

Culver CITYBUS

Short Range Transit Plan

FY 2009 – FY 2011



City of Culver City
Transportation Department
October 2008

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.

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

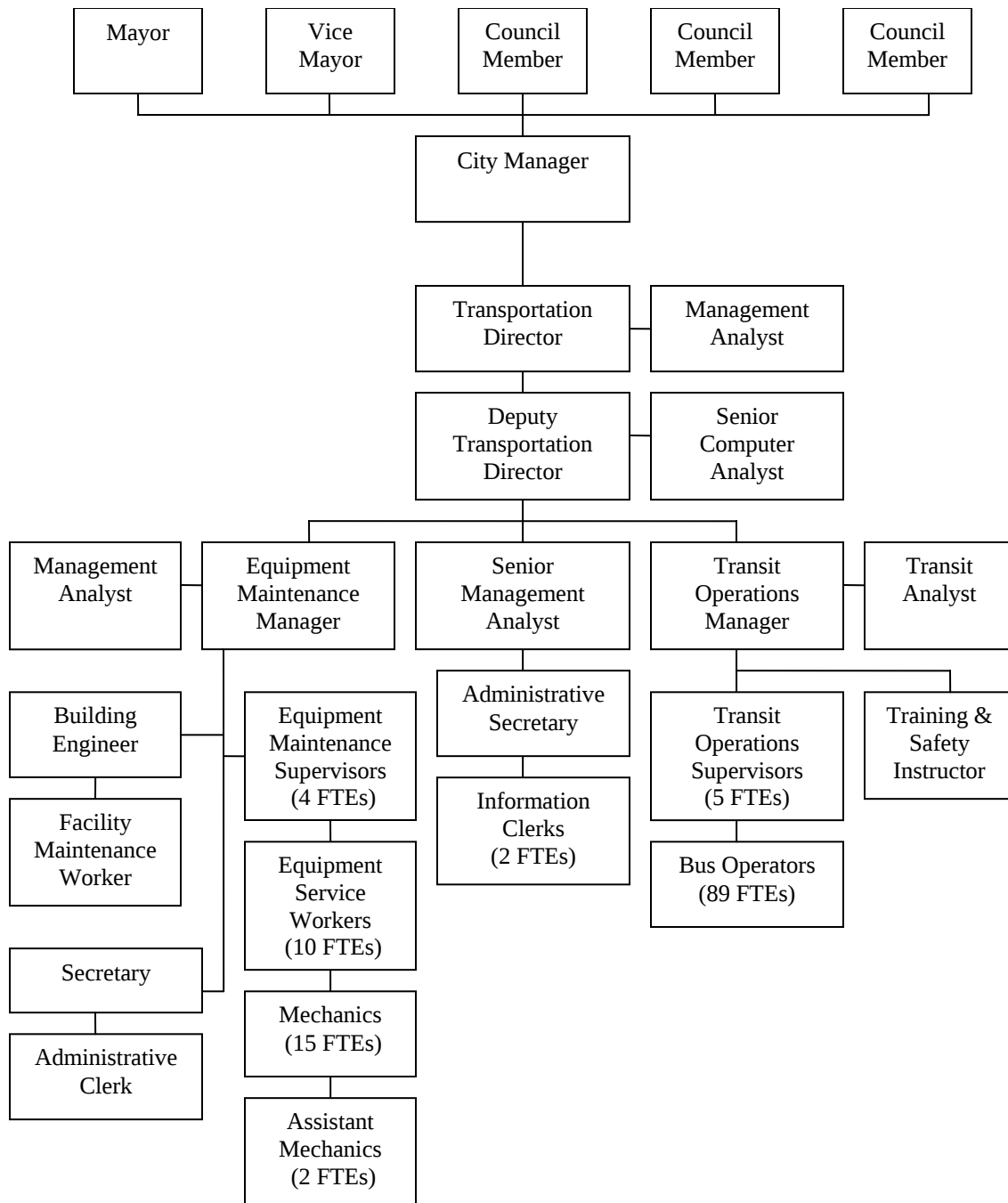
The Transit Operations Manager oversees the work of the Transit Operations Supervisors, a Training & Safety Instructor, a Management Analyst, and Bus Operators. The Bus Operators are composed of full and part-time employees. The Training & Safety Instructor coordinates all Bus Operator education with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

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 garage Mechanics and Equipment Service Workers.



The Senior Management Analyst supervises support staff, including the Administrative Secretary, Secretary, and Information Clerk. Culver CityBus' organizational structure is as follows:

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. 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 Culver CityBus routes include four 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.



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 Century City Plaza.

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.

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.

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. The route runs 12.5 miles round-trip. Culver CityBus plans to expand this route to take over the remainder of Metro's 220 route in January 2009 which will attach the northeast end of the line to the Beverly Center in West Hollywood. Line 7 will become a key route in when the Exposition Light Rail opens in Culver City in 2010.

1.5 Ridership

Culver CityBus recorded over 6 million unlinked passenger trips in FY 2008. Since January 2008, each month has seen an increase in the number of riders. 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	\$0.75
Senior/Disabled (62 years)	\$0.35
Student fare (K-12)	\$0.50
Children under 5 years	Free

Local transfers are free to all passengers.

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	\$0.25
Student (K-12)	\$0.25
Senior/Disabled (62 years)	\$0.10

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 40-foot and six 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 5.5% from FY 2007 to \$15,030,464 in FY 2008. The Consumer Price Index for the same time period was 5.4%. 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. Three major capital projects that were completed in FY 2008 include the expansion of the compressed natural gas (CNG) refueling station, the installation of an Automatic Vehicle Locator (AVL) program, and the installation of the new Regional TAP enabled fareboxes. 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 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 does 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 are 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 2008, over \$2.9 million was collected from passenger fares. In FY 2008, the average cash fare was \$0.53.

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.

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 2008 Accomplishments

Fiscal Year 2008 saw major capital improvements to Culver CityBus and the Culver City Transportation Department. Among the many accomplishments realized:

- Culver CityBus celebrated its 80th Anniversary on March 3, 2008. Culver CityBus is the second oldest municipally-owned bus line in the State of California.
- Culver CityBus completed the installation and implementation of a Smart Bus / AVL system. It was the first operator to install a system for the Transit Supervisor to be able to utilize the system in an “Unattended Mode,” which allows them to operate the system while on the road.
- Culver CityBus completed construction for the expansion of the compressed natural gas refueling station, including a standby/emergency generator at the Culver City Transportation Facility.
- Culver CityBus completed the installation of new fareboxes and continued to work with Metro and other transit agencies towards implementing the region-wide Transit Access Pass (TAP). It is the first of the Los Angeles County Municipal Operators to implement the “Cash Purse” option on the TAP card.
- FY 2008 was the fifth year of Culver CityBus’ participation in the successful UCLA *BruinGO!* Program. Ridership increased 2% percent over FY 2007.
- The Equipment Maintenance & Fleet Services Division received first place in the Southern California Excellence & Environmental Development (SEED) award for Alternative Energy Sources/Conservation, for our commitment, alternative fuel



vehicle acquisitions and demonstrating the practical use of compressed natural gas vehicles in real use applications.

3.2 Goals and Objectives for Fiscal Years 2009-2011

Culver CityBus' primary goal is to continue offering excellent cost-effective public transit service at a low price to the passenger. Objectives for Fiscal Years 2009 – 2011 include:

- Planning and implementation of a Bus Rapid Transit program along Sepulveda Blvd. in 2009 including the purchase of buses for fleet expansion.
- Planning and implementation for the expansion of Line 7, which would expand service into West Hollywood.
- Purchasing and installing furniture at bus stops that are not currently equipped with trash receptacles, benches and/or shelters that can support such improvements.
- Completion of the implementation of the TAP Universal Fare System between all Los Angeles County municipal transit operators.
- Funding the local match portion of an Intermodal Aerial Station for the Culver City's Exposition Light Rail station.
- Planning and implementation of new transit service for the Culver City Exposition Light Rail station in 2010 including possible Culver City circulators to encourage the use of the transit between the light rail station, Downtown, and employment centers.
- Working with State and Federal legislators on transportation financing.
 - Working with Federal legislators and other local transit agencies to receive funding the Transportation Reauthorization Bill.
 - Working with State legislators and other local transit agencies to stop the raiding of transit funds.
- Planning and implementation of new transit service increases to service new residents of Playa Vista.
- Planning and implementation of new transit service for increased expansion of LAX, West Los Angeles College, the Symantec Development in Corporate Point, and the Westfield Fox Hills Mall.
- Funding and replacing 20 CNG buses that will be fully depreciated by 2010.

- Exploring fare increases and introducing other fare media, such as day passes, to increase fare revenue.
- Purchasing six articulated buses to enhance service on the Bus Rapid Transit program along Sepulveda Blvd.
- Purchasing and implementing Transit Scheduling software.
- Enhancing the Transportation Facility with more sustainability and environmental compliance, including the installation of solar panels.
- Implementing Phase II of a Smart Bus/AVL project that will provide real-time bus arrivals to passengers at the stops.

3.3 Service and System Evaluation

Service Improvement Goals

Culver CityBus has finalized both safety standards in bus operations and bus stop standards to be used when designing new bus stops and when reviewing the status of existing bus stops.

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 is planning to evaluate the 2007 Line-By-Line Analysis in an attempt to restructure 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

Currently, Culver CityBus has no definitive plans to increase fares. However, the possibility does exist and a fare increase may be necessary to offset such rapidly rising operating expenses. While the operating expenses continue to increase each year, the base fare of \$.75 has remained constant from year to year. The base fare is one of the cheapest fares in the State. Additionally, Culver CityBus is considering alternatives to the current policy of free local transfers.

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

The Metro Rapid Expansion Program has identified Sepulveda Boulevard as a potential Bus Rapid Transit Corridor with the target implementation date in June 2009. The logistics and funding of this operation are still being analyzed. Recognizing the need for improved service along the Sepulveda corridor, Culver CityBus is currently in the process of purchasing six buses which will be designed for use for the BRT line. There

will also be an installation of an Intelligent Transportation System (ITS) along Sepulveda Blvd. in order to give signal priority to the BRT buses along the already congested route.

Mid-City Exposition Light Rail Transit Project

The western terminus of the first phase of the route will be in Culver City. There will be an aerial station at a Transit Oriented Development in Culver City, which will accommodate passenger transfers from bus to rail. The line will eventually extend to Santa Monica in the second phase. 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 a tripling of student enrollment and an expansion of all facilities. The College has been in discussion with Culver CityBus regarding the accommodations of the additional student load.

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 Venice Boulevard, a regional arterial route. 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 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

Employee Parking Structure

When the current employee parking structure for the Transportation Department was built, because of budgetary reasons, it was decided that only two of the three stories of the parking structure would be built. As Culver CityBus continues to grow, the parking needs, especially for the bus operators, also continues to grow. An initial engineering study will take place in FY 2009.

Solar Panels

Culver City would like to become a more sustainable city. One of the goals has been to utilize solar power, if possible. The roof of the Transportation Facility has been identified as a possibility 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 four to six additional buses to be used. Depending on the service that the BRT will attract, we may need additional buses and we have been advised that our 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 be a good solution for providing additional passenger volume with adding additional congestion with another bus for the BRT program because of the currently congested Sepulveda Blvd.

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. Funding has yet to be identified for such a project and would involve the addition of web technology and new bus shelters/signs to identify the arrival times for the waiting passengers.

PROJECT OVERVIEW TABLES

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

Table L - 1
Current Fare Structure: FY 2009

<u>Fare Categories</u>	<u>Type of Service</u>	
	<u>Fixed Route</u>	<u>Demand Responsive</u>
<i>Cash/Token</i>		
Regular	\$0.75	n/a
Token		
Elderly	\$0.35	
Disabled/Medicare	\$0.35	
Student	\$0.50	
College	n/a	
Express - Specify Zone Structure	n/a	
<i>Cash Transfers</i>		
Regular within System	Free	
Regular to other System	\$0.25	
Elderly	\$0.10	
Disabled/Medicare	\$0.10	
<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, 2008

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
Total Number of Vehicles:							46	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

Table L - 3
HISTORICAL & PROJECTED FLEET CHARACTERISTICS

	FIXED ROUTE		
	FY 2007 Actual	FY 2008 Estimated	FY 2009 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			
Total Vehicles	46	46	52
New Expansion Vehicles			6
New Replacement Vehicles			0

	DEMAND RESPONSIVE SERVICE		
	FY 2007 Actual	FY 2008 Estimated	FY 2009 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 2007 Actual	FY 2008 Estimated	FY 2009 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			
Total Vehicles	46	46	52
New Expansion Vehicles			6
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:

SOURCE OF CAPITAL FUNDS:	2007 Audited	2008 Estimated	2009 Planned
FEDERAL CAPITAL GRANTS			
FTA Sec. 5309 (Sec. 3)			2,753
FAU Grants			
FTA Sec. 5307 (Sec. 9)	1,262	3,824	476
Other Federal (Assume 80/20 match) (COPs FTA 5307)	734	627	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	20		429
Other State (Prop 1B including Bridge Funding)			2201
LOCAL CAPITAL GRANTS			
System Generated			
General Fund			
Prop. A Local Return			
Prop. A Discretionary Carry Over			
Prop. C Discretionary	388	521	86
Prop. C Local Return	100		100
Prop. C 5% Security			
Prop. C Other (Specify)			
Other Local			
TOTAL CAPITAL REVENUE	2,504	4,992	6,855
TOTAL CAPITAL EXPENSES	2,504	4,992	6,855

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

SOURCE OF OPERATING FUNDS:

	2007 Audited	2008 Estimated	2009 Planned
FEDERAL CASH GRANTS AND REIMBURSEMENTS			
FTA Sec. 5307 (Sec. 9) Operating	1800	2041	2000
CMAQ (Operating)			
STATE CASH GRANTS AND REIMBURSEMENTS			
TDA Current from unallocated	4364	4718	4524
STA Current from unallocated	1519		1700
Other State (Specify)			
LOCAL CASH GRANTS AND REIMBURSEMENTS			
Passenger Fares	2801	2881	3025
Special Transit Service			
Charter Service Revenues			
Auxiliary Transportation Revenues			
Non-transportation Revenues	504	540	578
Prop. A %40 Discretionary	2721	2797	2881
Prop. A %25 Local Return	682	654	657
Prop. A Incentive fund			
Prop. A Interest			
BSIP	134	138	140
TSE	192	197	201
Base			
MOSIP			
Prop. C %40 Discretionary	101	141	160
Prop. C %20 Local Return	200	200	200
Prop. C %5 Security	297	318	311
Prop. C Other (Interest)			
Other Local (Specify)			
TOTAL OPERATING REVENUES	15315	14625	16377
TOTAL OPERATING EXPENSES	14244	15030	16838

Table L - 5A
TPM / TDA REPORT FORM
2007 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	1,195,975			1,195,975	21,339		13,718				1,231,032
Vehicle Service Miles	1,110,867			1,110,867	20,055		12,892				1,143,814
Total Vehicle Hours	111,418			111,418	1,993		1,281				114,692
Vehicle Service Hours	105,184			105,184	1,885		1,212				108,281
Peak Vehicles	33			33							33
Unlinked Passengers	3,641,920			4,861,771	82,502		53,037				4,997,310
Linked Passengers	3,497,222			3,497,222	60,446		38,858				3,596,526
Passenger Revenue	2,437,091			2,437,091	39,009		27,863				\$ 2,503,963
Aux. Rev/Local Subs.	1,485,458			1,485,458							\$ 1,485,458
Op. Cost Less Depr.	11,715,880			11,715,880	192,359		134,421				\$ 12,042,660
Full Time Equiv. Employees	94										94
Base Fare	\$ 0.75			\$ 0.75							\$ 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	1,489,181			1,489,181	21,339		13,718				1,524,238
Vehicle Service Miles	1,399,527			1,399,527	20,055		12,892				1,432,474
Total Vehicle Hours	139,049			139,049	1,993		1,281				142,322
Vehicle Service Hours	131,570			131,570	1,885		1,212				134,667
Peak Vehicles	33			33							33
Unlinked Passengers	5,757,446			5,757,446	82,502		53,037				5,892,985
Linked Passengers	4,218,254			4,218,254	60,446		38,858				4,317,558
Passenger Revenue	2,733,745			2,733,745	39,009		27,863				\$ 2,800,617
Aux. Rev/Local Subs.	1,485,458			1,485,458							\$ 1,485,458
Op. Cost Less Depr.	13,917,303			13,917,303	192,359		134,421				\$ 14,244,083

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 - 5B
TPM / TDA REPORT FORM
FY2008 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	1,198,274			1,198,274	16,951		11,736				1,226,961	
Vehicle Service Miles	1,110,677			1,110,677	15,772		10,919				1,137,369	
Total Vehicle Hours	111,825			111,825	1,570		1,087				114,482	
Vehicle Service Hours	105,213			105,213	1,480		1,025				107,718	
Peak Vehicles	33			33							33	
Unlinked Passengers	4,976,785			4,976,785	66,123		45,778				5,088,686	
Linked Passengers	4,896,066			4,896,066	65,051		45,035				5,006,152	
Passenger Revenue											2,679,004	
Aux. Rev/Local Subs.											1,170,968	
Op. Cost Less Depr.	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	1,518,176			1,518,176	20,180		13,971				1,552,327	
Vehicle Service Miles	1,412,574			1,412,574	18,777		12,999				1,444,350	
Total Vehicle Hours	140,590			140,590	1,869		1,294				143,753	
Vehicle Service Hours	132,546			132,546	1,762		1,220				135,528	
Peak Vehicles	33			33							33	
Unlinked Passengers	5,922,031			5,922,031	78,718		54,497				6,055,246	
Linked Passengers	5,825,980			5,825,980	77,441		53,613				5,957,035	
Passenger Revenue											2,881,323	
Aux. Rev/Local Subs.											1,394,009	
Op. Cost Less Depr.	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.

Table L - 5C
TPM / TDA REPORT FORM
FY2009 Planned

Annual Weekday	FAP Funded				Non-FAP Funded						System Total
	Local Service	Express Service	Dial-A-Ride¹	FAP Subtotal	Dedicated Funding²				Dial-A-Ride	Other Codes³	
					TSE	Base Restructuring	BSIP	MOSIP			
Total Vehicle Miles	1,519,987			1,519,987	18,608		12,405				1,551,000
Vehicle Service Miles	1,493,491			1,493,491	18,305		12,204				1,524,000
Total Vehicle Hours	149,942			149,942	1,835		1,223				153,000
Vehicle Service Hours	141,127			141,127	1,724		1,149				144,000
Peak Vehicles	39			39							39
Unlinked Passengers	5,234,186			5,234,186	64,089		42,726				5,341,000
Linked Passengers	5,148,916			5,148,916	63,050		42,034				5,254,000
Passenger Revenue											2,541,000
Aux. Rev/Local Subs.											120,500
Op. Cost Less Depr.	13,857,605			13,857,605	168,586		117,809				14,144,000
Full Time Equiv. Employees											125
Base Fare											\$ 0.75

Total System: Annual Saturday Sunday & Holiday & Weekdays	FAP Funded				Non-FAP Funded						System Total
	Local Service	Express Service	Dial-A-Ride¹	FAP Subtotal	Dedicated Funding²				Dial-A-Ride	Other Codes³	
					TSE	Base Restructuring	BSIP	MOSIP			
Total Vehicle Miles	1,809,080			1,809,080	22,152		14,768				1,846,000
Vehicle Service Miles	1,779,680			1,779,680	21,792		14,528				1,816,000
Total Vehicle Hours	178,360			178,360	2,184		1,456				182,000
Vehicle Service Hours	167,580			167,580	2,052		1,368				171,000
Peak Vehicles	39			39							39
Unlinked Passengers	6,230,840			6,230,840	76,296		50,864				6,358,000
Linked Passengers	6,129,900			6,129,900	75,060		50,040				6,255,000
Passenger Revenue											3,025,000
Aux. Rev/Local Subs.											1,435,000
Op. Cost Less Depr.	16,497,053			16,497,053	200,698		140,249				16,838,000

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 2008

Project Name	Funding Source Federal	State Local	Total Project Cost
AVL Project	\$ 1,278,800	\$ 320,000	\$ 1,598,800
CNG Station Expansion	\$ 1,214,800	\$ 346,700	\$ 1,561,500
Tire leasing	\$ 54,600	\$ 13,600	\$ 68,200
UFS System Installation	\$ 870,600	\$ 139,600	\$ 1,010,200
COPs	\$ 627,000	In Kind	\$ 627,000

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
Purchase of Bus Capital Items	\$ 160,000	\$ 40,000	\$ 200,000
Culver City Aerial Station	\$ 656,600	\$ 2,062,700	\$ 2,719,300
Purchase of Bus Stop Furniture	\$ 105,800	\$ 26,500	\$ 132,300
UFS System	\$ 146,200	\$ 45,600	\$ 191,800

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
Bus Replacements for 20 CNG buses	\$ 6,257,000	\$ 5,743,400	\$ 12,000,400
Facility Expansion	\$ -	\$ 2,000,000	\$ 2,000,000
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
Facility Maintenance	\$ -	\$ 100,000	\$ 100,000

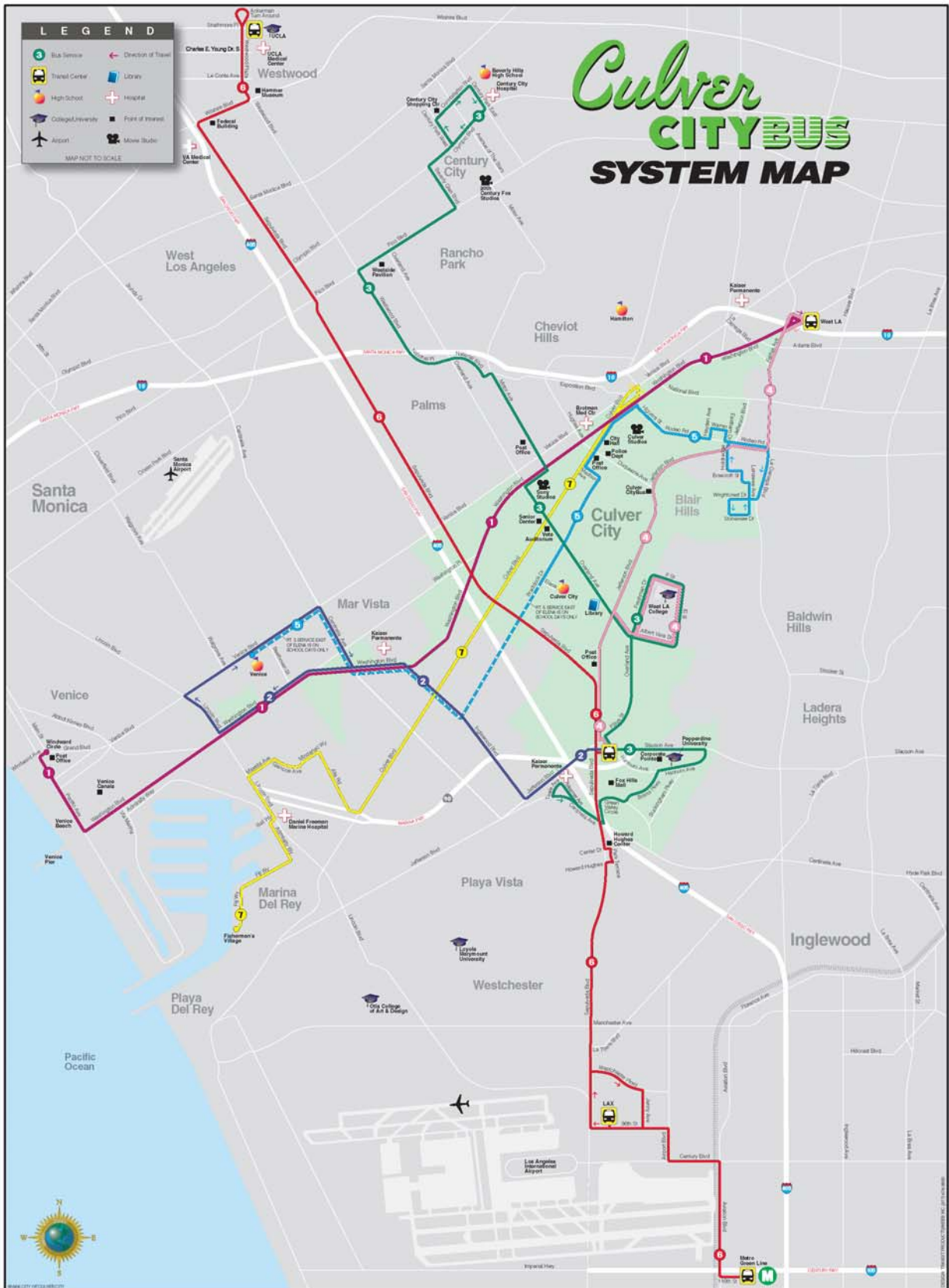
FY 2012

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	\$ -	\$ 5,469,000	\$ 5,469,000
Facility Maintenance	\$ -	\$ 100,000	\$ 100,000

THESE TABLES SHOULD MATCH THE TIP SHEETS

APPENDIX: SYSTEM MAP AND ROUTE SCHEDULES

System Map



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

Line 1 Weekdays

Washington Boulevard

PM Times in Bold

Westbound

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

Eastbound

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

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	-	-	-	-	-	-

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
7:05^	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

Schedule Line 3

Line 3 Weekdays

PM Times in Bold

Crosstown

Northbound

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

Southbound

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
5:40	5:52	6:04	6:12	6:20	6:32
6:00	6:12	6:24	6:32	6:40	6:52
6:20	6:32	6:44	6:52	7:00	7:12
6:40	6:52	7:04	7:12	7:20	7:32
7:00	7:12	7:24	7:32	7:40	7:52
7:20	7:32	7:44	7:52	8:00	8:12
7:40	7:52	8:04	8:12	8:20	8:32
8:00	8:12	8:24	8:32	8:40	8:52
8:20	8:32	8:44	8:52	9:00	9:12
8:40	8:52	9:04	9:12	9:20	9:32
9:00	9:12	9:24	9:32	9:40	9:52
9:20	9:32	9:44	9:52	10:00	10:12
9:40	9:52	10:04	10:12	10:20	10:32
10:00	10:12	10:24	10:32	10:40	10:52
10:20	10:32	10:44	10:52	11:00	11:12
10:40	10:52	11:04	11:12	11:20	11:32
11:00	11:12	11:24	11:32	11:40	11:52
11:20	11:32	11:44	11:52	12:00	12:12
11:40	11:52	12:04	12:12	12:20	12:32
12:00	12:12	12:24	12:32	12:40	12:52
12:20	12:32	12:44	12:52	1:00	1:12
12:40	12:52	1:04	1:12	1:20	1:32
1:00	1:12	1:24	1:32	1:40	1:52
1:20	1:32	1:44	1:52	2:00	2:12
1:40	1:52	2:04	2:12	2:20	2:32
2:00	2:12	2:24	2:32	2:40	2:52
2:20	2:32	2:44	2:52	3:00	3:12
2:40	2:52	3:04	3:12	3:20	3:32
3:00	3:12	3:24	3:32	3:40	3:52
3:20	3:32	3:44	3:52	4:00	4:12
3:40	3:52	4:04	4:12	4:20	4:32
4:00	4:12	4:24	4:32	4:40	4:52
4:20	4:32	4:44	4:52	5:00	5:12
4:40	4:52	5:04	5:12	5:20	5:32
5:00	5:12	5:24	5:32	5:40	5:52
5:20	5:32	5:44	5:52	6:00	6:12
5:40	5:52	6:04	6:12	6:20	6:32
6:00	6:12	6:24	6:32	6:40	6:52
6:20	6:32	6:44	6:52	7:00	7:12
6:40	6:52	7:04	7:12	7:20	7:32
7:00	7:12	7:24	7:32	7:40	7:52

Line 3 Weekdays

Crosstown

PM Times in Bold

Northbound

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

Southbound

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

Line 3 Weekends & Holidays

PM Times in Bold

Crosstown

Northbound

Mesmer & Centinela	Fox Hills Mall Transit Center	West Los Angeles College	Overland & Washington	Pico & Westwood	Century City
-	-	-	-	-	-
-	5:42	5:56	6:01	6:11	6:22
-	6:12	6:26	6:31	6:41	6:52
-	6:42	6:56	7:01	7:11	7:22
7:00	7:12	7:22	7:27	7:39	7:50
7:30	7:42	7:52	7:57	8:09	8:20
8:00	8:12	8:22	8:27	8:39	8:50
8:30	8:42	8:52	8:57	9:09	9:20
9:00	9:12	9:22	9:27	9:39	9:50
9:30	9:42	9:52	9:57	10:09	10:20
10:00	10:12	10:22	10:27	10:39	10:50
10:30	10:42	10:52	10:57	11:09	11:20
11:00	11:12	11:22	11:27	11:39	11:50
11:30	11:42	11:52	11:57	12:09	12:20
12:00	12:12	12:24	12:29	12:41	12:52
12:30	12:42	12:54	12:59	1:11	1:22
1:00	1:12	1:24	1:29	1:41	1:52
1:30	1:42	1:54	1:59	2:11	2:22
2:00	2:12	2:24	2:29	2:41	2:52
2:30	2:42	2:54	2:59	3:11	3:22
3:00	3:12	3:24	3:29	3:41	3:52
3:30	3:42	3:54	3:59	4:11	4:22
4:00	4:12	4:24	4:29	4:41	4:52
4:30	4:42	4:54	4:59	5:11	5:22
5:00	5:12	5:24	5:29	5:41	5:52
5:30	5:42	5:54	5:59	6:11	6:22
6:00	6:12	6:22	6:27	6:39	6:50
6:30	6:42	6:52	6:57	7:09	7:20
7:00	7:12	7:22	7:27	7:39	7:50
-	7:45	7:59	8:04	8:14	8:25
-	8:15	8:29	8:34	8:44	8:55
-	8:45	8:59	9:04	9:14	9:25
-	9:15	9:29	9:34	9:44	9:55
-	10:15	10:29	10:34	10:44	10:55

Southbound

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
6:23	6:35	6:47	6:52	7:02	7:14
6:53	7:05	7:17	7:22	7:32	7:44
7:23	7:35	7:47	7:52	8:02	8:14
7:53	8:05	8:17	8:22	8:32	8:44
8:23	8:35	8:47	8:52	9:02	9:14
8:53	9:05	9:17	9:22	9:32	9:44
9:23	9:35	9:47	9:52	10:02	10:14
9:53	10:05	10:17	10:22	10:32	10:44
10:23	10:35	10:47	10:52	11:02	11:14
10:53	11:05	11:17	11:22	11:32	11:44
11:23	11:35	11:47	11:52	12:02	12:14
11:53	12:05	12:17	12:22	12:34	12:46
12:23	12:35	12:47	12:52	1:04	1:16
12:53	1:05	1:17	1:22	1:34	1:46
1:23	1:35	1:47	1:52	2:04	2:16
1:53	2:05	2:17	2:22	2:34	2:46
2:23	2:35	2:47	2:52	3:04	3:16
2:53	3:05	3:17	3:22	3:34	3:46
3:23	3:35	3:47	3:52	4:04	4:16
3:53	4:05	4:17	4:22	4:34	4:46
4:23	4:35	4:47	4:52	5:04	5:16
4:53	5:05	5:17	5:22	5:34	5:46
5:23	5:35	5:47	5:52	6:04	6:16
5:53	6:05	6:17	6:22	6:32	6:44
6:23	6:35	6:47	6:52	7:02	7:14
6:53	7:04	7:14	7:19	7:33	-
7:23	7:34	7:44	7:49	8:03	-
7:53	8:04	8:14	8:19	8:33	-
8:23	8:34	8:44	8:49	9:03	-
8:53	9:04	9:14	9:19	9:33	-
9:23	9:34	9:44	9:49	10:03	-
10:00	10:10	10:20	10:25	10:39	-
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

Schedule Line 5

5 BRADDOCK DR.

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	7:38

Eastbound

LV Venice High School	LV Washington/ Inglewood	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	3:42	3:45	3:50	3:56

PM times in bold

Schedule Line 6

Line 6 Weekdays

Sepulveda Boulevard

PM Times in Bold

Northbound

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

Southbound

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

Line 6 Weekdays

Sepulveda Boulevard

PM Times in Bold

Northbound

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

Southbound

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

Line 6 Weekends & Holidays

Sepulveda Boulevard

PM Times in Bold

Northbound

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

Southbound

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

Line 6 Weekends & Holidays

Sepulveda Boulevard

PM Times in Bold

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 Line 7

7 CULVER BLVD.

Monday - Saturday

Westbound

LV Venice & Culver	LV Culver & Overland	LV Culver & Centinela	LV Lincoln & Maxella	ARR Fisherman's Village
6:00	6:08	6:15	6:23	6:30
6:40	6:48	6:55	7:03	7:10
7:20	7:28	7:35	7:43	7:50
8:00	8:08	8:15	8:23	8:30
8:40	8:48	8:55	9:03	9:10
9:20	9:28	9:35	9:43	9:50
10:00	10:08	10:15	10:23	10:30
10:40	10:48	10:55	11:03	11:10
11:20	11:28	11:35	11:43	11:50
12:00	12:08	12:15	12:23	12:30
12:40	12:48	12:55	1:03	1:10
1:20	1:28	1:35	1:43	1:50
2:00	2:08	2:15	2:23	2:30
2:40	2:48	2:55	3:03	3:10
3:20	3:28	3:35	3:43	3:50
4:00	4:08	4:15	4:23	4:30
4:40	4:48	4:55	5:03	5:10
5:20	5:28	5:35	5:43	5:50
6:00	6:08	6:15	6:23	6:30
6:40	6:48	6:55	7:03	-

PM times in bold

Eastbound

LV Fisherman's Village	LV Lincoln & Maxella	LV Culver & Centinela	LV Culver & Overland	ARR Venice & Culver
6:00	6:07	6:16	6:23	6:30
6:35	6:42	6:51	6:58	7:05
7:15	7:22	7:31	7:38	7:45
7:55	8:02	8:11	8:18	8:25
8:35	8:42	8:51	8:58	9:05
9:15	9:22	9:31	9:38	9:45
9:55	10:02	10:11	10:18	10:25
10:35	10:42	10:51	10:58	11:05
11:15	11:22	11:31	11:38	11:45
11:55	12:02	12:11	12:18	12:25
12:35	12:42	12:51	12:58	1:05
1:15	1:22	1:31	1:38	1:45
1:55	2:02	2:11	2:18	2:25
2:35	2:42	2:51	2:58	3:05
3:15	3:22	3:31	3:38	3:45
3:55	4:02	4:11	4:18	4:25
4:35	4:42	4:51	4:58	5:05
5:15	5:22	5:31	5:38	5:45
5:55	6:02	6:11	6:18	6:25
6:35	6:42	6:51	6:58	7:05

PM times in bold