

Northbound						Southbound					
Mesmer & Centinela	Fox Hills Mall Transit Center	West Los Angeles College	Overland & Washington	Pico & Westwood	Century City	Century City	Pico & Westwood	Overland & Washington	West Los Angeles College	Fox Hills Mall Transit Center	Mesmer & Centinela
-	-	-	-	-	-	5:20	5:32	5:44	5:52	6:00	6:12
5:30	5:42	5:49	5:57	6:09	6:20	5:40	5:52	6:04	6:12	6:20	6:32
5:50	6:02	6:09	6:17	6:29	6:40	6:00	6:12	6:24	6:32	6:40	6:52
6:10	6:22	6:29	6:37	6:49	7:00	6:20	6:32	6:44	6:52	7:00	7:12
6:30	6:42	6:49	6:57	7:09	7:20	6:40	6:52	7:04	7:12	7:20	7:32
6:50	7:02	7:09	7:17	7:29	7:40	7:00	7:12	7:24	7:32	7:40	7:52
7:10	7:22	7:29	7:37	7:49	8:00	7:20	7:32	7:44	7:52	8:00	8:12
7:30	7:42	7:49	7:57	8:09	8:20	7:40	7:52	8:04	8:12	8:20	8:32
7:50	8:02	8:09	8:17	8:29	8:40	8:00	8:12	8:24	8:32	8:40	8:52
8:10	8:22	8:29	8:37	8:49	9:00	8:20	8:32	8:44	8:52	9:00	9:12
8:30	8:42	8:49	8:57	9:09	9:20	8:40	8:52	9:04	9:12	9:20	9:32
8:50	9:02	9:09	9:17	9:29	9:40	9:00	9:12	9:24	9:32	9:40	9:52
9:10	9:22	9:29	9:37	9:49	10:00	9:20	9:32	9:44	9:52	10:00	10:12
9:30	9:42	9:49	9:57	10:09	10:20	9:40	9:52	10:04	10:12	10:20	10:32
9:50	10:02	10:09	10:17	10:29	10:40	10:00	10:12	10:24	10:32	10:40	10:52
10:10	10:22	10:29	10:37	10:49	11:00	10:20	10:32	10:44	10:52	11:00	11:12
10:30	10:42	10:49	10:57	11:09	11:20	10:40	10:52	11:04	11:12	11:20	11:32
10:50	11:02	11:09	11:17	11:29	11:40	11:00	11:12	11:24	11:32	11:40	11:52
11:10	11:22	11:29	11:37	11:49	12:00	11:20	11:32	11:44	11:52	12:00	12:12
11:30	11:42	11:49	11:57	12:09	12:20	11:40	11:52	12:04	12:12	12:20	12:32
11:50	12:02	12:09	12:17	12:29	12:40	12:00	12:12	12:24	12:32	12:40	12:52
12:10	12:22	12:29	12:37	12:49	1:00	12:20	12:32	12:44	12:52	1:00	1:12
12:30	12:42	12:49	12:57	1:09	1:20	12:40	12:52	1:04	1:12	1:20	1:32
12:50	1:02	1:09	1:17	1:29	1:40	1:00	1:12	1:24	1:32	1:40	1:52
1:10	1:22	1:29	1:37	1:49	2:00	1:20	1:32	1:44	1:52	2:00	2:12
1:30	1:42	1:49	1:57	2:09	2:20	1:40	1:52	2:04	2:12	2:20	2:32
1:50	2:02	2:09	2:17	2:29	2:40	2:00	2:12	2:24	2:32	2:40	2:52
2:10	2:22	2:29	2:37	2:49	3:00	2:20	2:32	2:44	2:52	3:00	3:12
2:30	2:42	2:49	2:57	3:09	3:20	2:40	2:52	3:04	3:12	3:20	3:32
2:50	3:02	3:09	3:17	3:29	3:40	3:00	3:12	3:24	3:32	3:40	3:52
3:10	3:22	3:29	3:37	3:49	4:00	3:20	3:32	3:44	3:52	4:00	4:12
3:30	3:42	3:49	3:57	4:09	4:20	3:40	3:52	4:04	4:12	4:20	4:32
3:50	4:02	4:09	4:17	4:29	4:40	4:00	4:12	4:24	4:32	4:40	4:52
4:10	4:22	4:29	4:37	4:49	5:00	4:20	4:32	4:44	4:52	5:00	5:12
4:30	4:42	4:49	4:57	5:09	5:20	4:40	4:52	5:04	5:12	5:20	5:32
4:50	5:02	5:09	5:17	5:29	5:40	5:00	5:12	5:24	5:32	5:40	5:52
5:10	5:22	5:29	5:37	5:49	6:00	5:20	5:32	5:44	5:52	6:00	6:12
5:30	5:42	5:49	5:57	6:09	6:20	5:40	5:52	6:04	6:12	6:20	6:32
5:50	6:02	6:09	6:17	6:29	6:40	6:00	6:12	6:24	6:32	6:40	6:52
6:10	6:22	6:29	6:37	6:49	7:00	6:20	6:32	6:44	6:52	7:00	7:12
6:30	6:42	6:49	6:57	7:09	7:20	6:40	6:52	7:04	7:12	7:20	7:32
6:50	7:02	7:09	7:17	7:29	7:40	7:00	7:12	7:24	7:32	7:40	7:52

Line 3 Weekdays*PM Times in Bold***Crosstown****Northbound****Southbound**

Mesmer & Centinela	Fox Hills Mall Transit Center	West Los Angeles College	Overland & Washington	Pico & Westwood	Century City	Century City	Pico & Westwood	Overland & Washington	West Los Angeles College	Fox Hills Mall Transit Center	Mesmer & Centinela
7:10	7:22	7:29	7:37	7:49	8:00	7:30	7:42	7:54	8:02	8:10	8:22
7:40	7:52	7:59	8:07	8:19	8:30	8:00	8:12	8:24	8:32	8:40	8:52
8:10	8:22	8:29	8:37	8:49	9:00	8:30	8:42	8:54	9:02	9:10	9:22
8:40	8:52	8:59	9:07	9:19	9:30	9:00	9:12	9:24	9:32	9:40	9:52
9:10	9:22	9:29	9:37	9:49	10:00	9:30	9:42	9:54	10:02	10:10	-
9:40	9:52	9:59	10:07	10:19	10:30	10:00	10:12	10:24	10:32	10:40	-
10:10	10:22	10:29	10:37	10:49	11:00	11:00	11:10	11:19	11:24	11:32	-

Attachment #1

Line 3 Weekends & Holidays

Crosstown

PM Times in Bold

Northbound						Southbound					
Mesmer & Centinela	Fox Hills Mall Transit Center	West Los Angeles College	Overland & Washington	Pico & Westwood	Century City	Century City	Pico & Westwood	Overland & Washington	West Los Angeles College	Fox Hills Mall Transit Center	Mesmer & Centinela
-	-	-	-	-	-	5:53	6:05	6:17	6:22	6:32	6:44
-	5:42	5:56	6:01	6:11	6:22	6:23	6:35	6:47	6:52	7:02	7:14
-	6:12	6:26	6:31	6:41	6:52	6:53	7:05	7:17	7:22	7:32	7:44
-	6:42	6:56	7:01	7:11	7:22	7:23	7:35	7:47	7:52	8:02	8:14
7:00	7:12	7:22	7:27	7:39	7:50	7:53	8:05	8:17	8:22	8:32	8:44
7:30	7:42	7:52	7:57	8:09	8:20	8:23	8:35	8:47	8:52	9:02	9:14
8:00	8:12	8:22	8:27	8:39	8:50	8:53	9:05	9:17	9:22	9:32	9:44
8:30	8:42	8:52	8:57	9:09	9:20	9:23	9:35	9:47	9:52	10:02	10:14
9:00	9:12	9:22	9:27	9:39	9:50	9:53	10:05	10:17	10:22	10:32	10:44
9:30	9:42	9:52	9:57	10:09	10:20	10:23	10:35	10:47	10:52	11:02	11:14
10:00	10:12	10:22	10:27	10:39	10:50	10:53	11:05	11:17	11:22	11:32	11:44
10:30	10:42	10:52	10:57	11:09	11:20	11:23	11:35	11:47	11:52	12:02	12:14
11:00	11:12	11:22	11:27	11:39	11:50	11:53	12:05	12:17	12:22	12:34	12:46
11:30	11:42	11:52	11:57	12:09	12:20	12:23	12:35	12:47	12:52	1:04	1:16
12:00	12:12	12:24	12:29	12:41	12:52	12:53	1:05	1:17	1:22	1:34	1:46
12:30	12:42	12:54	12:59	1:11	1:22	1:23	1:35	1:47	1:52	2:04	2:16
1:00	1:12	1:24	1:29	1:41	1:52	1:53	2:05	2:17	2:22	2:34	2:46
1:30	1:42	1:54	1:59	2:11	2:22	2:23	2:35	2:47	2:52	3:04	3:16
2:00	2:12	2:24	2:29	2:41	2:52	2:53	3:05	3:17	3:22	3:34	3:46
2:30	2:42	2:54	2:59	3:11	3:22	3:23	3:35	3:47	3:52	4:04	4:16
3:00	3:12	3:24	3:29	3:41	3:52	3:53	4:05	4:17	4:22	4:34	4:46
3:30	3:42	3:54	3:59	4:11	4:22	4:23	4:35	4:47	4:52	5:04	5:16
4:00	4:12	4:24	4:29	4:41	4:52	4:53	5:05	5:17	5:22	5:34	5:46
4:30	4:42	4:54	4:59	5:11	5:22	5:23	5:35	5:47	5:52	6:04	6:16
5:00	5:12	5:24	5:29	5:41	5:52	5:53	6:05	6:17	6:22	6:32	6:44
5:30	5:42	5:54	5:59	6:11	6:22	6:23	6:35	6:47	6:52	7:02	7:14
6:00	6:12	6:22	6:27	6:39	6:50	6:53	7:04	7:14	7:19	7:33	-
6:30	6:42	6:52	6:57	7:09	7:20	7:23	7:34	7:44	7:49	8:03	-
7:00	7:12	7:22	7:27	7:39	7:50	7:53	8:04	8:14	8:19	8:33	-
-	7:45	7:59	8:04	8:14	8:25	8:23	8:34	8:44	8:49	9:03	-
-	8:15	8:29	8:34	8:44	8:55	8:53	9:04	9:14	9:19	9:33	-
-	8:45	8:59	9:04	9:14	9:25	9:23	9:34	9:44	9:49	10:03	-
-	9:15	9:29	9:34	9:44	9:55	10:00	10:10	10:20	10:25	10:39	-
-	10:15	10:29	10:34	10:44	10:55	11:00	11:10	11:20	11:25	11:39	-

Schedule Line 4

4 JEFFERSON BLVD.**Monday - Friday**

Westbound			
LV West LA Transit Center	LV La Cienega/ Rodeo	LV West LA College	ARR Fox Hills Mall Transit Center
6:43	6:48	6:58	7:10
7:42	7:48	7:58	8:10
8:42	8:48	8:58	9:10
9:43	9:48	9:58	10:10
10:43	10:48	10:58	11:10
11:43	11:48	11:58	12:10
12:42	12:48	12:58	1:10
1:42	1:48	1:58	2:10
2:41	2:47	2:57	3:10
3:40	3:47	3:57	4:10
4:38	4:46	4:56	5:10
5:37	5:46	5:56	6:10

PM times in bold

Eastbound			
LV Fox Hills Mall Transit Center	LV West LA College	LV La Cienega/ Rodeo	ARR West LA Transit Center
6:02	6:12	6:21	6:26
6:56	7:06	7:16	7:22
7:56	8:07	8:17	8:23
8:56	9:07	9:17	9:22
9:56	10:06	10:16	10:21
10:56	11:06	11:15	11:20
11:56	12:06	12:15	12:20
12:56	13:06	13:15	1:20
1:56	2:06	2:15	2:20
2:56	3:07	3:16	3:21
3:56	4:07	4:16	4:21
4:56	5:07	5:17	5:23
5:56	6:07	6:18	6:24

PM times in bold

Sorry, no weekend or holiday service

Schedule Line 5

Line 5 BRADDOCK DRIVE**Monday - Friday****Reduced Schedule****Service Only Available On School Days****Westbound**

LV Rodeo/ La Cienega	LV Washington/ Main	LV Braddock/ Overland	ARR Culver City Schools
7:16	7:28	7:33	7:36

Eastbound

LV Venice High School	LV Washington/ Ingelwood	LV Culver City Schools	LV Braddock/ Overland	LV Washington/ Main	ARR Rodeo/ La Cienega
-		2:45	2:48	2:53	2:59
3:30	3:35	-	3:45	3:50	3:56

PM times in bold

See Line 7 for Alternate Service

Attachment #1

Schedule Line 6 Weekdays

Line 6 Weekdays***Sepulveda Boulevard****PM Times in Bold*

Northbound								Southbound							
Green Line Station	LAX Transit Center	Sepulveda & Manchester	Fox Hills Transit Center	Sepulveda & Washington	Sepulveda & Pico	Westwood & Wilshire	UCLA Ackerman Terminal	UCLA Ackerman Terminal	Westwood & Wilshire	Sepulveda & Pico	Sepulveda & Washington	Fox Hills Transit Center	Sepulveda & Manchester	LAX Transit Center	Green Line Station
-	5:25	5:30	5:39	5:51	6:01	6:12	6:20	-	-	-	-	5:37	5:48	5:54	6:04
5:31	5:39	5:45	5:55	6:07	6:17	6:28	6:36	-	-	-	-	5:49	6:00	6:06	6:16
5:43	5:51	5:57	6:07	6:19	6:29	6:40	6:48	5:20	5:28	5:40	5:50	6:00	6:11	6:17	6:27
5:55	6:03	6:09	6:19	6:31	6:41	6:52	7:00	5:35	5:43	5:55	6:05	6:15	6:26	6:32	6:42
6:07	6:15	6:21	6:31	6:43	6:53	7:04	7:12	5:50	5:58	6:10	6:20	6:30	6:41	6:47	6:57
6:19	6:27	6:33	6:43	6:55	7:05	7:16	7:24	6:02	6:10	6:22	6:32	6:42	6:53	6:59	7:09
6:31	6:39	6:45	6:55	7:07	7:17	7:28	7:36	6:14	6:22	6:34	6:44	6:54	7:05	7:11	7:21
6:43	6:51	6:57	7:07	7:19	7:29	7:40	7:48	6:26	6:34	6:46	6:56	7:06	7:17	7:23	7:33
6:55	7:03	7:09	7:19	7:31	7:41	7:52	8:00	6:38	6:46	6:58	7:08	7:18	7:29	7:35	7:45
7:06	7:16	7:22	7:33	7:46	7:58	8:10	8:18	6:50	6:58	7:10	7:20	7:30	7:41	7:47	7:57
7:16	7:26	7:32	7:43	7:56	8:08	8:20	8:28	7:02	7:10	7:22	7:32	7:42	7:53	7:59	8:09
7:26	7:36	7:42	7:53	8:06	8:18	8:30	8:38	7:14	7:22	7:34	7:44	7:54	8:05	8:11	8:21
7:36	7:46	7:52	8:03	8:16	8:28	8:40	8:48	7:26	7:34	7:46	7:56	8:06	8:17	8:23	8:33
7:46	7:56	8:02	8:13	8:26	8:38	8:50	8:58	7:38	7:46	7:58	8:08	8:18	8:29	8:35	8:45
7:58	8:08	8:14	8:25	8:38	8:50	9:02	9:10	7:50	7:58	8:10	8:20	8:30	8:41	8:47	8:57
8:10	8:20	8:26	8:37	8:50	9:02	9:14	9:22	8:02	8:10	8:22	8:32	8:42	8:53	8:59	9:09
8:22	8:32	8:38	8:49	9:02	9:14	9:26	9:34	8:14	8:22	8:34	8:44	8:54	9:05	9:11	9:21
8:34	8:44	8:50	9:01	9:14	9:26	9:38	9:46	8:26	8:34	8:46	8:56	9:06	9:17	9:23	9:33
8:46	8:56	9:02	9:13	9:26	9:38	9:50	9:58	8:38	8:46	8:58	9:08	9:18	9:29	9:35	9:45
8:58	9:08	9:14	9:25	9:38	9:50	10:02	10:10	8:50	8:58	9:10	9:20	9:30	9:41	9:47	9:57
9:10	9:20	9:26	9:37	9:49	10:00	10:12	10:20	9:05	9:13	9:25	9:35	9:45	9:56	10:02	10:12
9:26	9:36	9:42	9:53	10:05	10:16	10:28	10:36	9:20	9:28	9:40	9:50	10:00	10:11	10:17	10:27
9:41	9:51	9:57	10:08	10:20	10:31	10:43	10:51	9:38	9:46	9:58	10:08	10:18	10:29	10:35	10:45
9:56	10:06	10:12	10:23	10:35	10:46	10:58	11:06	9:53	10:01	10:13	10:23	10:33	10:44	10:50	11:00
10:11	10:21	10:27	10:38	10:50	11:01	11:13	11:21	10:08	10:16	10:28	10:38	10:48	10:59	11:05	11:15
10:26	10:36	10:42	10:53	11:05	11:16	11:28	11:36	10:23	10:31	10:43	10:53	11:03	11:14	11:20	11:30
10:41	10:51	10:57	11:08	11:20	11:31	11:43	11:51	10:38	10:46	10:58	11:08	11:18	11:29	11:35	11:45
10:56	11:06	11:12	11:23	11:35	11:46	11:58	12:06	10:53	11:01	11:13	11:23	11:33	11:44	11:50	12:00
11:11	11:21	11:27	11:38	11:50	12:01	12:13	12:21	11:08	11:16	11:28	11:38	11:48	11:59	12:05	12:15
11:26	11:36	11:42	11:53	12:05	12:16	12:28	12:36	11:23	11:31	11:43	11:53	12:03	12:14	12:20	12:30
11:41	11:51	11:57	12:08	12:20	12:31	12:43	12:51	11:38	11:46	11:58	12:08	12:18	12:29	12:35	12:45
11:56	12:06	12:12	12:23	12:35	12:46	12:58	1:06	11:53	12:01	12:13	12:23	12:33	12:44	12:50	1:00
12:11	12:21	12:27	12:38	12:50	1:01	1:13	1:21	12:08	12:16	12:28	12:38	12:49	1:00	1:08	1:18
12:26	12:36	12:42	12:53	1:05	1:16	1:28	1:36	12:23	12:31	12:43	12:53	1:05	1:16	1:23	1:33
12:41	12:51	12:57	1:08	1:20	1:31	1:43	1:51	12:38	12:46	12:58	1:08	1:20	1:31	1:38	1:48
12:56	1:06	1:12	1:23	1:35	1:46	1:58	2:06	12:53	1:01	1:13	1:23	1:35	1:46	1:53	2:03
1:11	1:21	1:27	1:38	1:50	2:01	2:13	2:21	1:08	1:16	1:28	1:38	1:50	2:01	2:08	2:18
1:26	1:36	1:42	1:53	2:05	2:16	2:28	2:36	1:23	1:31	1:43	1:53	2:05	2:16	2:23	2:33
1:41	1:51	1:57	2:08	2:20	2:31	2:43	2:51	1:38	1:46	1:58	2:08	2:20	2:31	2:38	2:48
1:53	2:03	2:09	2:20	2:32	2:43	2:55	3:03	1:53	2:01	2:13	2:24	2:37	2:48	2:54	3:07
2:05	2:15	2:21	2:32	2:44	2:55	3:07	3:15	2:08	2:16	2:29	2:40	2:54	3:05	3:12	3:22
2:17	2:27	2:33	2:44	2:56	3:07	3:19	3:27	2:23	2:31	2:46	2:56	3:11	3:22	3:29	3:42

Attachment #1

Line 6 Weekdays Sepulveda Boulevard

PM Times in Bold

Northbound								Southbound							
Green Line Station	LAX Transit Center	Sepulveda & Manchester	Fox Hills Transit Center	Sepulveda & Washington	Sepulveda & Pico	Westwood & Wilshire	UCLA Ackerman Terminal	UCLA Ackerman Terminal	Westwood & Wilshire	Sepulveda & Pico	Sepulveda & Washington	Fox Hills Transit Center	Sepulveda & Manchester	LAX Transit Center	Green Line Station
2:29	2:39	2:45	2:56	3:08	3:19	3:31	3:39	2:38	2:46	3:01	3:13	3:28	3:40	3:47	3:57
2:41	2:51	2:57	3:08	3:20	3:31	3:43	3:51	2:53	3:01	3:16	3:28	3:43	3:55	4:02	4:12
2:53	3:03	3:09	3:20	3:32	3:43	3:55	4:03	3:05	3:13	3:28	3:40	3:55	4:07	4:14	4:24
3:05	3:15	3:21	3:32	3:44	3:55	4:07	4:15	3:17	3:25	3:40	3:52	4:07	4:19	4:26	4:36
3:17	3:27	3:33	3:44	3:56	4:07	4:19	4:27	3:29	3:37	3:52	4:04	4:19	4:31	4:38	4:48
3:29	3:39	3:45	3:56	4:08	4:19	4:31	4:39	3:41	3:49	4:04	4:16	4:31	4:43	4:50	5:00
3:41	3:51	3:57	4:08	4:20	4:31	4:43	4:51	3:53	4:01	4:16	4:28	4:43	4:55	5:02	5:12
3:53	4:03	4:09	4:20	4:32	4:43	4:55	5:03	4:05	4:13	4:28	4:40	4:55	5:07	5:14	5:24
4:05	4:15	4:21	4:32	4:44	4:55	5:07	5:15	4:17	4:25	4:40	4:52	5:07	5:19	5:26	5:36
4:17	4:27	4:33	4:44	4:56	5:07	5:19	5:27	4:29	4:37	4:52	5:04	5:19	5:31	5:38	5:48
4:29	4:39	4:45	4:56	5:08	5:19	5:31	5:39	4:41	4:49	5:04	5:16	5:31	5:43	5:50	6:00
4:41	4:51	4:57	5:08	5:20	5:31	5:43	5:51	4:53	5:01	5:16	5:28	5:43	5:55	6:02	6:12
4:53	5:03	5:09	5:20	5:32	5:43	5:55	6:03	5:05	5:13	5:28	5:40	5:55	6:07	6:14	6:24
5:08	5:18	5:24	5:35	5:47	5:58	6:10	6:18	5:17	5:25	5:40	5:52	6:07	6:19	6:26	6:36
5:23	5:33	5:39	5:50	6:02	6:13	6:25	6:33	5:29	5:37	5:52	6:04	6:19	6:31	6:38	6:48
5:38	5:48	5:54	6:05	6:17	6:28	6:40	6:48	5:41	5:49	6:04	6:16	6:31	6:42	6:50	7:00
5:56	6:06	6:12	6:23	6:35	6:46	6:58	7:06	5:53	6:01	6:15	6:27	6:42	6:54	7:00	7:07
6:16	6:26	6:32	6:43	6:55	7:06	7:18	7:26	6:08	6:16	6:29	6:40	6:54	7:05	7:12	7:22
6:36	6:46	6:52	7:03	7:15	7:26	7:38	7:46	6:23	6:31	6:43	6:53	7:06	7:17	7:23	7:33
7:00	7:10	7:15	7:25	7:36	7:45	7:55	8:03	6:38	6:46	6:58	7:08	7:21	7:32	7:38	7:48
7:24	7:34	7:39	7:49	8:00	8:09	8:19	8:27	6:53	7:01	7:13	7:23	7:36	7:47	7:53	8:03
7:54	8:04	8:09	8:19	8:30	8:39	8:49	8:57	7:08	7:16	7:26	7:36	7:48	8:00	8:05	8:13
8:43	8:53	8:58	9:08	9:19	9:28	9:38	9:46	7:28	7:35	7:44	7:53	8:03	8:15	8:20	8:28
9:44	9:54	9:59	10:09	10:20	10:29	10:39	10:47	7:55	8:02	8:11	8:20	8:30	8:42	8:47	8:55
10:45	10:52	10:57	11:07	11:16	11:23	11:31	11:39	8:10	8:17	8:26	8:35	8:45	-	-	-
-	-	-	-	-	-	-	-	8:29	8:36	8:45	8:54	9:04	9:16	9:21	9:29
-	-	-	-	-	-	-	-	8:59	9:06	9:15	9:24	9:34	9:46	9:51	9:59
-	-	-	-	-	-	-	-	9:49	9:56	10:05	10:14	10:22	10:31	10:36	10:42
-	-	-	-	-	-	-	-	10:49	10:56	11:05	11:14	11:22	11:31	11:36	11:44
-	-	-	-	-	-	-	-	11:44	11:51	12:00	12:09	12:17	12:26	12:31	12:39

Schedule Line 6 Weekdays – Effective Jan. 4, 2010

Line 6 Weekdays

PM Times in Bold

Sepulveda Boulevard

Effective: 1/04/2010

Northbound									Southbound								
Green Line Station	LAX Transit Center	Sepulveda & Manchester	Fox Hills Mall Transit Center	Sepulveda & Washington	Sepulveda & Pico	Westwood & Wilshire	ucla		ucla	Westwood & Wilshire	Sepulveda & Pico	Sepulveda & Washington	Fox Hills Mall Transit Center	Sepulveda & Manchester	LAX Transit Center	Green Line Station	
-	-	-	-	-	-	-	-		-	-	-	-	522a	533a	539a	549a	
-	-	-	-	-	-	-	-		-	-	-	-	542a	553a	559a	609a	
-	500a	506a	516a	528a	538a	549a	557a		522a	530a	542a	552a	602a	613a	619a	629a	
-	520a	526a	536a	548a	558a	609a	617a		542a	550a	602a	612a	622a	633a	639a	649a	
532a	540a	546a	556a	608a	618a	629a	637a		602a	610a	622a	632a	642a	653a	659a	709a	
552a	600a	606a	616a	628a	638a	649a	657a		622a	630a	642a	652a	702a	713a	719a	729a	
612a	620a	626a	636a	648a	658a	709a	717a		642a	650a	702a	714a	724a	735a	741a	751a	
629a	638a	644a	655a	708a	719a	731a	739a		702a	710a	722a	734a	744a	755a	801a	811a	
646a	656a	702a	713a	728a	740a	752a	800a		722a	730a	742a	754a	804a	815a	821a	831a	
706a	716a	722a	733a	748a	800a	812a	820a		742a	750a	802a	814a	824a	835a	841a	851a	
726a	736a	742a	753a	808a	820a	832a	840a		802a	810a	822a	834a	844a	855a	901a	911a	
746a	756a	802a	813a	828a	840a	852a	900a		822a	830a	842a	854a	904a	915a	921a	931a	
806a	816a	822a	833a	848a	900a	912a	920a		842a	850a	902a	914a	924a	935a	941a	951a	
821a	831a	837a	848a	903a	915a	927a	935a		855a	903a	915a	927a	937a	948a	954a	1004a	
836a	846a	852a	903a	918a	930a	942a	950a		908a	916a	928a	940a	950a	1001a	1007a	1017a	
853a	903a	909a	919a	932a	944a	955a	1005a		923a	931a	943a	955a	1005a	1016a	1022a	1032a	
908a	918a	924a	934a	947a	959a	1010a	1020a		938a	946a	958a	1010a	1020a	1031a	1037a	1047a	
923a	933a	939a	949a	1002a	1014a	1025a	1035a		953a	1001a	1013a	1025a	1035a	1046a	1052a	1102a	
938a	948a	954a	1004a	1017a	1029a	1040a	1050a		1008a	1018a	1030a	1041a	1050a	1101a	1107a	1117a	
953a	1003a	1009a	1019a	1032a	1044a	1055a	1105a		1023a	1033a	1045a	1056a	1105a	1116a	1122a	1132a	
1008a	1018a	1024a	1034a	1047a	1059a	1110a	1120a		1038a	1048a	1100a	1111a	1120a	1131a	1137a	1147a	
1023a	1033a	1039a	1049a	1102a	1114a	1125a	1135a		1053a	1103a	1115a	1126a	1135a	1146a	1152a	1202p	
1038a	1048a	1054a	1104a	1117a	1129a	1140a	1150a		1108a	1118a	1130a	1141a	1150a	1201p	1207p	1217p	
1053a	1103a	1109a	1119a	1132a	1144a	1155a	1205p		1123a	1133a	1145a	1156a	1205p	1216p	1222p	1232p	
1108a	1118a	1124a	1134a	1147a	1159a	1210p	1220p		1138a	1148a	1200p	1211p	1220p	1231p	1237p	1247p	
1123a	1133a	1139a	1149a	1202p	1214p	1225p	1235p		1153a	1203p	1215p	1226p	1235p	1246p	1252p	102p	
1138a	1148a	1154a	1204p	1217p	1229p	1240p	1250p		1208p	1218p	1230p	1241p	1250p	101p	107p	117p	
1153a	1203p	1209p	1219p	1232p	1244p	1255p	105p		1223p	1233p	1245p	1256p	105p	116p	122p	132p	
1208p	1218p	1224p	1234p	1247p	1259p	110p	120p		1238p	1248p	100p	111p	120p	131p	137p	147p	
1223p	1233p	1239p	1249p	102p	114p	125p	135p		1253p	103p	115p	126p	135p	146p	152p	202p	
1238p	1248p	1254p	104p	117p	129p	140p	150p		108p	118p	130p	141p	150p	201p	207p	217p	
1253p	103p	109p	119p	132p	144p	155p	205p		123p	133p	145p	156p	205p	216p	222p	232p	
108p	118p	124p	134p	147p	159p	210p	220p		138p	148p	200p	211p	220p	231p	237p	247p	
123p	133p	139p	149p	202p	214p	225p	235p		153p	203p	215p	226p	235p	246p	252p	302p	
138p	148p	154p	204p	217p	229p	240p	250p		208p	219p	232p	244p	255p	307p	313p	323p	
153p	203p	209p	219p	232p	244p	255p	305p		222p	234p	247p	300p	315p	327p	333p	343p	
208p	218p	224p	234p	247p	259p	310p	320p		242p	254p	307p	320p	335p	347p	353p	403p	
228p	238p	244p	254p	307p	319p	330p	340p		302p	314p	327p	340p	355p	407p	413p	423p	
									322p	334p	347p	400p	415p	427p	433p	443p	

Attachment #1

Line 6 Weekdays***Sepulveda Boulevard***

PM Times in Bold

Effective: 1/04/2010

Northbound

Green Line Station	LAX Transit Center	Sepulveda & Manchester	Fox Hills Mall Transit Center	Sepulveda & Washington	Sepulveda & Pico	Westwood & Wilshire	ucla
248p	258p	304p	314p	327p	339p	350p	400p
307p	317p	324p	334p	346p	359p	411p	419p
327p	337p	344p	354p	406p	419p	431p	439p
347p	357p	404p	414p	426p	439p	451p	459p
407p	417p	424p	434p	446p	459p	511p	519p
427p	437p	444p	454p	506p	519p	531p	539p
447p	457p	504p	514p	526p	539p	551p	559p
507p	517p	524p	534p	546p	559p	611p	619p
527p	537p	544p	554p	606p	619p	631p	639p
547p	557p	604p	614p	626p	639p	651p	659p
607p	617p	624p	634p	646p	659p	711p	719p
627p	637p	644p	654p	706p	719p	731p	739p
647p	657p	704p	714p	726p	739p	751p	759p
707p	717p	724p	734p	746p	759p	811p	819p
732p	742p	749p	759p	811p	824p	836p	844p
757p	807p	814p	824p	835p	846p	857p	905p
843p	853p	859p	909p	920p	930p	940p	948p
938p	948p	954p	1004p	1015p	1025p	1035p	1043p
1038p	1048p	1054p	1104p	1115p	1125p	1135p	1143p

Southbound

ucla	Westwood & Wilshire	Sepulveda & Pico	Sepulveda & Washington	Fox Hills Mall Transit Center	Sepulveda & Manchester	LAX Transit Center	Green Line Station
342p	354p	407p	420p	435p	447p	453p	503p
402p	414p	427p	440p	455p	507p	513p	523p
422p	434p	447p	500p	515p	527p	533p	543p
442p	454p	507p	520p	535p	547p	553p	603p
502p	514p	527p	540p	555p	607p	613p	623p
522p	534p	547p	600p	615p	627p	633p	643p
542p	554p	607p	620p	635p	647p	653p	703p
602p	614p	627p	640p	655p	707p	713p	723p
624p	634p	646p	659p	710p	722p	728p	738p
645p	653p	705p	717p	727p	738p	744p	754p
705p	713p	725p	737p	747p	758p	804p	814p
725p	733p	745p	757p	807p	818p	824p	834p
745p	753p	805p	817p	827p	838p	844p	854p
805p	813p	825p	837p	847p	858p	904p	914p
825p	833p	844p	855p	905p	916p	921p	930p
910p	918p	928p	937p	947p	958p	1003p	1011p
950p	958p	1008p	1017p	1027p	1038p	1043p	1051p
1045p	1053p	1103p	1112p	1122p	1133p	1138p	1146p
1145p	1153p	1203a	1212a	1222a	1233a	1238a	1246a

Schedule Line 6 Weekend

Line 6 Weekends & Holidays*PM Times in Bold***Sepulveda Boulevard**

Northbound								Southbound							
Green Line Station	LAX Transit Center	Sepulveda & Manchester	Fox Hills Transit Center	Sepulveda & Washington	Sepulveda & Pico	Westwood & Wilshire	UCLA Ackerman Terminal	UCLA Ackerman Terminal	Westwood & Wilshire	Sepulveda & Pico	Sepulveda & Washington	Fox Hills Transit Center	Sepulveda & Manchester	LAX Transit Center	Green Line Station
5:48	5:58	6:03	6:13	6:22	6:31	6:39	6:47	-	-	-	-	5:40	5:51	5:56	6:06
6:18	6:28	6:33	6:43	6:52	7:01	7:09	7:17	-	-	-	-	6:05	6:16	6:21	6:31
6:48	6:58	7:03	7:13	7:22	7:31	7:39	7:47	5:50	5:57	6:06	6:16	6:26	6:37	6:42	6:52
7:08	7:18	7:23	7:33	7:42	7:51	7:59	8:07	6:20	6:27	6:36	6:46	6:56	7:07	7:12	7:22
7:28	7:38	7:43	7:53	8:02	8:11	8:19	8:27	6:50	6:57	7:06	7:16	7:26	7:37	7:42	7:52
7:48	7:58	8:03	8:13	8:22	8:31	8:39	8:47	7:10	7:17	7:26	7:36	7:46	7:57	8:02	8:12
8:08	8:18	8:23	8:33	8:42	8:51	8:59	9:07	7:30	7:37	7:46	7:56	8:06	8:17	8:22	8:32
8:28	8:38	8:43	8:53	9:02	9:11	9:19	9:27	7:50	7:57	8:06	8:16	8:26	8:37	8:42	8:52
8:48	8:58	9:03	9:13	9:22	9:31	9:39	9:47	8:10	8:17	8:26	8:36	8:46	8:57	9:02	9:12
9:07	9:17	9:22	9:32	9:41	9:50	9:58	10:06	8:30	8:37	8:46	8:56	9:06	9:17	9:22	9:32
9:25	9:35	9:40	9:50	9:59	10:08	10:16	10:24	8:50	8:57	9:06	9:16	9:26	9:37	9:42	9:52
9:43	9:53	9:58	10:08	10:17	10:26	10:34	10:42	9:10	9:18	9:30	9:40	9:50	10:01	10:08	10:18
10:00	10:10	10:16	10:27	10:38	10:48	10:58	11:06	9:30	9:38	9:50	10:00	10:10	10:21	10:28	10:38
10:20	10:30	10:36	10:47	10:58	11:08	11:18	11:26	9:50	9:58	10:10	10:20	10:30	10:41	10:48	10:58
10:40	10:50	10:56	11:07	11:18	11:28	11:38	11:46	10:10	10:18	10:28	10:38	10:48	10:59	11:08	11:18
11:00	11:10	11:16	11:27	11:38	11:48	11:58	12:06	10:30	10:38	10:50	11:00	11:10	11:21	11:28	11:38
11:20	11:30	11:36	11:47	11:58	12:08	12:18	12:26	10:50	10:58	11:10	11:20	11:30	11:41	11:48	11:58
11:40	11:50	11:56	12:07	12:18	12:28	12:38	12:46	11:10	11:18	11:30	11:40	11:50	12:01	12:08	12:18
12:00	12:10	12:16	12:27	12:38	12:48	12:58	1:06	11:30	11:38	11:50	12:00	12:10	12:21	12:28	12:38
12:20	12:30	12:36	12:47	12:58	1:08	1:18	1:26	11:50	11:58	12:10	12:20	12:30	12:41	12:48	12:58
12:40	12:50	12:56	1:07	1:18	1:28	1:38	1:46	12:10	12:18	12:30	12:40	12:50	1:01	1:08	1:18
1:00	1:10	1:16	1:27	1:38	1:48	1:58	2:06	12:30	12:38	12:50	1:00	1:10	1:21	1:28	1:38
1:20	1:30	1:36	1:47	1:58	2:08	2:18	2:26	12:50	12:58	1:10	1:20	1:30	1:41	1:48	1:58
1:40	1:50	1:56	2:07	2:18	2:28	2:38	2:46	1:10	1:18	1:30	1:40	1:50	2:01	2:08	2:18
2:00	2:10	2:16	2:27	2:38	2:48	2:58	3:06	1:30	1:38	1:50	2:00	2:10	2:21	2:28	2:38
2:20	2:30	2:36	2:47	2:58	3:08	3:18	3:26	1:50	1:58	2:10	2:20	2:30	2:41	2:48	2:58
2:40	2:50	2:56	3:07	3:18	3:28	3:38	3:46	2:10	2:18	2:30	2:40	2:50	3:01	3:08	3:18
3:00	3:10	3:16	3:27	3:38	3:48	3:58	4:06	2:30	2:38	2:50	3:00	3:10	3:21	3:28	3:38
3:20	3:30	3:36	3:47	3:58	4:08	4:18	4:26	2:50	2:58	3:10	3:20	3:30	3:41	3:48	3:58
3:40	3:50	3:56	4:07	4:18	4:28	4:38	4:46	3:10	3:18	3:30	3:40	3:50	4:01	4:08	4:18
4:00	4:10	4:16	4:27	4:38	4:48	4:58	5:06	3:30	3:38	3:50	4:00	4:10	4:21	4:28	4:38
4:20	4:30	4:36	4:47	4:58	5:08	5:18	5:26	3:50	3:58	4:10	4:20	4:30	4:41	4:48	4:58
4:40	4:50	4:56	5:07	5:18	5:28	5:38	5:46	4:10	4:18	4:30	4:40	4:50	5:01	5:08	5:18
5:10	5:20	5:26	5:37	5:48	5:58	6:08	6:16	4:30	4:38	4:50	5:00	5:10	5:21	5:28	5:38
5:40	5:50	5:56	6:07	6:18	6:28	6:38	6:46	4:50	4:58	5:10	5:20	5:30	5:41	5:48	5:58
6:13	6:21	6:26	6:36	6:47	6:56	7:06	7:14	5:10	5:18	5:30	5:40	5:50	6:01	6:08	6:18
6:43	6:51	6:56	7:06	7:17	7:26	7:36	7:44	5:30	5:38	5:50	6:00	6:10	6:21	6:28	6:38
7:13	7:21	7:26	7:36	7:47	7:56	8:06	8:14	5:50	5:58	6:10	6:20	6:30	6:41	6:48	6:58
7:46	7:54	7:59	8:09	8:20	8:29	8:39	8:47	6:20	6:28	6:38	6:48	6:58	7:09	7:15	7:20
8:48	8:56	9:01	9:11	9:22	9:31	9:41	9:49	6:50	6:57	7:06	7:16	7:26	7:37	7:42	7:50
9:48	9:56	10:01	10:11	10:22	10:31	10:41	10:49	7:20	7:27	7:36	7:46	7:56	8:07	8:12	8:20
10:48	10:56	11:01	11:11	-	-	-	-	7:50	7:57	8:06	8:16	8:25	8:34	8:39	8:50

Line 6 Weekends & Holidays*PM Times in Bold***Sepulveda Boulevard****Northbound**

Green Line Station	LAX Transit Center	Sepulveda & Manchester	Fox Hills Transit Center	Sepulveda & Washington	Sepulveda & Pico	Westwood & Wilshire	UCLA Ackerman Terminal
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

Southbound

UCLA Ackerman Terminal	Westwood & Wilshire	Sepulveda & Pico	Sepulveda & Washington	Fox Hills Transit Center	Sepulveda & Manchester	LAX Transit Center	Green Line Station
8:50	8:57	9:06	9:16	9:24	9:33	9:38	9:45
9:50	9:57	10:06	10:15	10:23	10:32	10:37	10:45
10:50	10:57	11:06	11:15	11:23	11:32	11:37	11:45

Schedule Rapid 6



Schedule Line 7

7 CULVER BLVD.***Monday - Saturday*****Westbound**

Venice & Culver	Culver & Overland	Culver & Centinela	Lincoln & Maxella	Fisherman's Village
6:10	6:18	6:25	6:33	6:40
7:00	7:08	7:15	7:23	7:30
8:00	8:08	8:15	8:23	8:30
9:00	9:08	9:15	9:23	9:30
10:00	10:08	10:15	10:23	10:30
11:00	11:08	11:15	11:23	11:30
12:00	12:08	12:15	12:23	12:30
1:00	1:08	1:15	1:23	1:30
2:00	2:08	2:15	2:23	2:30
3:00	3:08	3:15	3:23	3:30
4:00	4:08	4:15	4:23	4:30
5:00	5:08	5:15	5:23	5:30
6:00	6:08	6:15	6:23	6:30
7:00	7:08	7:15	7:23	7:30

Eastbound

Fisherman's Village	Lincoln & Maxella	Culver & Centinela	Culver & Overland	Venice & Culver
6:10	6:17	6:26	6:33	6:40
7:05	7:12	7:21	7:28	7:35
8:00	8:07	8:16	8:23	8:30
9:00	9:07	9:16	9:23	9:30
10:00	10:07	10:16	10:23	10:30
11:00	11:07	11:16	11:23	11:30
12:00	12:07	12:16	12:23	12:30
1:00	1:07	1:16	1:23	1:30
2:00	2:07	2:16	2:23	2:30
3:00	3:07	3:16	3:23	3:30
4:00	4:07	4:16	4:23	4:30
5:00	5:07	5:16	5:23	5:30
6:00	6:07	6:16	6:23	6:30
6:45	6:52	7:01	7:08	7:15

PM times in bold

Sorry, no Sunday or holiday service.