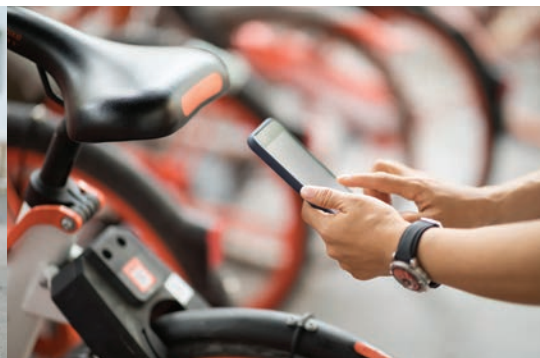




Short Range Transit Plan

FY 2019–2021



Culver CITYBUS

Short Range Transit Plan

FY 2019-2021



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Culver

CITY BUS

CHAPTER 1

Introduction





A MESSAGE FROM CHIEF TRANSPORTATION OFFICER ROLANDO CRUZ

I am honored to join the Culver City Transportation Team as it looks ahead to the next 90 years of service to the community. Culver CityBus, having just celebrated the 90 year anniversary in 2018, readies itself to face the dramatic changes in the transportation industry. With the increase of traffic and demographics in Culver City and the region, the City Council recognizes the dramatic change and ranks mobility as one of its six highest priorities.

The new priority resulted from the completion of a Transit Oriented Development visioning study that recommended the City explore comprehensive strategies to accommodate pedestrians, scooters, bicycles, motorcycles, automobiles, buses and trains. Council members are actively involved in regional mobility planning and are seeking a localized mobility plan within the City of Culver City to help guide the implementation of enhanced mobility services. Staff at the Transportation department and I are excited to collaborate with other City stakeholders, partners and community members to take on that challenge.

As we enter the tenth decade, we will build on the nine decades of Culver CityBus experience, expand our mobility services footprint and develop a Comprehensive Mobility Service Plan. This plan starts with a Service Analysis of our current fixed route service and the significant impact of multiple local and regional projects to enhance our services, including the LA Metro Next Gen Plan. We will evaluate all main corridors running through Culver City and consider the impact of bus-only lanes. We will evaluate the On Demand services we offer; Dial-A-Ride and our pilot CC micro transit project (kicking off in late 2020). We will review our active transportation programs in Micromobility (scooter share and bike share). We will also look at our Transportation Demand Management (TDM) Policies to engage our business community.

In 2019, our team began to lay the foundation for this work by creating a new vision and mission for our department. That work included identifying core values to operate within and prioritizing critical goals and objectives for this comprehensive strategy. Our focus to enhance our services will be on engaging our employees and customers, utilizing technology to improve our business processes, and developing a sustainable financial path into the future. The ultimate goal is connecting community and enhancing quality of life by making Culver City a better place to live, work, shop, and play.

This document provides a strategic blueprint designed to maintain a forward-thinking focus on improved mobility services with a continued dedication to customer service and fiscal responsibility. This is an exciting time for all of us in Culver City. We invite you to join us for the ride!



THE CULVER CITYBUS LEGACY

When Harry Culver advertised his newly incorporated city in 1917 by proclaiming, “All roads lead to Culver City,” he may have been referring metaphorically to the prospects for the burgeoning entertainment industry that would sustain the city economically. This statement also applied to the early development of the regional transportation network that included three Pacific Railway lines that brought passengers to enjoy this independent city’s social and economic prosperity.

In 1928, then Mayor Reve Houck championed the establishment of the Culver City Municipal Bus Lines to offer its citizens transportation options that improved access within the growing city and connected to developing areas in the greater Los Angeles region. In creating the second municipally owned transit system in the



state of California, the action of the Board of Trustees (now City Council) was innovative in its conception of how public transportation would be integral to the future of the city.

A paramount objective of this early transit system was to maintain low fares for its riders in light of disputes with the Pacific Electric Railway Company over rate increases. While maintaining a 5-cent base fare, the city purchased its first fleet of buses and, in 1934, acquired its City Yard, which still resides at Jefferson Blvd. and Duquesne Ave. It would be four decades later before federal and state governments would offer funding assistance for public transportation systems; the significant investment already made by the city enabled Culver CityBus to become an eligible recipient of these funds.



The Urban Mass Transportation Act of 1964 provided federal assistance for transit operating and capital expenses to designated recipients based on a population-based formula. Culver CityBus was one of eight municipal transit systems in the Los Angeles region eligible to apply for federal grants. In 1971, the Transportation Development Act provided dedicated state funding to these “included municipal operators” based on the proportion of service miles operated. Subsequently, as regional funding policy related to public transportation developed, Culver CityBus continued to participate in additional formula

Chapter 1 Introduction

funding programs, including Los Angeles County Proposition A, Proposition C, Measure R, and Measure M.



With access to countywide, state, and federal funding, Culver CityBus has thrived over its 90-year history. From its first route carrying passengers between Culver City and Venice Beach, the system has grown to serve a

33-mile service area with seven local and one Bus Rapid Transit line. The legacy for transportation innovation started by Culver City leaders in the early 20th century continued into a new millennium with the opening of a state-of-the-art transportation facility and transition to more sustainable fuel sources. Culver CityBus has been a regional leader in advancing new fare technology and was one of the earliest transit systems to use cashless fare collection technology.

In the last decade, Culver CityBus introduced its first Bus Rapid Transit (BRT) line on Sepulveda Blvd. and expanded its service eastward to interface with Metro’s E Line (formerly Expo) Light Rail Transit (LRT) Culver City Station. These service improvements are the foundation for the next decade of transit enhancements that will be described in this Short Range Transit Plan.



Culver

CITY BUS

CHAPTER 2

Governance



**Meghan
Sahli-Wells**
Mayor



Göran Eriksson
Vice Mayor



Alex Fisch
Council Member



Daniel Lee
Council Member



**Thomas Aujero
Small**
Council Member



John Nachbar
City Manager

CITY STRUCTURE

Culver CityBus would not exist without the support and commitment from Culver City policy leaders. Culver City is a charter city that operates a City Manager form of governance. The City Manager reports to a five-member City Council, elected at-large (pictured on previous page). The Mayor and Vice Mayor are selected by and from among the five elected Council members. The Chief Transportation Officer reports to the City Manager who is responsible for implementing the policy directions of the Council.

REGIONAL COLLABORATION

Being surrounded nearly entirely by the City of Los Angeles, Culver City recognizes that traffic cannot be controlled within the community alone and requires regional collaboration. As a result, the City Council has taken and continues to take leadership roles in regional planning efforts. Below are a series of committees and organizations that the City of Culver City Council Members and City staff are actively engaged in, with the goal of collaborating with our regional partners to improve mobility throughout our respective communities.

Los Angeles Clean Initiative (LACI)

Transportation Electrification Partnership – The City of Culver City was the first city to join LACI as a Supporting Partner in 2019 to accelerate transportation electrification and zero emissions goods movement in the Greater Los Angeles

region. LACI's Transportation Electrification Partnership has set the nation's most ambitious zero emissions transportation targets to achieve a 25% reduction in greenhouse gas emissions and air pollution by the time Los Angeles welcomes the 2028 Olympics.

Los Angeles Region Electric Working Group –

The working group comprised of Los Angeles transit operators and electric vehicle stakeholders who collaborate and share their electric vehicle implementation experiences and provide support to one another in their efforts to electrify their transit fleets. This group was instrumental in encouraging and supporting the state of California's efforts in a statewide bid for electric buses.

Los Angeles Metro Sustainability Council –

The mission of Metro's Sustainability Council is to improve sustainability efforts by developing targets, metrics and strategies to assist Metro in achieving stated sustainability program goals.

Los Angeles Metro Advisory Committees:

The Technical Advisory Committee (TAC)

– provides technical assistance to Metro by reviewing and evaluating various transportation proposals and alternatives within Los Angeles County, including funding, operation, construction and maintenance of streets and freeways, bus and rail transit, demand and system management, accessibility for the disabled, and air quality improvements.

The Bus Rapid Transit (BRT) Vision and Principles Technical Advisory Committee

– provides technical feedback for Metro's BRT Study that will establish metrics for BRT system performance, standard design guidelines/criteria, and proposed prioritization of BRT projects that will be funded under Measure M.

Southern California Association of Governments (SCAG) Committees:

Transportation Committee – The role of the SCAG Transportation Committee is to study problems, programs and other matters which pertain to the regional issues of mobility, air quality, transportation control measures and communications, and to make recommendations on such matters to the Regional Council which is the decision-making body of SCAG. Major programs that are under the purview of the Transportation Committee include the Regional Transportation Plan as well as the Regional Transportation Improvement Program.

Technical Working Group – This technical working group serves as an advisory group to SCAG staff and provides technical input on SCAG planning studies and regional plans, as well as other Regionally Significant Transportation Improvement Studies (RSTIS) conducted by SCAG and/or other partner agencies.

Regional Transit Technical Advisory Committee – This committee provides a forum for coordination of input in the development of the Regional Transportation Plan and the Regional Transportation Improvement Program.

Regional Planning Working Groups – This working group is a forum for the development and implementation of plans and policies to advance the region’s mobility, economy, and sustainability. Areas of focus include: Active Transportation; Environmental Justice; New Mobility; Natural Lands Conservation; Public Health; Sustainable Communities; and Transportation Safety.

Westside Cities Council of Governments (WSCCOG) – The WSCCOG is in the process of developing the Westside Mobility Study. The scope of work for this study includes: 1) Existing Conditions Analysis; 2) Bicycle Infrastructure Priority Corridors Update; 3) Mobility and Activity Centers Analysis and Proposed Transportation Scenarios; and a Decision-Making Framework for Prioritizing Mobility Improvements.

CITY GUIDANCE

The City’s focus on mobility and transit over the last two years has been seen in the reactivation and development of multiple committees, subcommittees and working groups that provide guidance to the Transportation Department in its mobility efforts.



Bicycle and Pedestrian Advisory Committee (BPAC) – The BPAC is comprised of nine members to provide input and participate in planning for City bicycle and pedestrian projects with the goal of encouraging active mobility.

Complete Streets Policy and Committee – The City is embracing a new vision of transportation planning, recognizing that a holistic approach to multi-modal mobility planning is essential to enhancing the quality of life not only for residents and visitors, but also the broader community and the world at large. To this end, the City adopted a

new Complete Street Policy in January 2020 to promote healthy and sustainable mobility for Culver City residents and visitors by providing safe, convenient, and comfortable access to destinations throughout the City by walking, bicycling, transit, and autos. The concept of Complete Streets emphasizes a balanced transportation system that considers all users of the road when planning development and transportation projects to make the City's transportation network safer and more efficient. The Public Works Director presides over a Complete Streets Committee consisting of representatives of the Community Development Department, Transportation Department, Police Department, Fire Department, and additional representatives as needed.

General Plan Advisory Committee (GPAC) – The City of Culver City is updating its General Plan which serves as the city's primary guide for land use and development decisions and is a key tool for shaping and improving the quality of life for residents and businesses. It is a city's blueprint, or constitution, to guide change, including transportation. The Transportation Department will play a key role in providing information and vision for the General Plan Update (GPU) to ensure infrastructure and programs are in place for public mobility services.



In spring/summer 2018, City Council established the GPAC to advise on the GPU. The GPAC has 21 members appointed by City Council and liaises with the City Council and other GPU advisory committees. Its primary roles are to (1) Support equitable and meaningful participation by the public in the General Plan update process, and (2) Provide a community perspective on policies and programs proposed for the updated General Plan.

Mobility, Traffic and Parking Subcommittee

– The Mobility Subcommittee is a City Council subcommittee established to gather input, provide guidance and establish priorities in the City's unified mobility efforts. The Transportation Department's goal to provide a variety of options of public mobility service requires regular interaction with the community through the Mobility Subcommittee.

TOD Visioning Study – Although the TOD Visioning Study was completed in October 2017, the recommendations are guidelines that are currently being used to refocus mobility in Transit Oriented Development (TOD) areas and the entire City of Culver City. Beginning with the core of the Culver City Station of LA Metro's E Line (Expo), the mobility visioning study explored linkages to better connect the station area with Downtown and with its surrounding neighborhoods. Many of the recommendations in that study can be found in the current Transportation Mobility Plan.

TRANSPORTATION DEPARTMENT

Culver CityBus Functions

The Culver City Transportation Department consists of three divisions: Transit Operations, City Fleet Services, and Transportation Administrative Services. Transit Operations provides fixed route, paratransit, and micromobility public services to our community. The Fleet Services division maintains, repairs, and replaces all city-owned vehicles, bus stops, citywide fueling and transportation facilities, and equipment.

Administratively, the department is responsible for mobility service planning, safety and training, community engagement, and fiscal management. In coordination with the city’s Finance Department, Culver CityBus prepares the annual budget; collects, records, and reports all revenue and expenses; and secures countywide, state, and federal transportation grants for the department. Additionally, it provides staff for citywide committees and task forces; monitors and participates in the region’s transportation legislative issues, projects, and activities; participates in public transit industry activities; and coordinates the city’s Rideshare Program.

Transportation Department Leadership Team



Rolando Cruz
Chief Transportation Officer

The Culver CityBus leadership team consists of eight members who oversee the primary functions of the department. Culver CityBus is led by the Chief Transportation Officer (CTO) who supervises the work of five management staff: Deputy Transportation Officer, Transit

Operations Manager, Fleet Services Manager, Transportation Planning Manager, and the Safety and Training Coordinator.



Mike Tobin
Deputy Transportation Officer

The Deputy Transportation Officer (DTO) supports the Transit Operations, City Fleet Services, and Transportation Administrative Services through the collection, recording, and reporting of data for performance management, including the direct oversight of technology systems and equipment. The DTO is responsible for the operations and capital budgets, including monitoring and assisting in the development of the funding necessary for future operations, and for providing contract and procurement oversight for all divisions. The DTO is the liaison to city support departments (Finance, Human Resources, and Information Technology) and ensures the department has appropriately documented procedures and is compliant with all city, regional, state, and federal reporting. This position oversees the Senior Management Analyst (Finance), the Management Analyst (Community Engagement and Marketing), and an Administrative Assistant.



Samantha Blackshire
Transit Operations Manager

The Transit Operations Manager is responsible for the daily operations of Culver CityBus and on-demand services such as paratransit services

and microtransit. This position oversees the Transit Operations Supervisors, Management Analyst (Transit Operations), Operators, and one Administrative Assistant. The Operators are composed of full-time and part-time employees operating buses, paratransit vehicles, and soon will operate microtransit vehicles. The Transit Operations Manager is also responsible for the federal drug and alcohol program for all city employees who fall under the program.



Allison Cohen
Fleet Services Manager

The Fleet Services Manager is responsible for maintenance, repair, and replacement of all transportation vehicles, facilities, and equipment for CityBus as well as all other Culver City vehicles. The position oversees the work of Fleet Services Supervisors (4), Management Analyst (Fleet Services), Building Engineer, technicians, service assistants, custodians, and other administrative staff. Fleet Services Supervisors lead three work teams: Transit Buses, Sanitation/Fire, and General Service Admin/Safety. The Equipment Maintenance and Fleet Services Division is responsible for the Transit Asset Management Plan for transportation equipment, rolling stock, and facilities, which includes monitoring and ensuring compliance with all safety and environmental legislation and requirements for local, state, and federal agencies.



Diana Chang
Transportation Planning Manager

The Transportation Planning Manager is responsible for mobility service planning, which includes planning for fixed route, paratransit, microtransit, and micromobility services. The manager is responsible for oversight of micromobility services that include scooter share and bike share programs. The manager is responsible for the performance reporting of all public mobility services provided, including the externally mandated reports. The manager is the liaison to the city Public Works and Community Development Departments for all transportation issues including mobility planning, land use, bus stop standards, Transportation Demand Management, and other transportation policies and ordinances. The manager also works closely with other cities and agencies on local and regional development and transportation projects; pursues transportation funding and grants at the local, regional, and federal levels; and monitors regional and national legislation, activities, and issues that relate to transportation. This position oversees two Transportation Planners.



Hector Calvinisti
Safety and Training Coordinator

The Safety and Training Coordinator is responsible for the Safety Management System and training programs, ensuring compliance with all local, state, and federal guidelines. The position is directly responsible for all Bus Operator education with the help of Transit Safety Institute (TSI)-trained and Department of Motor Vehicles (DMV)-certified Transit Operations Supervisors and appointed Bus Operators who serve as Line Instructors. The Safety and Training Coordinator also trains and assists Bus Operations, Fleet Services, and other city staff in obtaining and

maintaining their commercial driver's licenses. This position also coordinates all Maintenance training classes that support technical, environmental, and safety needs.



Jane Leonard
Senior Management
Analyst (Finance)

The Senior Management Analyst (Finance) handles all financial management of the department's operational and capital budgets, the associated federal and state grants and intergovernmental funding sources, their associated project expenses and reporting, monitoring of the legislation which regulates this funding, and compliance with all regulations. This position is also responsible for oversight, management, and reconciliation of all cash-handling functions, supervision of invoicing and collection of multiple fare revenue programs. This position plays an integral role in multiple local, state, and federal audit functions, interfacing and working closely with the city's Assistant CFO and Finance Division Managers during development of annual financial statements and auditing activities. This position also functions as the Title VI Administrator and Disadvantaged Business Enterprise Administrator for the department. This position oversees the Associate Management Analyst (Finance).



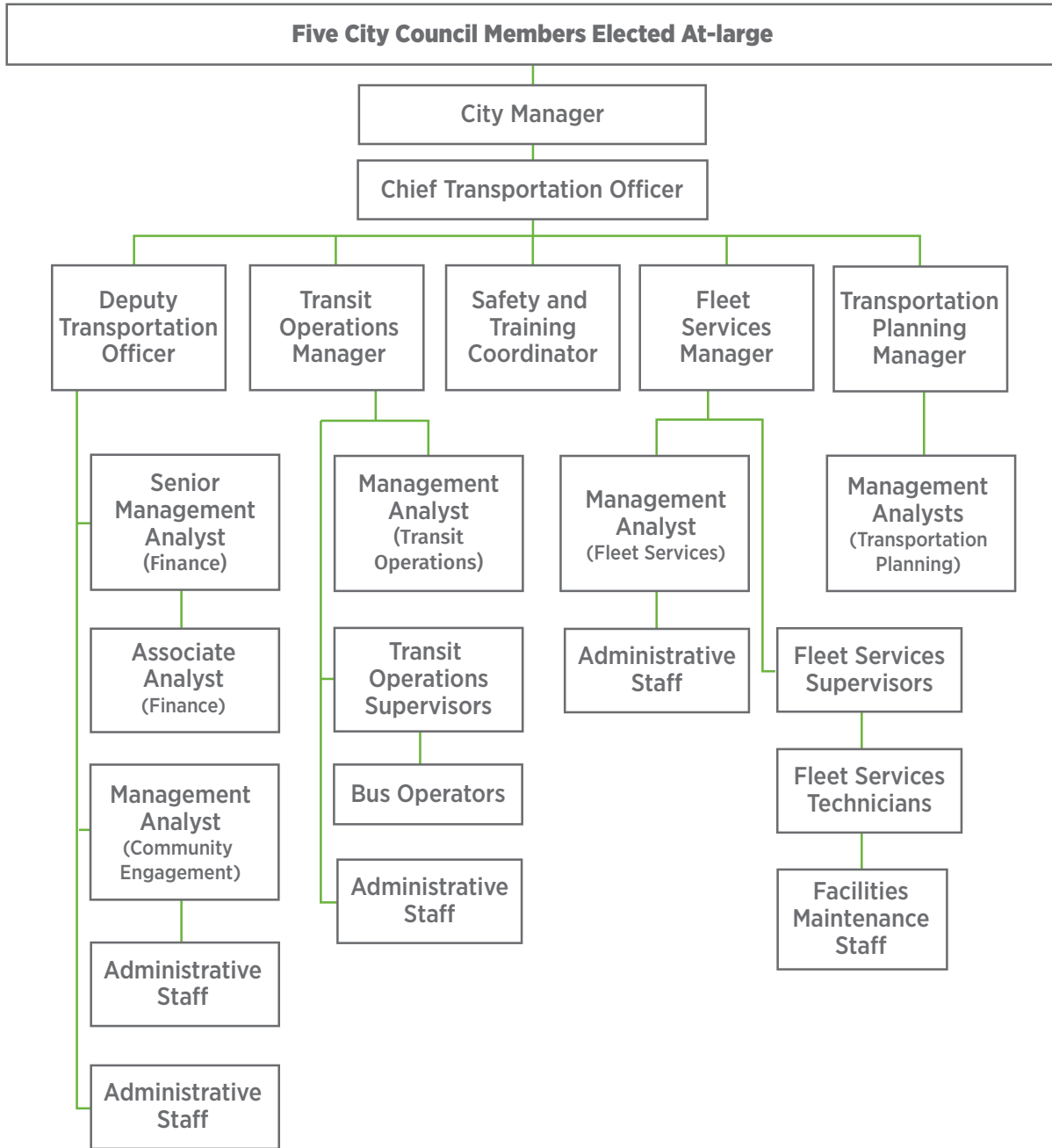
Dia Turner
Management Analyst
(Community Engagement
and Marketing)

The Management Analyst (Community Engagement and Marketing) is responsible for leading community engagement and marketing efforts for Culver CityBus. The Management Analyst gathers customer information, examines trends, and researches and advises on available products in the market that will be most beneficial to the agency. The position is also responsible for formulating communication and marketing plans and coordinating events to promote public transportation within the city. This position oversees the two Administrative Assistants (Customer Service).

Culver City Transportation Department division and functional organizational structures are reflected on the next page.

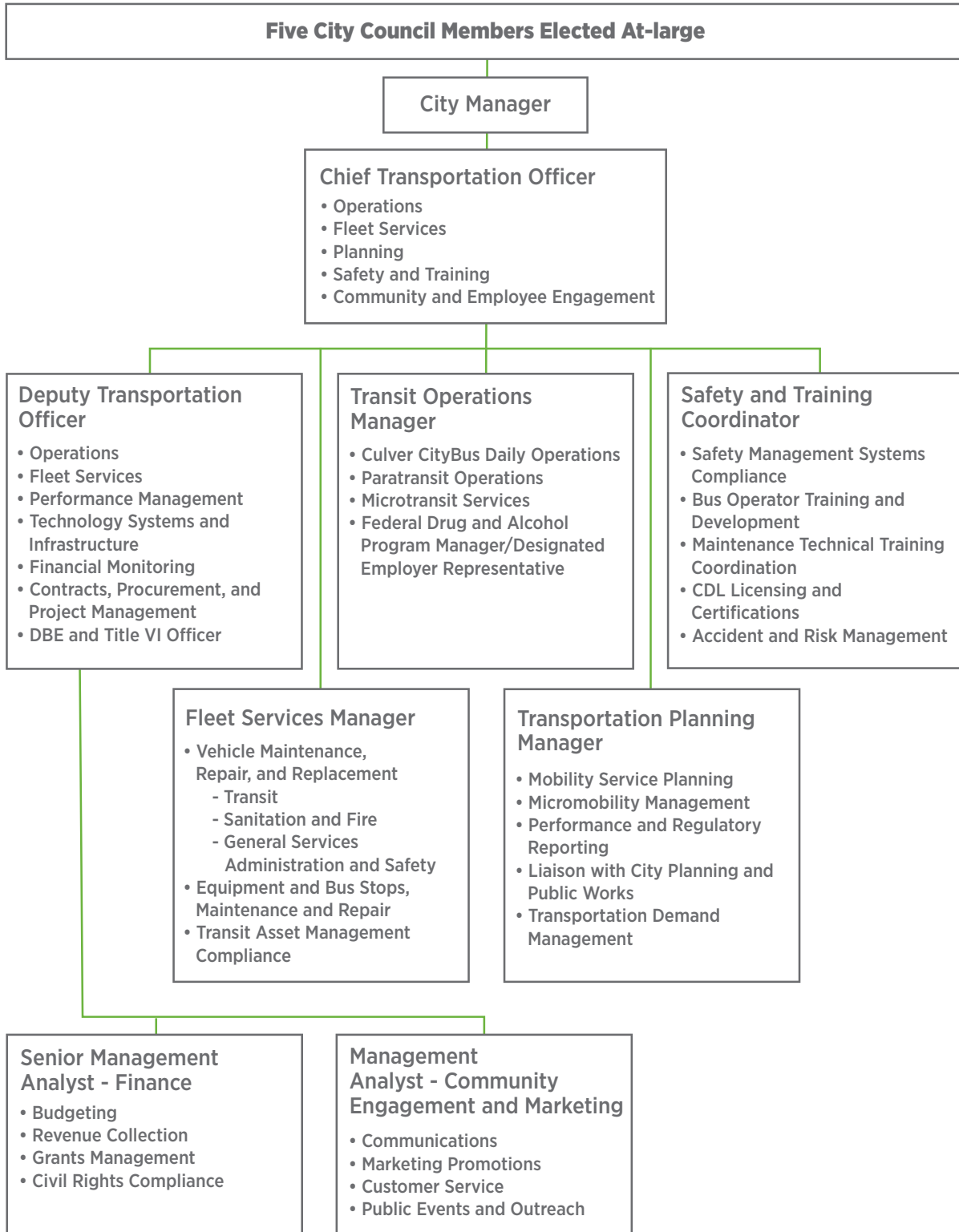
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ORGANIZATION CHART BY DIVISION



Chapter 2 Governance

ORGANIZATION CHART BY FUNCTION



VISION, MISSION, AND VALUES

As Culver City continues to attract business and residents, it must grapple with the impact of growth on traffic and emissions. The Culver City council agrees that we are facing a transportation revolution that requires comprehensive strategies and has listed the need to Enhance Mobility/Transportation as one of its six priorities in its 2018-2023 Strategic Plan.



This action is a result of the Culver City TOD Visioning Study completed in 2018. The study focused on mobility planning in the TOD area to include multiple modes—pedestrians, transit, and bikes, in addition to automobile traffic that has guided mobility planning historically. Beginning with the Expo Station at its core, the mobility visioning study explored linkages to connect the station area better with Downtown and with its surrounding neighborhoods. Through a series of eight public workshops and numerous interviews and focus group meetings, the project team has identified mobility issues of primary concern to residents and other stakeholders and outlines multiple projects and programs to address them. The change to consider all of mobility, versus the automobile alone, is a shift in paradigm for the City.

With a desire to stay focused on the results of the TOD Visioning, the Councils priorities, and

to prepare for the future, the Transportation Department underwent a collaborative process to create a vision and mission to help guide this paradigm shift by establishing a set of core values to live by in our journey. Within Culver City, the shift must first begin with the employees, as we continue to engage the public and come up with a future transportation system that solves their mobility challenges and needs.

Culver City Transportation provided employees the opportunity to participate in the creation of the organization's vision and mission. Departmental employees were encouraged to share their ideas and work through conflicting views throughout the process. The conversations were also expanded to include City Council members, executive leadership and both the Community Development and Public Works Departments—both of which are integral to the planning and infrastructure elements impacting transportation. The result is not just the development of vision and mission statements, but a model for how to improve communications across all functional and departmental levels. The model resulted in a set of core values being adopted by over 80% of employees, which will help define our organizational culture as we move forward.

Vision

The vision is the **Why** we are in business and it highlights three essential themes that will be addressed in every decision we make for our transportation future. As we intend to be influencers of change and shift the paradigm for responsible, forward-thinking transportation solutions, we will focus on our vision in these areas.

Rethinking Mobility – Using and growing on the success of our fixed route and paratransit services, how can we expand other public service

transportation options to reduce the demand for automobile ownership? It is the responsibility of the Transportation Department to rethink ways to offer public transportation services and City fleet services with more sustainable modes. It is also the department's responsibility to provide the public with options that will reduce traffic and emissions.

Connecting Community – Although our community starts within the four square miles of Culver City's borders, it extends to all surrounding west side communities of Los Angeles. Our residents and customers, including city service providers, need convenient access to our entire 33-mile service area, as well as improved ways to travel within the City.

Enhancing Quality of Life – The choice (choice is only one of the things we offer that enhances quality of life—for our Culver City customers, dependability and reliability of our maintenance services ensure that they can fulfill their duties to the community) of public transportation services must enhance our residents' life satisfactions, including everything from physical health, family, education, employment, wealth, safety, and security to freedom of beliefs and the environment. Public mobility options connect it all.

Mission

The mission that guides our everyday operation is to provide service daily. Interactions with our customers and our team is **What** we do everyday. Our customers are our residents, employees, and people just passing through—so we must engage them all.

Plan – As the first step toward intentional change, mobility planning requires collaboration to consider all challenges and needs. Within the department, transportation planning will focus on

public transportation services, enhancing fixed route and paratransit services, expanding micro mobility with scooters and bikes, and offering micro transit services. We will plan better ways to move within our limited infrastructure and develop policies that can shape transportation.

Operate – Our team defines world-class service as meeting and exceeding the expectations of our customers with our public transportation services. Our team will listen and engage our customers to understand what is asked for, to continuously improve what we offer, and to recognize that we are the best choice.

Maintain – Assets are required in delivering public transportation and city services and must be maintained in a safe, reliable, sustainable, and environmentally sound condition. Our department maintains and provides fleet equipment for all departments in Culver City to deliver public transportation and other city services.

Values and Behaviors

Our Core Values represent **How** we as an organization will conduct the delivery of world-class service, through our people, and within our chosen culture. The core values are the foundation on which we create the environment that can solve transportation challenges and meet community needs. The core values underlie our work and how we interact with each other through specific behavior. They are safety, communication, kindness, respect, professionalism, and teamwork.

The Transportation Department vision and mission statement and matrix of core values and behaviors are presented on the following pages.

TRANSPORTATION DEPARTMENT VISION AND MISSION STATEMENT



Vision

Rethinking Mobility
Connecting Community
Enhancing Quality of Life

MISSION

We plan, operate and maintain the movement of people to, through and from Culver City
...through our **SERVICE**
...with our **PEOPLE**
...in our **CULTURE**

Culver CITY
Transportation Department
Mobility Planning • CITYBus • Fleet Services

Chapter 2 Governance

VALUES AND BEHAVIORS MATRIX

Value Statement	Service	People	Culture
Safety is first, last, and always in our daily interactions. We will ensure a safe and secure environment for our customers and employees.	We create and maintain a safe work environment. We provide safe rides, routes, equipment, and stops for our customers. We are focused and aware of our surroundings. We are defensive drivers.	We will practice safety first, last, and always. Safety is our top priority, and when we are unsure about the right decision, we choose the option that is safest for our colleagues and customers. We are proactive in preventing accidents and workplace injuries. We look out for each other and our customers.	We prioritize safety and are quick to share, listen to, and address safety concerns, even when it's inconvenient. We listen to colleagues and respect their points of view to create psychological safety. We don't sweep problems under the rug.
We maintain open, honest, and intentional lines of communication , listening before we speak. We engage colleagues and customers because we make better decisions together.	We communicate what we know when we know, provide real-time service information, and strive to educate the public. We seek to understand the public and our customers' concerns and ideas.	We listen before we speak. We follow up and close the loop. We seek out and listen to different viewpoints. We strive for intentional interactions. We listen to the public, our customers, and our colleagues with respect and compassion, even when we disagree.	We are engaging and transparent, open, and honest, and involve others in decision-making processes. We understand that respectful disagreement gives us an opportunity to collaborate and improve.
We will lead with kindness & respect (K&R) , treating customers and colleagues the way we like to be treated. We acknowledge and support each other.	We are kind, compassionate, empathetic, patient, and respectful toward our customers regardless of who they are. We set the tone. We strive to always be helpful. We develop and sustain relationships with customers and colleagues.	We show care and empathy. We are approachable and put people first. We have a positive attitude. We treat people the way we like to be treated at all times, both customers and colleagues. We show respect for ourselves, our job, and others.	We create a hospitable atmosphere where all are respected regardless of differences. We acknowledge each other. We ensure that our customers and colleagues see smiling faces when they walk in the door. We laugh with our colleagues. We are helpful. We make our workplace a safe environment where people can thrive. We respect decisions and direction by others even when we disagree.
We always demonstrate a positive and professional attitude and appearance as we proudly represent Culver City to our customers and community.	We take pride in providing the best experience for our customers. We do it right the first time. We demonstrate integrity in everything we do. We always take the high road with customers. We are polite and patient. We put our best foot forward.	We arrive on time. We are reliable. We maintain a neat and clean appearance. We commit to doing the job well. We show up every day because we know our customers and our colleagues depend on us. We show dedication and persevere: when the job gets hard, we keep pushing forward.	We create and maintain a polite, respectful workplace. We consistently strive to improve. We know that we can depend on one another every day.
Working collaboratively, we support each other through teamwork as we strive toward our vision.	We work together to support our customers. We are all one team serving the people who move to, through, and from Culver City.	We help and support our colleagues. We are willing to work together. We care about our peers and give each other the benefit of the doubt. We assume our colleagues have good intentions even when we disagree with their opinions or actions. We focus on finding solutions together, not placing blame. We are willing to ask for help. We listen actively without becoming defensive.	We support each other. We work in partnership to build and foster relationships because we are in it for the long-term. When our day gets challenging, we know we can depend on our colleagues for support. Our colleagues feel like a family, all working together to be the best.

Culver CITYBUS

CHAPTER 3

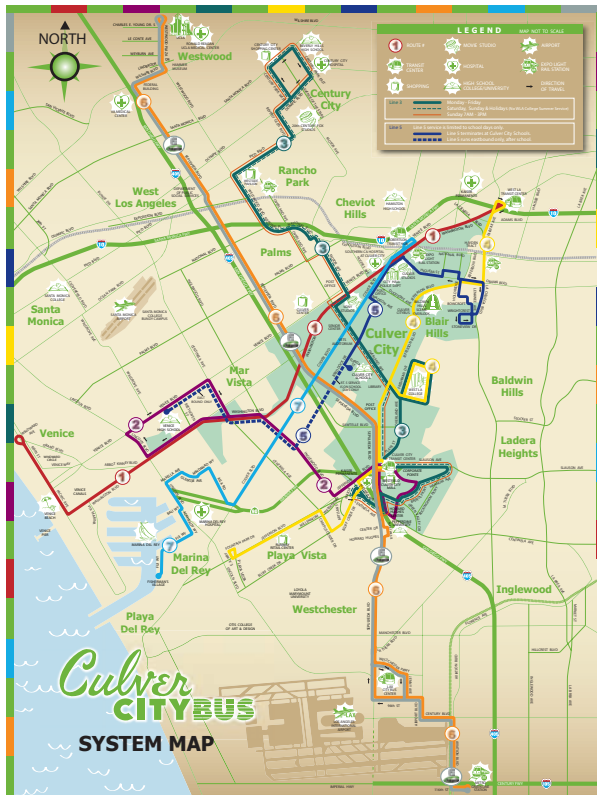
Mobility Services



FIXED ROUTE

Service Area Description

Culver CityBus operates seven fixed-route local bus routes and one Bus Rapid Transit line. Culver CityBus's service area encompasses Culver City and the Los Angeles communities of Century City, Marina del Rey, Mar Vista, Palms, Playa Vista, 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 Ave. to the east, to Venice Beach to the west; Culver CityBus service also connects with the Exposition Light Rail Line (E Line). Culver CityBus's service area encompasses approximately 33 square miles. The population of this area is approximately 342,000. Schedules for each line can be found in Appendix A.2.



See System Map enlargement in Appendix A.2.

Mobility Service Influencers

Since the inception of Culver CityBus service, there have been multiple factors/influencers that have impacts over Culver CityBus service and its improvements over the years. Changes in job density, population, demographics, major destinations/developments, travel patterns, technologies, congestion, and transportation infrastructure have led to more demands on public transportation services and challenges (such as operational delays caused by congestion) to provide such services. In response to the demands and challenges, Culver CityBus has updated its service and expanded its service area to serve more destinations. Three major categories of influencers that contributed to the design of the Culver CityBus transit service today include:

Major Destinations/Developments – Throughout the years, Culver CityBus has expanded its service to include major destinations such as UCLA/ UCLA Medical Center, Veteran’s Administration Building, Westwood Village, Westfield-Century City Shopping Center, West Los Angeles College, Culver City Veteran’s Building, Culver City Senior Center, Downtown Culver City, Sony Studios, Culver/Amazon Studios, Hayden Tract Business District, Venice Beach, Marina del Rey Fisherman’s Wharf, Playa Vista Master Development, Westfield-Culver City Shopping Center, Culver Pointe Business District, Howard Hughes Center, and Los Angeles International Airport. Culver CityBus provides local and long-haul services to these influencers to meet the demands of the public; these influencers enhance the ridership and the productivity of the Culver CityBus service.

Regional Rail Infrastructure – Culver CityBus currently services two rail lines, including the E Line (EXPO) at the Sepulveda Station, Westwood Station, Culver City Station, and

La Cienega Station and the C Line (Green) at the Aviation/LAX Station. Currently, seven of its eight lines connect with these rail lines. These rail lines have significant impacts on travel patterns and pedestrians/active transportation movements within the Culver CityBus service area. Connections to these rail lines improved access and connectivity for Culver City and the public within the Culver CityBus service area to the rest of the region through the regional rail network. These rail lines also led to the increased demands on first and last mile mobility services such as micro transit, which will be discussed in Chapter 4.



Transit Hubs/Connectors – In addition to the rail stations, Culver CityBus also services other major transit hubs, such as LAX CityBus Transit Center, Westfield-Culver City Transit Center, West Los Angeles Transit Center, UCLA/Ackerman Union, and the Robertson Transit Hub. These major transit hubs provide connectivity to other mobility services in the area, further improving the quality of the Culver CityBus service and the overall public transportation network.

Systemwide Performance

System performance measures not only represent industry best practices but are mandated in state law. Public Utilities Code regulations require an independent triennial review of operating costs, passengers carried, and miles and hours operated in revenue service. Culver CityBus monitors service-performance statistics on a monthly basis and uses this data in compiling annual compliance reports at the regional, state, and federal levels. The following statistics reflect Culver CityBus operating performance in FY 2019.

PERFORMANCE DATA: SYSTEMWIDE*

Ridership**	4,600,875
Revenue Miles	1,593,382
Revenue Hours	156,132
Passenger Miles	14,816,546
Passenger per Rev. Mile	2.9
Passenger per Rev. Hour	29.47
Farebox Revenue	\$2,898,552
Operating Expenses	\$21,904,285
Farebox Recovery	13%
Cost per Rev. Mile	\$14
Cost per Rev. Hour	\$140
Cost per Passenger Trip	\$5

**Total system is all days **Source: Automated Passenger Counters*

Individual Route Summaries

The following pages provide individual service descriptions and FY 2019 performance statistics for each route in the Culver CityBus system.

Line 1 - Washington Boulevard

Line 1 (Washington Blvd.) runs east to west from Washington Blvd. and Fairfax Ave. to Venice Beach. This line, operating seven days a week, is the oldest and second most heavily used local bus route in the Culver CityBus system. It serves concentrations of commercial, office, residential, and recreational areas along Washington Blvd. Over the course of its 16 miles of round-trip travel, this line intersects with eight Los Angeles County Metropolitan Transportation Authority (Metro) lines and six Santa Monica Big Blue Bus (BBB) 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 is a key route connecting downtown Culver City and Venice Beach to the E Line at the Culver City Station.

Line 1 serves the concentration of commercial, office, and residential areas along Washington Boulevard. Riders take Line 1 primarily for work, recreation and social activities. Many riders reside in the communities of Del Rey, Mar Vista, West Adams, and West Culver. Since Line 1 intersects with various transit lines, the majority of transfers are made to Metro or Big Blue Bus services. Line 1 is also one of the most productive lines in the system with 35 passengers per revenue hour.

PERFORMANCE DATA: LINE 1*



Ridership**	786,144
Revenue Miles	224,423
Revenue Hours	22,402
Passenger Miles	2,095,412
Passenger per Rev. Mile	4
Passenger per Rev. Hour	35.09
Farebox Revenue	\$495,270
Operating Expenses	\$3,142,848
Farebox Recovery	16%
Cost per Rev. Mile	\$14
Cost per Rev. Hour	\$140
Cost per Passenger Trip	\$4

*Represents weekdays only **Source: Automated Passenger Counters

Line 2 - Inglewood Boulevard

Line 2 (Inglewood Blvd.) is a 9.8-mile round-trip weekday community circulator connecting Washington and Lincoln Blvds. with the Fox Hills Mall and Corporate Pointe. The bus route makes connections with Culver City Lines, Metro, and BBB lines along Inglewood, Venice, Sepulveda, Washington, and Jefferson Blvds. It serves commercial and residential neighborhoods along the route and Venice High School.

During most periods in the day, Line 2 sees the highest boarding and alighting activity at Culver City Transit Center and Venice High School. The productivity is second highest among all bus lines with 29 passengers per revenue hour. Due to service to and from Venice High School, as well several other schools on Inglewood Boulevard, Line 2 serves more students than other bus lines. The ridership peaks in the late afternoon in the eastbound direction, and in the morning in the westbound direction.

PERFORMANCE DATA: LINE 2*



Ridership**	86,908
Revenue Miles	29,986
Revenue Hours	2,967
Passenger Miles	140,295
Passenger per Rev. Mile	3
Passenger per Rev. Hour	29.29
Farebox Revenue	\$54,752
Operating Expenses	\$416,312
Farebox Recovery	13%
Cost per Rev. Mile	\$14
Cost per Rev. Hour	\$140
Cost per Passenger Trip	\$5

*Represents weekdays only **Source: Automated Passenger Counters

Line 3 - Overland Avenue

Line 3 (Overland Ave.) serves Century City, Palms, West Los Angeles College, Fox Hills, and the Corporate Pointe area of Culver City. The route operates 20.6 miles round trip and intersects with Westwood E Line Station, seven Metro bus lines, six BBB lines, and the five other Culver CityBus lines. It is anchored by two major regional shopping centers, Westfield-Culver City Mall and Century City Mall. Besides regional connections and shopping centers, Line 3 also serves Culver City Senior Center in Culver City and Kaiser Permanente in Los Angeles. Work and school are the destination for majority of home-based trips on Line 3. Century City, Fox Hills and West LA College are the trip generators for the service.

PERFORMANCE DATA: LINE 3*



Ridership**	644,889
Revenue Miles	300,155
Revenue Hours	29,378
Passenger Miles	1,419,104
Passenger per Rev. Mile	2
Passenger per Rev. Hour	21.95
Farebox Revenue	\$406,280
Operating Expenses	\$4,121,501
Farebox Recovery	10%
Cost per Rev. Mile	\$14
Cost per Rev. Hour	\$140
Cost per Passenger Trip	\$6

*Represents weekdays only **Source: Automated Passenger Counters

Line 4 - Jefferson Boulevard

Line 4 (Jefferson Boulevard) is a 16.4-mile route providing connections to several transit hubs including Westfield-Culver City Transit Center, West Los Angeles Transit Center, and Expo Line Light Rail La Cienega Station. This line serves key destinations, including West Los Angeles College and the Culver City Park. In December 2015, the line extended service to the Playa Vista community, and it currently runs on weekdays and Saturdays. The route makes connections to Culver CityBus lines along Jefferson Blvd. as well as Metro and BBB bus lines in Playa Vista.

PERFORMANCE DATA: LINE 4*



Ridership**	218,058
Revenue Miles	98,618
Revenue Hours	11,215
Passenger Miles	571,448
Passenger per Rev. Mile	2
Passenger per Rev. Hour	19.44
Farebox Revenue	\$137,377
Operating Expenses	\$1,573,391
Farebox Recovery	9%
Cost per Rev. Mile	\$16
Cost per Rev. Hour	\$140
Cost per Passenger Trip	\$7

*Represents weekdays only **Source: Automated Passenger Counters

Line 5 - Braddock Drive

Line 5 (Braddock Dr.) is a weekday community circulator route that connects Inglewood and Washington Blvds. with Blair Hills via Braddock Dr. Destinations include Culver City Junior and Senior High Schools, downtown Culver City, the Hayden Industrial Tract, and La Cienega Blvd. The route runs 9.7 miles round trip. Line 5 primarily serves students from Venice High school and Culver City schools. The trips are specifically tailored to school schedules, so students can take the bus before and after school.

PERFORMANCE DATA: LINE 5*



Ridership**	16,792
Revenue Miles	3,816
Revenue Hours	379
Passenger Miles	36,363
Passenger per Rev. Mile	4
Passenger per Rev. Hour	44.33
Farebox Revenue	\$10,579
Operating Expenses	\$53,146
Farebox Recovery	20%
Cost per Rev. Mile	\$14
Cost per Rev. Hour	\$140
Cost per Passenger Trip	\$3

*Represents weekdays only **Source: Automated Passenger Counters

Line 6 - Sepulveda Boulevard

Line 6 (Sepulveda Blvd.) runs north and south along the Sepulveda corridor from Westwood and UCLA to the Metro Green Line Station at Aviation Blvd. and Imperial Hwy. It is the most heavily used line in the Culver CityBus system. Line 6 makes connections with Line 1 at Washington Blvd.; Lines 2, 3, and 4 at the Westfield-Culver City Transit Center; Line 5 at Braddock Dr.; and Line 7 at Culver Blvd. The total route length is 26.4 miles round trip. This line has continuously grown during the previous few years, and in January 2002 it was extended from the LAX Transit Center to the Metro Green Line Station, closing a regional gap in service.

Line 6 is one of the most productive bus lines in the Culver CityBus system with 35 passengers per revenue hour. The biggest trip generators are UCLA, Culver City Transit Center, LAX Transit Center and Metro Rail Stations, Sepulveda/Expo Station and Greenline Aviation Station. When LAX and Metro complete the Airport Metro Connector project and Crenshaw Rail Line Project, Line 6 will connect the stations and provide better transfer experience to Culver CityBus riders.

PERFORMANCE DATA: LINE 6*



Ridership**	1,158,501
Revenue Miles	320,461
Revenue Hours	32,645
Passenger Miles	4,027,945
Passenger per Rev. Mile	4
Passenger per Rev. Hour	35.49
Farebox Revenue	\$729,855
Operating Expenses	\$4,579,901
Farebox Recovery	16%
Cost per Rev. Mile	\$14
Cost per Rev. Hour	\$140
Cost per Passenger Trip	\$4

*Represents weekdays only **Source: Automated Passenger Counters

Line R6 - Sepulveda Boulevard Bus Rapid Transit

Rapid 6 (Sepulveda Blvd. Bus Rapid Transit) was implemented in January 4, 2010. The route alignment is similar to Line 6 and travels along the Sepulveda corridor from UCLA through Westwood to the Metro Green Line Aviation Station. It has limited stops at major intersections and does not directly service the Howard Hughes Center and the Westfield-Culver City Transit Center. The total route length is 23.6 miles round trip. Rapid 6 operates during weekday morning and evening peak hours. In September 2016, Rapid 6 service span expanded to midday with 30 minutes headway to improve overall Line 6 efficiency and increase ridership. This Bus Rapid Transit (BRT) line has experienced high ridership, and the enhancement to this route is being considered pending funding availability.

The routing of Rapid 6 is same as Line 6, except that Rapid 6 doesn't go directly into Howard Hughes Center and Culver City Transit Center. It is nearly as productive as Line 6 and has 34 passengers per revenue hour. Same as Line 6, Rapid 6 will connect to Airport Metro Connector and Crenshaw rail station in the future when the new projects are completed.

PERFORMANCE DATA: LINE RAPID 6*



Ridership**	898,681
Revenue Miles	274,963
Revenue Hours	26,369
Passenger Miles	4,056,586
Passenger per Rev. Mile	3
Passenger per Rev. Hour	34.08
Farebox Revenue	\$556,169
Operating Expenses	\$3,699,353
Farebox Recovery	15%
Cost per Rev. Mile	\$13
Cost per Rev. Hour	\$140
Cost per Passenger Trip	\$4

*Represents weekdays only **Source: Automated Passenger Counters

Line 7 - Culver Boulevard

Line 7 (Culver Blvd.) runs primarily along Culver Blvd. and connects downtown Culver City with the Fisherman’s Village in Marina Del Rey. The route runs 14.33 miles round trip. The eastern terminus of Line 7 has been relocated from the Venice/Culver intersection to the Robertson Transit hub at the Robertson/Venice intersection to connect to the Exposition Light Rail Line at the Culver City Station since June 20, 2012.

While Line 7 provides service primarily along Culver Boulevard, from Marina del Rey to Robertson Transit Hub and E Line (Expo) station, the route provides several transfer opportunities with other transit services crossing several major arterials at Sepulveda Blvd, Lincoln Blvd, Centinela Ave and Overland Ave.

PERFORMANCE DATA: LINE 7*



Ridership**	99,521
Revenue Miles	70,724
Revenue Hours	6,520
Passenger Miles	297,685
Passenger per Rev. Mile	1
Passenger per Rev. Hour	15.26
Farebox Revenue	\$62,698
Operating Expenses	\$914,709
Farebox Recovery	7%
Cost per Rev. Mile	\$13
Cost per Rev. Hour	\$140
Cost per Passenger Trip	\$9

*Represents weekdays only **Source: Automated Passenger Counters



DEMAND RESPONSE

Local Dial-A-Ride/Taxi

Culver CityBus offers multiple demand-response options for qualified senior and disabled residents of Culver City. Curb-to-curb shared-ride service is provided by accessible vans Monday through Friday between 8:30 a.m. and 4:15 p.m. with a reservation scheduled at least one day in advance. Qualified participants may also purchase taxi coupon booklets at a discounted rate that may be used for taxi service by Culver City and County residents of Ladera Heights, View Park, and Windsor Hills.

PERFORMANCE DATA: DEMAND RESPONSE

Ridership	7,641
Revenue Miles	17,397
Revenue Hours	2,000
Passengers per Rev. Mile	0.44
Passengers per Rev. Hour	3.82
Farebox Revenue	\$5,921
Operating Expenses	\$303,842
Farebox Recovery	1.9%
Cost per Rev. Mile	\$17
Cost per Rev. Hour	\$152
Cost per Passenger Trip	\$40

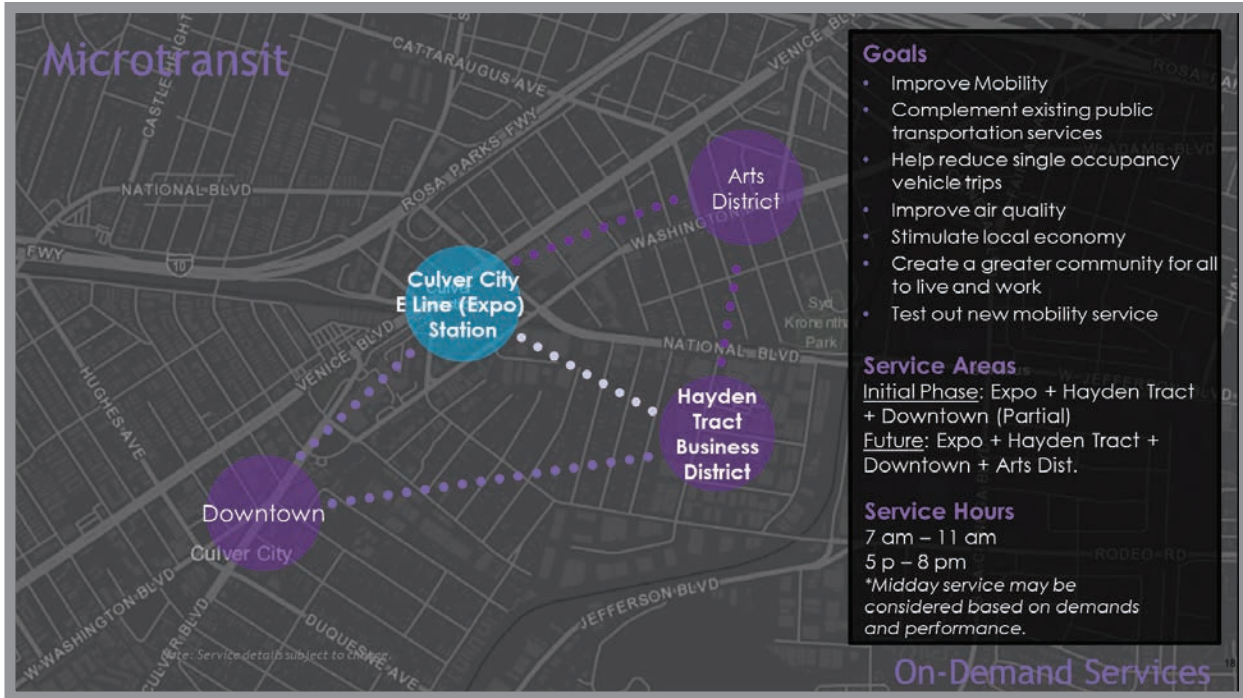
Complementary Paratransit

Culver CityBus, in conjunction with other transit operators in Los Angeles County, has executed an agreement with Access Services, Inc. to provide complementary paratransit service for persons who are unable to use fixed-route transportation due to age, disability, or social or economic disadvantage. As the Consolidated Transportation Services Agency for this region, Access Services is governed by a nine-member board of directors that includes one representative of local municipal transit operations.

Microtransit Service

Culver CityBus is working collaboratively with the private sector and other regional operators to explore opportunities to provide on-demand microtransit service within its service area. Micro transit is an experimental new mobility service that uses cutting-edge technology similar to Uber and Lyft to offer circulation transit service in locations where rail and typical fixed route service may not be an efficient solution. Riders will be picked up and dropped off at designated and conveniently accessible stops within a designated zone, and they would have an option for mobile payment (with regional TAP payment integration) and reliable real-time pick-ups and drop-offs (and mobile ride tracking). This new mobility service will utilize a unique fleet of smaller vehicles with trained operators. This service would be safe, affordable, flexible and convenient, and it may be a viable first-mile to last-mile option to enhance mobility and shift single occupancy vehicle trips to shared rides and public transportation trips.

Starting the project as a pilot program, Culver CityBus will first pilot this new mobility service in a geofenced area that include the E Line (Expo) Culver City Station, Hayden Tract Business District, and Downtown Culver City. The pilot project intends to showcase the use



Microtransit pilot program service area

case for microtransit as a viable and attractive first/last mile option to complement the public transportation trips to/from the Hayden Tract Business District and Downtown Culver City for commuters. Depending on the demand and success of the pilot project, the project may expand its use cases, service hours and/or extend the service area to the entire downtown Culver City and/or the Arts District.

MICROMOBILITY MANAGEMENT

Micromobility refers to short-distance transport, usually less than 5 miles and uses small vehicles such as bikes, e-bikes, and electric scooters, etc. In recent years, communities have observed an increase in shared-use fleets of small vehicles and the public can access these devices through the operators’ mobile applications. These devices are placed on the Public Right-of-Way, particularly around transit stations; they have been part of the first and last-mile mobility options for customers

using the transit system but have also created impacts to users of other transportation modes.

Culver CityBus has been the lead department within the City to develop and implement strategies to regulate the safe and efficient use of micro mobility devices. In 2018, Culver CityBus, in collaboration with other City departments, established the Scooter Share Pilot Program. This program monitors and regulates the private operations of scooter share in the City and evaluates the performance of this new micromobility service. As part of the Scooter Share Program, the Department coordinates with other jurisdictions to promote safe operations of these devices and standardize best practices related to their use. The Department is also working with Public Works Department on the implementation of the Metro bike share program in Culver City and will be responsible for the administration of the bike share program after the program is established.



Electric Scooter Share - Culver City is one of the early adopters of Electric Scooter Share in the United States. Located on the Westside of Los Angeles County, Culver City experienced the first wave of private electric scooter share operation that started in Santa Monica in late 2017. Culver City Leadership acknowledged the potential benefits of this new mobility option as well as its impacts on the existing transportation system and the Public Right-of-Way. As such, City proactively worked to create and execute the Interim Operating Agreement (IOA) with Bird and Lime in Summer 2018. Through the IOA, City set up the rules and requirements on scooter share operation and parking, daily operation monitoring, and vehicles and trips data. The current pilot program is generating, on average, 400 electric scooter trips per day with 165 vehicles daily. Also, on average, electric scooter trips to/through/from Culver City are about 1.31 miles long and last 11-12 mins in general.¹ Data showed that most of the electric scooter trips are near Culver City Downtown area, Expo Culver City Station, Hayden Tract Business District and Washington Blvd (west of I-405 freeway). Culver CityBus is currently preparing for the second pilot with updated program requirements to improve

the operation of scooter share in the City and make Electric Scooter Share a more sustainable mobility option for Culver City.

Bikeshare - The City has been working on implementing a Bike Share system for several years. On September 16, 2019, City Council directed staff to move forward with implementing the Metro Bike Share as it is considered an equitable and reliable service. As Metro Bike Share is currently available at Palms and Culver City Expo Station, Culver City's adoption of Metro Bike Share will allow a convenient and seamless integration with the nearby established Bike Share Stations. Culver CityBus is currently collaborating with City's Public Works Department to plan and install the Metro Bike Share and will be responsible for the administration of the bike share program once it is established.

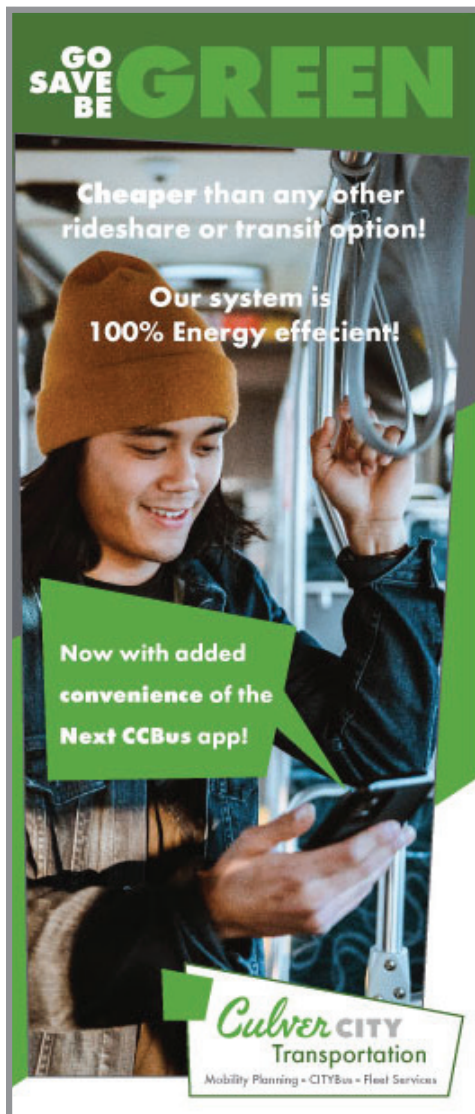
TRANSPORTATION DEMAND MANAGEMENT

Culver City completed a Transit Oriented Development (TOD) visioning session in October 2017, highlighting the need to implement a formalized Transportation Demand Management (TDM) Program. The recommendation suggested a list of TDM strategies be developed and to work with local businesses and developers to educate them on the different strategies. The menu of strategies are designed to reduce traffic congestion on our roadway system. Efficient public transportation is an example of a TDM solution, along with micro transit, ridesharing, and flexible work schedules.

Culver CityBus, working in coordination with the city's Planning and Public Works Departments

¹ Data on Culver City Electric Scooter Share Pilot Program is reported through Populus using MDS data feed since November 14th, 2018. MDS data at the beginning of the pilot and prior to November 14th, 2018 was deemed not accurate by City.

will coordinate programs that are designed to maximize the efficient use of street networks and reduce emissions in and around the city. The steps to be taken are to prepare and adopt a TDM Ordinance, establish a person to manage the program, and develop an education and outreach program to foster mobility mode shifts.



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CHAPTER 4

Strategic Plan



STRATEGIC EFFORTS

The primary purpose of a strategic plan is to connect the vision and mission of the organization to overall goals and to develop a plan to achieve them in a written document. Having drafted a clearly articulated vision (why we are in business) and a mission (what we do every day) as outlined in Chapter 2 of this SRTP, we are now able to develop a strategic plan that will be our roadmap for success. This chapter outlines that roadmap for the rest of this fiscal year and continuing into FY 2020-21. The approach to our strategic plan and resulting projects involves outlining four major strategic efforts and three key business models to accomplish multiple ongoing projects.

The major efforts underway to improve our overall services are categorized in multiple categories and include: a) Comprehensive Mobility Services Plan, b) Transportation Technology and Infrastructure Enhancements, c) Vehicle Electrification, and d) a Ten (10) Year Financial Sustainable Plan. A detailed document of the priorities, goals and objectives is maintained internally to ensure we can operate our day-to-day business and continue to move towards the vision. This written plan includes responsibilities, assignments, due dates and deliverables, so that employees know what must be executed by when.

Comprehensive Mobility Services Plan (CMSP)

Culver City is planning and implementing multiple projects that look at the delivery of public mobility services. As a result, the Transportation Department will create a Comprehensive Mobility Service Plan (CMSP). This plan will expand on the traditional Comprehensive Service Analysis (CSA) planned to review our existing fixed route service, explore the changes in ridership and demand and build a system for the future. This

plan must include other considerations. The first is the role of bus-only lanes in the city. Secondly, the investments being made to expand our public micro transit and micro mobility options will need to fold into the plan and include tools for evaluating performance and exploring new programs. Finally, our team will work within the City to update the existing comprehensive Transportation Demand Management (TDM) ordinance with a program that will incentivize the use of active and mass/shared transportation modes and support and influence public mobility options.



Comprehensive Service Analysis (CSA) – As part of our goal to improve mobility services and create a mobility system of the future, Culver CityBus is conducting a complete analysis of its fixed-route and paratransit system in FY 2021. The CSA will evaluate the impacts of new developments and influencers within the City and the region that will have future impacts on Culver CityBus, including:

- **NextGen Bus Plan** – In 2018, Metro began the process of reimagining and restructuring its bus system to better meet the needs of past, current, and future riders through the NextGen Bus Study. Now in the second phase of the project, the goal of the NextGen Bus Plan is to implement a new bus network that is more relevant, reflective of, and attractive

to the residents of LA County. This redesigned network is aimed to improve service to current customers, attract new customers, and win back past customers. Metro will have a series of public workshops starting February 2020 to showcase and obtain input on its proposed bus line changes and system upgrades and, with Board approval, plans to implement the proposed changes starting in December 2020.

- **Purple Line Extension** - LA Metro is currently constructing an extension to Purple Line subway that will eventually extend into the Culver CityBus service area. The construction is divided into three phases. Phases 1 and 2 are funded primarily by Measure R, the sales tax LA County voters approved in 2008, and with a pair of federal grants. Phase 1 extension from the subway existing terminus at Wilshire/Western in Koreatown to Wilshire/La Cienega is scheduled for completion in 2023. Phase 2 extension to Wilshire/Rodeo in Beverly Hills and Century City is scheduled for completion in 2025. In 2016, voters passed the Measure M sales tax ballot measure, which allowed to accelerate the construction of Phase 3. Phase 3 extension to Westwood/UCLA and VA Hospital is scheduled for completion in 2027.



- **Crenshaw/LAX Transit Project** - Metro’s Crenshaw/LAX Transit Project will extend from the existing Metro Expo Line at Crenshaw/

Exposition and merge with the Metro Green Line at the Aviation/LAX Station on Aviation/ Interstate 105 in El Segundo. The line will travel 8.5 miles serving the cities of Los Angeles, Inglewood, and El Segundo. In addition, Metro is planning a transit station that will connect LAX to the regional rail system. The Airport Metro Connector (AMC) transit station located at Aviation/96th will provide a direct connection to LAX’s future Automated People Mover (APM).

- **LAX Automated People Mover** - In addition to the under-construction Metro Rail projects, another fixed-guideway project is planned: the LAX Automated People Mover (APM). The APM will provide connections between the planned Aviation/Century station on the Crenshaw/LAX Line, the LAX City Bus Center, and the passenger terminals (with three stations located inside the LAX “horseshoe”), as well as a new rental car center to be constructed east of Aviation. As part of the project, both the station area and City Bus Center will be reconfigured as intermodal transportation facilities that will also include parking, pick-up/drop-off access, and potentially remote check-in facilities. Construction on this project began in 2017 and is anticipated to last five to nine years. The current target for service opening is 2023.

The APM, along with Metro’s Crenshaw/LAX Transit project, will change travel patterns in the surrounding area of LAX, as airport passengers and employees will get additional travel options. Culver CityBus Line 6 and Rapid 6 services will be adjusted accordingly to ensure riders have better access to destinations and enhance regional transportation connection.

- **Playa Vista** - Playa Vista is one of the most well-known mixed-use infill developments in Los Angeles. Although not physically located

within Culver City, Playa Vista sits just outside of the Culver City boundary near Culver City Westfield Mall. Because of its scale, the development would induce more vehicular traffic and adversely affect transit operations primarily through the traffic it would 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) and Culver City negotiated mitigation measures. The measures included the purchase of five additional buses, which would be used as followed: two (2) additional vehicles for the local Line 6 service, two (2) buses for the Rapid 6 service, and one (1) remaining bus to be used to operate on an extended Line 4 route with 35–45 minute headways. In addition, PCC funded the net operating and maintenance costs associated with these buses for a period of three years and compensate part of 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 Lincoln Blvd. and Berryman Ave., as well as bus fare

subsidies for residents and employees of Playa Vista for a period of ten years. On December 14, 2015, Culver City Line 4 extended the service to Playa Vista along Jefferson Blvd. and connected riders to La Cienega E Line Rail station, West LA College, West LA Transit Center, and Culver City Westfield Mall.

- **West Los Angeles College** – West Los Angeles College, located in unincorporated LA County, is serviced by Culver CityBus Lines 3 and 4. The College has revised its master plan to accommodate the increase in student enrollment and an expansion of all facilities. Culver CityBus continues to provide service to the college.
- **Hayden Tract Business District (Hayden Tract)** – Hayden Tract is home to media and advertising companies. This vibrant business district is located near the E Line Culver City Station. The area had been experiencing parking shortage issues and heavy congestion. Culver CityBus had previously operated Line 7 service in the area, but the service did not bring satisfactory ridership due to traffic delay and infrequent headway. Despite these challenges, Culver CityBus continues to seek innovative mobility services as complement fixed route services to serve the area.
- **Inglewood Stadium and Entertainment Complex** – The SoFi Stadium, scheduled to open in Inglewood, CA in Summer 2020, will be a major regional activity center that will attract riders from all over southern California. Culver CityBus will work with other LA County transportation providers to coordinate transit services to meet the demand for access to this venue.
- **2028 Summer Olympics** – Preparation for the City of Los Angeles to host this international event will require years of advanced planning,

with a major focus on transportation, as approximately 3 million people are expected to descend on the region. During the CMSA, we will include the ongoing conversation of modernizing our transportation options and consider projects that can be done in advance to support the Olympics.

- **Developments in Culver City** – In the last several years, after the opening of the E Line, Culver City has been evolving rapidly and growing into a significant hub of employment, with numerous developments that bring in or will bring in companies associated with technology, media production, and biotech industries. Big companies like Apple, Amazon Studios, and HBO have moved or have planned to move into Culver City, which will increase the job density in the City and add significant trips to the transportation system. As such, providing convenient mobility services and better mobility management are important strategies to help reduce the impacts to the transportation system.



- **Other Future Influencers** – there are other efforts in the region that, when implemented, may create impacts to the Culver CityBus service. Some of these future influencers include Metro’s Congestion Pricing Study, High-Occupancy Toll Express Lanes, MicroTransit Program, and Twenty-Eight by ’28 accelerated

project delivery (which includes the Sepulveda Transit Corridor Project). These future influences have the potential to further change the transportation landscape within the Culver CityBus service area, and they will be analyzed in the CSA.

The CSA will involve extensive research, data analysis, surveys, focused group engagement, and public outreach; it will conduct line-by-line ridership counts and onboard surveys, assess rider travel patterns, evaluate changes in land use, demographic patterns and transportation demands (origins and destinations), and identify opportunities to improve overall service effectiveness. Furthermore, the study will evaluate existing mobility service network in the project area, identify gaps and deficiencies in services, and explore potential new customers for public mobility services. It will research innovative mobility strategies that can complement public mobility services.

The results of the analyses will provide the state of the Culver CityBus’ system and recommendations to enhance existing transit services, promote multimodal services, and implement innovative mobility services/ partnerships and alternative service delivery models for a diverse and sustainable mobility system of the future. The CSA will further provide a long-range mobility service roadmap, explore funding opportunities for sustainable services, and propose priorities for future infrastructure improvements.

- **Bus-Only Lanes** – As Culver City continues to face congestion challenges and demographic shifts in transit usage, one concept that has gained traction in recent years throughout the public transit space and has potential to greatly improve quality of life for the residents of Culver City are dedicated bus-only lanes. Bus-only lanes

are traffic lanes located in heavily congested corridors that are reserved for exclusive use by transit buses, either for the whole day or during specific periods of time, most often during peak hours of traffic, i.e., 6:00 a.m. to 9:00 am and 3:00 p.m. to 7:00 p.m.



To truly understand the potential impact of dedicated bus-only lanes, one must consider the ability of different types of vehicles to move people through a corridor. Traffic lanes that are open to private automobiles have the capacity to move 600 – 1,600 people per hour, while bus-only lanes have the capacity to move 10,000 – 25,000 people per hour. Thus, dedicated bus-only lanes can potentially move 16 times the amount of people than private automobiles can in the same period of time. Bus-only lanes will also improve service reliability and speed up travel time, thereby making bus service more competitive with car travel and attracting higher levels of ridership. Finally, dedicated bus-only lanes are also one of the cheaper options for improving public transit, as they don't require a great deal of infrastructure investment or planning, with striping, signage and enforcement being the primary cost drivers.

Successful dedicated bus-only lanes have been implemented throughout the country, including New York, San Francisco, and in even in our own backyard of Los Angeles. In LA, a dedicated bus-

only lane along Flower St is currently moving 70 buses per hour.

In Culver City, there are several major corridors for which dedicated bus-only lanes would be studied. These corridors include the Washington Blvd., Sepulveda Blvd., Jefferson Blvd., Culver Blvd., and Overland Ave. The Washington corridor includes Line 1, the Sepulveda Corridor includes Line 6 and Rapid 6, while the Jefferson Corridor includes Line 4. Lines 1 and 6 are the system's most heavily used routes, as well as the most frequent with 15-minute headways (Line 1) and combined/averaged headway of 7 minutes (Line 6) during peak hours. Furthermore, these corridors include some of the largest trip generators and destinations/influencers in the system network, as well as integral connection points with other regional systems including LA Metro and Big Blue Bus.

Bus-Only Lanes will be explored more deeply during the Comprehensive Mobility Service Analysis starting in the Fall of 2020. In the interim, the design of a bus-only lane in our Transit Oriented District – the first area of consideration on Washington Blvd. corridor, will be planned and designed in conjunction with the Expo to Downtown Bicycle Connector Feasibility project.



Expo-Downtown Bicycle Connector - The City of Culver City Public Works department is contracting with a designer to undertake the project management, conceptual design, community consultation, environmental review, and preparation of construction drawings and technical specifications for the Downtown to Expo Class IV Bikeway Project. The Project will establish 1.2 miles of Class IV Bikeway along Culver Boulevard, Washington Boulevard, and South Robertson Boulevard between Helms Avenue and Duquesne Ave. This project will take a holistic approach and draft plans that consider the design to improve our CityBus service and consider elements such as bus stops, new bus circular service with autonomous vehicles and future bus-only lanes.

Microtransit Service - The first pilot project in the E Line (Expo) Culver City Station, Hayden Tract Business District, and Downtown Culver City area is intended to be available for 12-15 months. As part of the pilot project and the CSMP Project, the Department will study the performance of this new mobility service and determine how this new service may be used to restructure the Culver CityBus mobility system and apply toward other areas and use cases within the Culver CityBus mobility system. One other potential future area for micro transit is the area including Westfield-Culver City, Culver Pointe Business District, Fox Hills area, and Playa Vista. Another use case includes the possibility to upgrade the dial-a-ride paratransit service with the micro transit service. The other possibility consideration is to replace the late night, less productive, Culver CityBus fixed-route service with the micro transit service, which will upgrade the quality of service and eliminate the need for transfers.

Micromobility Management - As the micromobility landscape is constantly evolving, the Department has been keeping up with the

current issues and practices to evaluate for incorporation into a permanent program. A permanent program will be proposed toward the end of the second phase of the Scooter Share Program with comprehensive requirements to monitor and regulate micromobility while maximizing the benefits of these mobility services for first and last mile connections to transit. The permanent program will also provide the flexibility for the City to respond to the changes in micromobility. The Department will also work with Public Works Department to implement micromobility hubs in the City, taking into account multiple factors such as multimodal access, scooter share/bike share hot spots, transit ridership, destinations, and other influencers.

Transit Demand Management (TDM) - Transportation Demand Management (TDM) Program uses a combination of policies, strategies, and programmatic measures to drive mode shift away from single-occupancy vehicle (SOV) trips toward alternative travel options, such as walking, biking, transit, ride-sharing and micro-mobilities. The goal is to reduce excess demand for congested roadways and parking and increase the efficient use of the transportation system. A TDM program would define the applicability and program requirements for developers and employers, targets and thresholds, compliance determination methodology, fees, monitoring, and enforcement procedures. The program,



through working with developers and employers, will implement strategies and measures to incentivize the use of alternative modes of transportation and reducing SOV trips.

City's existing TDM Ordinance was established more than 20 years ago. The Department will collaborate with other City Departments to update City's TDM Ordinance and create a robust TDM Program that will incorporate innovative mobility management strategies to help achieve City's mobility goals of improving circulation and reducing traffic congestion. The project will conduct research on TDM best practices and engage with developers, employers, and other stakeholders through the public outreach process. The project will recommend an effective and comprehensive TDM Program, update the TDM Ordinance and provide a roadmap for implementation of other TDM-related recommendation.

Transportation Technology and Infrastructure Enhancements

Technology improvements in the end of FY20 will focus on the completion of the Intelligent Transportation System (ITS) that includes a new CAD-AVL system, a real-time tracking system and traffic signal prioritization. The system provides five-second location polling to provide real-time information to our customers in multiple ways (Web, the new Next CCBus application, Interactive Voice Response, SMS and Email alerts, and solar-powered Bus Stop real-time LED Signs). The ITS project installed bus signal priority systems in all bus corridors within Culver City for faster, more efficient bus operations and real-time travel information for customers. During the coming year, efforts will also be made to improve internal business processes and measuring performance to improve existing fixed route services.

This project also laid the groundwork for other bus improvements that include the movement of radio to Voice over Internet Protocol (VoIP), sharing cellular services for all bus systems and the provision of Public Wi-Fi on all buses will be the next natural steps for FY21. This project also introduced the foundation for the development of a Mobility-as-a-Service (MaaS) application which will encompass and integrates all public mobility services, giving customers a one stop shop for accessing all of their mobility options. Finally, the team will be implementing a new daily scheduling, dispatch, and time-keeping system, which includes the automation of all payroll systems and integration with the City's enterprise resource planning system, Tyler Munis.



Mobility-as-a-Service App – Phase III - With the completion of the installation of the AVL system on the buses, the introduction of Bus Signal Priority, and the Real-time next bus arrival system, the next phase would be to expand the app to include other mobility options. A project and funding will be developed in FY21 to incorporate mobility hubs, bike lanes and interface with micro-mobility public services. The project is in development phase and anticipated to take two to three years.

Radio Voice Over Internet Protocol (VoIP) –

Culver City is drafting plans to replace its current radio system with a VoIP to increase the range and provide better voice quality for the Culver CityBus radio system.

Public Wi-Fi – In an effort to increase ridership, Culver CityBus will provide passengers with access to FREE Wi-Fi on all of its fleet. This would allow passengers to stream videos/music or check emails while on-board thus enhancing their quality of life. Funding will be included in FY21.

Cellular Service Plan – With the expansion of cellular use on the bus with the new CAD/AVL system, and the expansion of new services with the farebox, VoIP, and the start of Public Wi-fi, Culver City will seek to consolidate the cellular system under one plan.

Technology Roadmap – As technology continues to evolve, a Technology steering committee under the direction of the Deputy Transportation Officer will work on designing a technology roadmap to guide the way the organization implements technology projects. This includes the regular review and update of existing technology systems to evolve with the improved systems, thus resulting in a holistic approach to technology systems planning.

Automate Payroll – Payroll for departmental employees will be automated in the next two fiscal years and transferred to Executime – an automated timekeeping and payroll system being used by the City of Culver City.

Daily Scheduling, Dispatch & Timekeeping

– Culver CityBus schedules and operator assignments are created by an outside vendor using GIRO HASTUS. The daily scheduling, dispatching of work assignments, and timekeeping records are created manually.

Culver CityBus is actively seeking an automated software suite that develops route schedules, manages daily operator schedules and availability, track time off accruals while communicating this information to operators via a web-based system.

Vehicle Electrification

The City’s commitment to the environment includes the immediate adoption of a new vehicle electrification policy, which will require long-term planning of our fleet, facilities and infrastructure. Council is also requesting the exploration of full vehicle electrification not only for transit buses, but all vehicles traveling to, through, and from Culver City, including public charging facilities. As a result, the Transportation Department will work in collaboration with the public works department, leading a vehicle electrification team to shape policy and programs for the future.



The vehicle electrification team will be working with several external stakeholders including the Clean Power Alliance, Southern California Edison, the Los Angeles Clean Tech Incubator, and the Southern California Association of Governments. Staff is committed to lessening vehicular emissions from the City’s fleet and beyond. A fleet electrification policy will be drafted to ensure the implementation of an electric fleet that balances our environmental, financial and reliability goals. Each department’s needs will be

balanced with the vehicle market maturity and funds available.

Transit Bus Replacements: Internally, the Transportation Department is committed to procuring and placing into service a proto-type electric transit fleet and to developing a long-term transportation vehicle replacement plan by the end of FY 2021. Further details of the plans are outlined in the Transit Asset Management plan listed later in this chapter.

Vehicle Electric Evolution: The department has begun drafting policy to require all light-duty general service vehicles be replaced with electric vehicles at the end of their useful lives. Annually, all other vehicles scheduled for replacement will be evaluated based on the needs of the division and the maturity of the technology being proposed. The department will seek out any expansion pilot programs for the more immature vehicle technologies.

Facility / Infrastructure Design: Funding has been provided for Phase 2 of a long-term review of the Transportation Facility to understand and develop plans for a complete reorganization of the current bus yard space, including the possible reconstruction of the parking structure and realignment of the ingress and egress locations. The study will also include the installation of the electrical infrastructure required to fuel and maintain an electric vehicle fleet.

Financial Sustainability

In alignment with the City's strategic goal of ensuring long-term financial stability, the Transportation Department is undergoing a major effort to improve the fiscal sustainability and efficiency of the City's transportation funds. The transportation funding comes from both an enterprise fund for transit services and city-wide contributions for fleet services. Due to

the complexity of the transit funding, the funds are currently managed by the department and oversight and internal controls are provided by the City Finance department.

Ten (10) Year Revenue Forecast: The department efforts began in FY20 with a 10-year revenue forecast. The department is now working on drafting a balanced plan for both operating and capital improvements, identifying gaps and securing alternative sources of revenue. Additionally, the Key Performance Indicators are being expanded to include more financial goals.

Transportation Capital Improvement Plan: The transit enterprise capital fund will be forecasted for the next ten years and, in the spirit of transparency, will be folded into the City's Capital Plans.

Asset Management Plan: The Fleet Services Division is assuming responsibility of forecasting the replacement needs of all City departments for fleet and specialized fleet equipment. This includes performing a complete vehicle utilization analysis by the end of FY21.



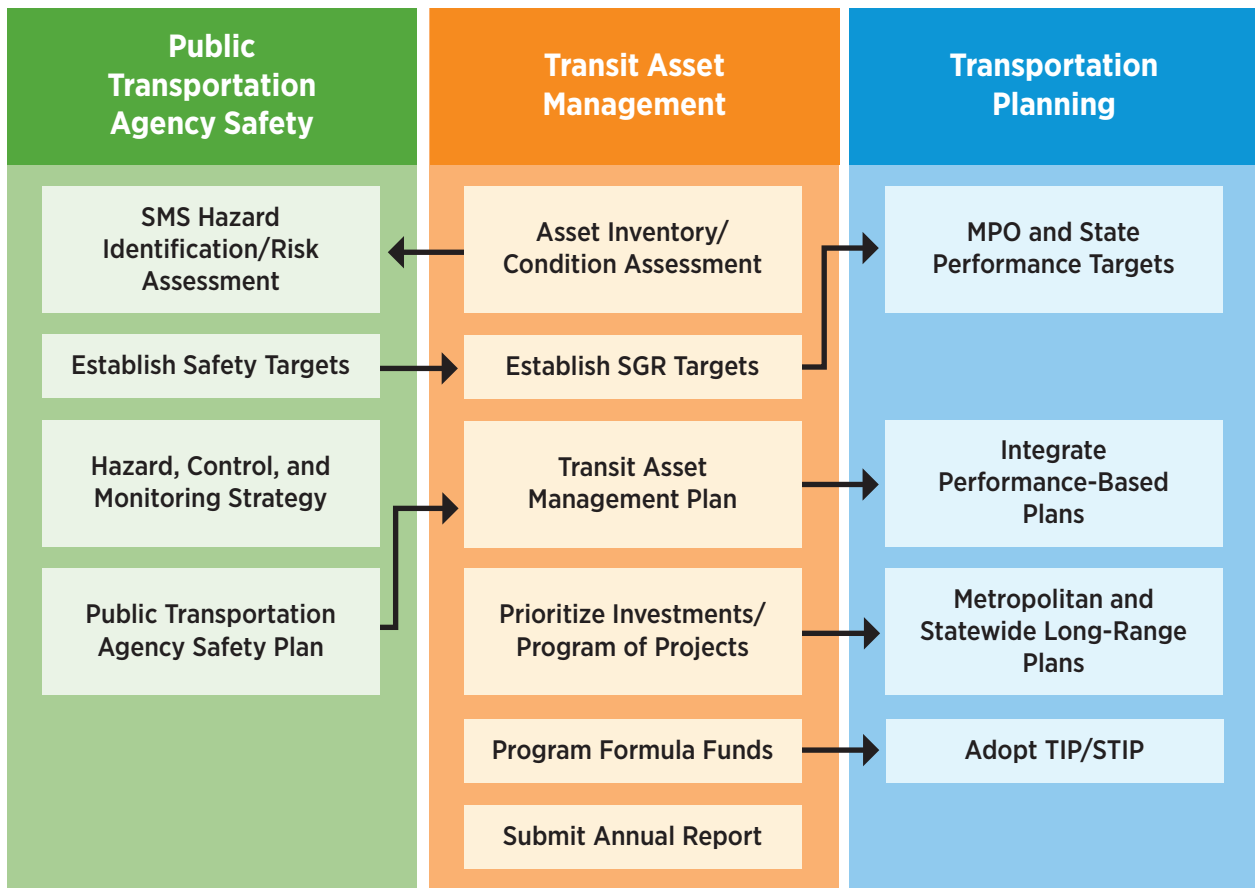
To achieve these numerous project goals and ultimately achieve its vision, the Department will focus its efforts strategically through three key models: 1) performance management, 2) community and employee engagement and 3) project management.

PERFORMANCE MANAGEMENT

A performance management framework is a set of guidelines companies use to facilitate high success levels and measure the effectiveness of operations and employees. These guidelines outline key performance strategies and financial needs for business operations, aligns goals and responsibilities for individuals in the organization, and collects performance data of various functions within the department.

The Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) established a performance management framework to be used by transit providers, MPOs, and State DOTs. They were introduced by MAP-21 in 2016 and continued by the FAST Act through a series of six rules. Each of these rules contain requirements and deadlines that we are required to meet. These rules evolve around Safety, Transit Asset Management and Planning as seen in the graph below.

As a transit provider, Culver City Bus is required to establish a performance management program that includes the three elements. The first is a Safety Management System that not only looks at assets and performance but engages employees at all levels to ensure full integration of a safe system. The second is a comprehensive transit





asset management system that does a regular condition assessment of its assets, establishes targets and prioritizes projects to ensure the safety and efficiency of its operations. And finally, a performance-based planning system that requires regular review of key performance measures and methods to improve service.

Transit Asset Management (TAM)

Culver CityBus is committed to effectively managing its capital assets and maintaining its system in a State of Good Repair to support safe, efficient, and reliable service. Our policy is to promote a culture that supports asset management at all levels of the organization, to employ effective asset management business practices and tools, to ensure optimal asset performance and useful life, and to use timely, quality data to support transparent and cost-effective decision making for resource allocation and asset preservation.

Through a comprehensive transit asset management (TAM) system, Culver CityBus intends to improve system safety and reliability, reduce costs, make better investment decisions, and provide improved service to its customers. These practices are consistently applied within the department, including its management

of other city assets. New capital projects programmed in FY 2020-21 are presented in Table L- 7, Capital Project Summary, located in Appendix A.1

The CityBus program and resulting capital projects are managed in three areas: 1) Transit Fleet, 2) Transportation facilities, and 3) Transportation Infrastructure. In addition to the three, the Transportation department maintains two more areas of focus for Culver City that includes 4) City Vehicles by department, and 5) City Equipment. These two project areas are not included in the SRTP, but can be found within the department strategic plan.

Transit Fleet

Culver CityBus will continue to maintain its fleet in accordance with standards identified in the TAM. Its focus in FY 2020 - 21 will be on electrification of its paratransit and fixed route fleet and the resulting impact to the transportation facilities as a result of electrification. Other revenue vehicle enhancements include farebox replacement, bus tire lease and passenger fall protection system enhancements.

Chapter 4 Strategic Plan

Battery Electric Bus Purchase – Funding will be programmed to replace existing CNG – powered buses with vehicles powered by battery technology. Progress is underway in securing 2 prototype vehicles in early 21 with the remaining 8 buses in the following months. Due to the increased capital outlay required, the department will be working to secure external funding for this differences.

Paratransit Electric Vehicle Purchase – This project will replace paratransit vehicles that have exceeded their useful life with electric technology.

Bus Tire Lease – Culver City recently entered into an agreement with Michelin North America for the lease of tires for the City’s transit bus fleet.

Farebox Replacement – Culver City entered into an agreement with Cubic Transportation System Inc. for the purchase of upgraded TAP Farebox Equipment in conjunction with LA Metro. This project will be completed by the end of FY20.

Transportation Facilities

Maintenance Facility Improvements projects create that will enhance the Department’s fleet maintenance operations include replacement of shop vehicle lifts, security cameras, the existing bus vacuum system, and the installation of a set of level 2 electric vehicle charging stations. Electrification of the Transit Fleet will



also require a review of our current facilities to finalize a plan to accommodate full electrification – including the flow in and out of the facility. Other miscellaneous projects will include a HVAC replacement system and some office renovations and furnishings.

Vehicle Lift Replacement - Culver CityBus plans to replace four of the in-ground vehicle lifts located at the Transportation Facility. These lifts were originally installed when the Facility was first constructed in 1997 and have reached the end of their useful lives. The new lifts will better and more safely allow for the maintenance of a wider variety of City vehicles including low-floor electric buses.

Facility Security Enhancement Project - Culver CityBus will replace security cameras and implement additional facility security measures at the Transportation Facility.

Bus Vacuum System replacement – The Transportation Facility’s bus vacuum system has been in use since the facility was constructed in 1997 and is due for replacement with a newer, more efficient system.

Level 2 Electric Vehicle Charging Stations – Using clean transportation grant funds from the Mobile Source Air Pollution Reduction Review Committee, the installation of ten (10) level 2 charging stations designed for use by Culver CityBus relief and administrative vehicles is underway.

Facility Capacity Enhancement Project – The infrastructure needed to accommodate the full electrification of the bus fleet, is anticipated to require a complete reorganization of the current bus yard space, including the possible destruction/reconstruction of the parking structure and realignment bus ingress and

egress locations. Funding is programmed in FY 20-21 to begin planning and design of this multi-year project.

Facility HVAC Replacement – The existing HVAC system will be replaced to maintain a safe working environment for employees.

Office Renovations and Furnishings – The Department’s strategic focus which integrates the fixed route operation with micro mobility and TDM applications calls for organizational changes that will require additional office capacity at the current facility. Additional renovations will include modifications to its offices and training areas to create more collaborative meeting and training space.

Transportation Infrastructure

In 2017, Culver City completed a Transit Oriented Development study that highlighted the need to expand public mobility services, offering alternatives to the Single Occupancy Vehicle. With this in mind, the city has adopted a Complete Streets policy to promote healthy and sustainable mobility for Culver City residents and visitors by providing safe, convenient, and comfortable access to destinations throughout the City by walking, bicycling, transit, and autos. The concept of Complete Streets encompasses many approaches to planning, designing and operating roadways and rights of way with all users in mind to make the transportation network safer and more efficient.

Culver City Transportation Department is working closely with the City Public Works as a member of the City’s Complete Street Committee to review the transportation infrastructure to include new pedestrian paths, bike ways, bus only lanes, and traffic moving technology. Multiple projects within the transportation department will look at improving the overall

transportation infrastructure. Funding has been designated in both Capital and Operating projects to make this happen.

Bus Stop Improvements Phase 2 - These improvements include the replacement of older furnishings and needed sidewalk and roadway improvements. Culver CityBus has completed Phase 1 and secured funding for Phase 2 of this project in FY 20-21 to maintain safe and inviting bus stops throughout its system.

Comprehensive Bus Stop Management – As part of the Bus Stop Improvements, the Transportation Department is performing a comprehensive review of our bus stops, establishing a new bus stop tracking system and will integrate the system into our Asset Management System (Assetworks).

Expo to Downtown Corridor connection – Plans are underway to design and build a connection corridor between the Culver City Metro Expo station and downtown. Under consideration are the pedestrian pathways, a two-way protected bike lane, and a transit corridor. The transit corridor design will consider multiple options including bus / micro transit lanes and circular fixed service using autonomous vehicles.

Mobility Hub - Culver City is expanding its CityBus brand into a broader public mobility theme and will use the Bus Stop Improvement Phase 2 of this project to unify public mobility services, to be labeled Mobility Hubs.

Safety Management System (SMS)

Pursuant to the Federal Transit Administration (FTA), Culver CityBus, as a recipient of Section 5307 federal capital funds is required to certify that it has a Safety Management System (SMS) plan by July 20, 2020. The SMS approach is designed to transition from a regulatory approach

to a more proactive risk management approach to enhancing public transportation safety. Culver City is in progress of completing its SMS program.

Culver City's SMS will include four components: **Safety Management Policy** - This element will define accountability and responsibility of policy leaders and executive management through a written commitment to the development and implementation of organizational structures and resources to sustain the management of an SMS.

Safety Risk Management - This component consists of the processes, activities, and tools necessary to assess safety risks and determine if an agency has taken appropriate precautions to minimize harm or if further mitigations are necessary.

Safety Assurance - This process includes addresses performance monitoring and data analysis to ensure that the SMS is effective in meeting an agency's safety objectives and performance targets.

Safety Promotion - Ensuring that the organization's commitment to safety is communicated throughout the agency and that the appropriate training is provided to all employees in order to perform their jobs with the highest regard for safety.

The development of the Culver CityBus SMS will be led by the Department's Training and Safety Coordinator under the guidance of the Transportation Safety Management team. The SMS team include the Operations and Fleet Services Managers to ensure the involvement of all aspects of its operation, the Deputy Transportation Officer and is led by the Chief Transportation Officer.

COMMUNITY AND EMPLOYEE ENGAGEMENT

Effective communication is an integral part of a well-constructed strategy for driving community and employee engagement. Timely and effective communication, delivered through appropriate multiple channels, offers leadership the opportunity to demonstrate honesty, empathy, and a strategic plan. It provides managers and employees with the facts they need and information about how they can help. It provides our community a better understanding on the services we provide and opportunity to provide feedback for improvement. Two-way communication that builds relationship will be crucial in both employee and community engagement.

Major efforts to engage the community and employee engagement are underway with the creation of a new vision and mission and will continue in the coming years. With the investments being made in Transportation to reflect the community in the public mobility services, engagement with our community is key so we are implementing new outreach methods and focus groups. Additionally, the employees' input is key and with the establishment of new Employee committees and task groups, we will make positive changes together.

Community Engagement

External communications help support the use of public transportation services and enhance our image. As a transit agency, it is critical for us to secure public involvement to get the word out about upcoming initiatives and changes to our services. This requires us to have a dedicated marketing and customer service plan. We also need to expand our communication to the broader Culver City community as we consider expanding services, increasing ridership and offering other public mobility services.

Chapter 4 Strategic Plan**Marketing**

Engagement starts with outreach and sharing our existing services with the community to support the image of public transportation and to attract new riders. Our first element of our community engagement evolves around our marketing and public relations program. Through these programs, we will create opportunities to strengthen strategic public and private stakeholder partnerships. Plans will include educational programs, general market outreach, social media development, incentive programs and recruitment.

Staff is in the process of developing plans to allow for an increased marketing footprint that will allow for an expanded Public Relations program as well as opportunities to strengthen public and private stakeholder partnerships. Some of the goals of our marketing efforts will extend to:

- *Increase Awareness and Enhance Image of Bus and public mobility services*
- *Educate Gatekeepers*
- *Promote Ridership among High Potential Targets*
- *Encourage new riders to try transit through a combination of community wide communications and targeted marketing focused on key potential rider segments, such as our high student population.*

Within our marketing element, we will use various marketing strategies to also influence and shift the paradigm of our community to understand mobility and their abilities to influence traffic and emissions. We will use multiple methods to educate the public on our existing and expanding services.

Enhance Ease of Use - An identified barrier to transit use is that it requires thinking it is much

harder than driving or asking someone for a ride. To overcome this barrier, Culver CityBus needs to make transit easy to understand. This begins with creating a structure that is clear and navigable. That effort is top priority for the marketing plan.

Real Time Information / Transit App / Trip

Planner - Increasingly, a high percentage of the population carries a cell phone. Community is familiar with how to use a trip planner. In FY20, Culver CityBus is implementing Next CCBus - a real time information system. This application is being designed for smart phones to help user plan a trip in the Los Angeles area. The city has plans to expand this app to provide integrate all of its other public mobility services such as micro transit and micro mobility services.

Printed Information - We will continue to provide information through our printed materials, including brochures, take-ones, internal bus advertising.

Website - with a dedicated site for Culver CityBus, efforts will be made in the next two fiscal years to expand the site to include more information on other public mobility services.

Bus Stop Signage - In FY20, all bus stop signs are being updated with a new design to include information on how to access real-time information, as well as improve our interactions with our customers.

Expand the Brand - Culver City will capitalize on the recognition of its unique brand for CityBus and expand to include other public mobility services.

Employer Partnership Programs - With the goal of expanding Transit Development Programs, Culver City Transportation will be working closely with employers in the city to assist

with development of programs that encourage mobility alternatives outside of the single occupancy vehicles.

Stakeholder Relationships – We will continue to build and grow our relationships with key stakeholders throughout Culver City, such as Culver City Unified School District, UCLA, West LA College, Venice High School, CC Parks & Rec, and the Senior Center. Unique programs include educational programs and participation in mobility and sustainability programs that align with our goals.

Customer Service

Culver City is committed to providing safe, reliable, courteous, accessible and user-friendly service to its customers. To ensure quality and fairness, our employees are trained to be consistent in delivery of that service based on our core values. We specifically call out the element of service and define behaviors expected.

In order to build on our service, we need to ensure we engage our customer and maintain a process for two-way communication, that allows an opportunity for the customer to share their commendations or concerns and for us to be able to respond and close the loop. Closing that loop also requires us to act upon these comments, ensuring commendation and concerns



are delivered to the employee and if training is required, that it is delivered. In FY21, Culver City will undertake a major effort to revamp and streamline our process, ensuring we are able to collect all customer concerns in one common database, they are all responded to and that resulting actions occur and are documented.



Public Participation Process

Community engagement is essential to achieving an effective outcome to our changes in service and as we introduce new public mobility services or seek changes in the transportation infrastructure.

Over the next two fiscal years, it will be critical to engage our community and seek their input through a public participation process as we implement the Comprehensive Service Analysis (CSA). The CSA will be changing the foundation of our public mobility service, our fixed route system.

The development of a Mobility-as-a-Service Application, a single application that provides access to all mobility services, is starting in FY20 with the introduction of the Next CCBus. Culver City will seek the input of our customers in its design, promotion, and tutorials for the new smart phone application. We recognize that it must be designed to be user friendly and have the elements the customer expects. We recognize that we must promote and make people aware of

the product. We recognize that we need to have online tutorials to answer the questions on how to use, as they are asked.

There are numerous multilayered projects that will require the input from our community, especially those projects that are introducing new services. The process for involving community members in all of our multilayered projects include:

- *Public Outreach Engagement Plan*
- *Statistically- valid marketing approach for conducting focus groups*
- *A public website dedicated for the CSA and other critical projects*
- *A strategy for conducting public surveys*
- *Presentations at City Council subcommittee meetings*
- *Community meetings*
- *Focus Groups*
- *A formal public hearing on service alternatives and recommendations*

Employee Engagement

The leadership team is committed to first and foremost recognize the need for engaging all employees during these changing times. We recognize that together we are stronger in facing opportunities as a team. In order to engage employees, the leadership has created three priorities: 1) Centering on Common Goals, 2) Working Together, and 3) Communication.

Centering on Common Goals

The first priority in employee engagement is to build a common purpose for all employees around our vision, mission and core values. In Chapter 2 of the SRTP, the process for the development and an explanation of our Vision, Mission and Core Values is documented. Culver Cities Transportation Department's vision will be communicated regularly to stay present

and familiar to employees. It is now posted throughout the campus and needs to be part of our ever day messaging.

The vision needs to be real and become personal to employees. Additionally, as we communicate the challenges that we agree on, we should relate those items back to our vision. Staff should be referencing our work and challenges as movement towards our vision.

The mission is our daily work we do to meet public mobility service each day. Our interactions with our customers and our team. The themes and message in our daily mission will emphasize our strategic effort of increasing ridership.

Core values are the foundation on how we work and interact with each other. As we live the core values (what we as an organization will value), we can be on common ground by following the examples of agreed upon behaviors in defining our service, our people and our culture. Behaviors are the individual contributions that we all do as we deliver the core values. This is the basis of supporting each other and coaching each other as we work together towards our mission and vision. See chapter 2 for the listing of Core Values and Behaviors.

Working Together

The Culver City Transportation Core Value of teamwork is the basis for our second priority in employee engagement. We are committed to the process of working together to collaboratively solve the priorities that will improve our service, culture and people by actively soliciting employee feedback, generating ideas, and making recommendations through committees and task forces.

A committee is a permanent CC team that is dealing with the ongoing operational issues. In

FY20, three committees are active, and they include 1) Safety Transit Services, 2) Safety Campus, and 3) Employee Engagement.

A task force is a temporary ad-hoc committee created to solve specific challenges such as the SmartBus task force – a group of employee’s setup to provide direct input and feedback for the implementation of the new system and the Vision Mission task force – a group of employees that helped establish our current Vision, Mission and Core Values.

A process has been established is available to create committees on an as needed basis, empowering frontline workers and supervisors to solve challenges that we see as a priority. Through engagement, this will increase the transparency of the challenges and ultimately better the work experiences of our team.

Communicating

Another Core Value of the Culver City Transportation department is to maintain open lines of communication, recognized as an essential priority for of employee engagement. The leadership team is committed to share what the leadership team, committees and task forces are doing to address the department’s priorities. The leadership team will regular publish a status of all departmental goals and priorities, and each committee will publicize its goals, members, meeting times, and the minutes of their meetings outlining things considered and recommendations.

In addition to traditional methods of employee communication (i.e. printed bulletins, safety meetings, training ec..), the leadership team has developed a series of projects for the upcoming fiscal years to enhance our employee engagement opportunities.

Real-time Electronic Employee Communication

Portal – A real-time portal will be developed to provide easier access of all publicly shared information with our employees, including employee kiosks and an intra application for our employees to access information via their phones or computers.

Electronic Bulletins – Bulletins are a normal source of information for all transit agencies and Culver City classifies them into three groups: a) Informational, b) Procedural, and c) Detour. These bulletins reside on a sharepoint site for all employees to access and simple posts / tweets of the new bulletins will be displayed in a new electronic bulletin board throughout campus.

Committee App - The second recommendation involves the rollout and sharing of the committee work. Staff will place an app icon on the Employee portal that provides access to all employees to a “shared site” to open up a listing of the active committees and task forces. Each team will display the name, the lead, the purpose, committee/task force terms, meeting schedule and all members of the team. Additionally, a hyperlink button will be included to show the next meeting date (linking to the agenda) and a hyperlink button for the past agendas and minutes.

PROJECT MANAGEMENT

Project management will be the key to successfully implementing the Culver CityBus planning, operating, and capital programs as well as the business process changes discussed throughout this chapter. Each one of the projects identified throughout this chapter of the SRTP are maintained on an active Goals and Objectives list and are prioritized by the leadership team, with input from our various stakeholders. The prioritized goals and objectives identify the project lead, a short summary of scope, key

milestone dates, stakeholders, budget, and risks to be managed. All active projects are updated monthly by the project lead.

The project team approach is the model that will be used for major capital acquisitions and programs. For most projects, oversight will be conducted by management staff.

For all programs, the Chief Transportation Officer, in coordination with the leadership team, will assign the appropriate staff member to lead and/or support project activities. The CTO and project manager will also identify other divisions within the department or other departments or outside agencies to be involved.

Designated project managers is responsible to plan, organize and control a project through its project life-cycle. They will define the project scope, develop project budgets (with the assistance of independent cost estimates), develop the project timeline and define the quality expected to be successful. In Summary, the project manager is responsible for:

- *Define and Modify Project Scope as required*
- *Develop Project Budgets and Milestones*
- *Preparing and maintaining project schedules and timelines*
- *Scheduling project meetings and preparing meeting agendas, minutes and notes*
- *Preparing and reviewing Requests for Proposals*
- *Prepare Independent Cost Estimates*
- *Establishing and conducting the process for evaluating proposals*
- *Budget tracking and cost estimation*
- *Maintaining a Project Risk Log*
- *Monthly, quarterly and annual progress reporting*
- *Site visits and project inspections*
- *Final sign off upon project completion*

A quarterly project management review is held with the full leadership team to discuss the status of every project and discuss any critical projects that are compromised in scope, budget, timeline or quality. At this quarterly project meeting, the project manager submits a written summary of the project to be reviewed. This report information is used for external reporting. Annually, the leadership team will update its project list and priorities to ensure they are in alignment with the vision of the organization.

In summary, the agency will strive to implement strong Project Portfolio management (PPfM) principles. Project Portfolio Management allows senior management to coordinate the implementation of various interrelated projects in order to ensure that they align with the organization's strategies, goals, and objectives. Project Portfolio management takes a holistic approach to monitoring and evaluating all ongoing projects as well as the identification of their interrelated dependencies. By closely monitoring the progress of ongoing projects, senior leadership has a clearer picture of a project's return on investment and are therefore in a better position to revisit project prioritization if need be. This dynamic process makes the organization more flexible by allowing it to readily adapt to changing assumptions and constantly evolving circumstances.

Another goal of portfolio management is to ensure that projects are done right. The leadership team is committed to ensuring that individual project managers are adhering to healthy project management techniques. This will include regular and consistent monitoring, as well as auditing of project documents and processes.

Culver CITY BUS

CHAPTER 5 *Funding*



FUNDING SOURCES

The Transportation Department operates three divisions, Transit Operations, City Fleet Services, and Transportation Administrative Services. Culver CityBus is an enterprise fund of the City of Culver City and is financed from system-generated operating revenues and dedicated transit subsidies from local, state, county, and federal sources. CityBus delivers public-mobility services that include fixed route, on-demand (paratransit, microtransit), and micromobility services (scooter share and bike share).

LOCAL FUNDS**Farebox**

Passenger fares include cash, prepaid fares from EZ transit pass and TAP card sales, Access Services, UCLA BruinGo and U-Pass program reimbursements, Low Income Fare is Easy (LIFE) program passes, token revenue, and interagency transfer purchases. Farebox revenue accounted for approximately \$2.9 million in FY 2019. Under state regulations, a transit agency is required to recover a minimum of 20% of its operating expenses from farebox and other local revenue sources. Under the existing fare structure, presented in Appendix A.1, approximately 12% of the CityBus operating expenses were recovered from passenger fares. To meet the farebox recovery requirement, Culver CityBus reports other locally generated revenues available to the department.

Other Local Revenues

Transit Bus Advertising Revenue – Culver CityBus partners with other area transit agencies in a joint concessionaire’s contract to sell advertisements on its buses. In FY 2019, this effort generated approximately \$238,000. These and other concession revenues are reported as auxiliary transportation revenues.



Non-transportation Revenue – A percentage of the Transportation facility is utilized by the City’s Finance Department to warehouse Purchasing inventory. Culver CityBus receives a lease payment for that portion of the building used for the Purchasing warehouse. Income that is unrelated to transit operations, such as interest earnings, is recorded as non-transportation revenues. In FY 2019, the Transportation Department generated approximately \$300,000 from this source.

EIR Transit Mitigation Funds – During planning and construction of transit-oriented and other developments that occur along the Culver CityBus routes and service-provision corridors, agreements have been made to mitigate associated congestion through development fees. Funds may be used for bus purchases, expanded or enhanced service, or specialized mobility options and transit operations such as scooter share, bike share, and microtransit programs. In FY 2019, approximately \$486,000 in EIR mitigation funds were used for transit operations.

Transit Demand Management (TDM) – Culver City is updating its TDM ordinance and will establish a comprehensive TDM program that will address and alleviate the transportation impact that accompanies new developments and businesses. This is a potential new source of funding that has been outlined by Culver City’s

Chapter 5 Funding

TOD Visioning plan in 2017 for the Transportation Department to incorporate new TDM strategies to encourage, facilitate, and promote the use of alternative mobility modes to mitigate the mobility challenges within the city. These strategies will incorporate programs and policies to reduce demand for single-occupancy vehicle trips increasing demand for other options. Any funds/fees generated from this program are to be cycled into oversight, public-mobility services, and infrastructure.

Local Return Funds – There are currently four countywide sales taxes generated in Los Angeles County that are dedicated for transportation purposes. Each of these taxes has a proportion of its receipts allocated directly to each of the 88 cities, based on their respective population. The cities control the use of these funds for the purposes established by county voters.

- *Proposition A Local Return* – The ½ percent sales tax that received voter approval in 1980 allocates 25% of its revenue to cities. Cities that operate municipal transit systems are required to distribute at least 25% of their allocation to the transit system for operations.
- *Proposition C Local Return* – Twenty percent of total Prop C sales tax receipts are distributed to cities for use as local monies. These funds may be used for either capital or operating purposes as well as other transit and transportation-related projects for the city, such as the Dial-A-Ride program for senior citizens and the city’s Employee Commute Reduction Program (Rideshare).
- *Measure R Local Return* – The sales tax measure designates 15% of receipts to be allocated to cities for local transportation purposes. Measure R Local Return funds are used by the Transportation Department

for operations as well as by the city’s Public Works Department for road improvements.

- *Measure M Local Return* – The sales tax measure designates 17% of receipts to be allocated to cities for local transportation purposes. These funds are currently being allocated for the public bike share program and infrastructure within Culver City.

Low Carbon Fuel Standard Credit (LCFS)

Funding – The Culver City Transportation Department operates the city’s Renewable Compressed Natural Gas refueling station that services all city vehicles running on CNG. The city has contracted with Clean Energy for the purchase of renewable natural gas and the management of the city’s Low Carbon Fuel Standard (LCFS) credit program under California Assembly Bill 32. In turn, Culver City receives funds commensurate with the low carbon fuel credits associated with the renewable natural gas used to operate our clean fleet. These credits are also given for the use of electricity and will be pursued as we move toward our goal of electrifying our fleet.

COUNTYWIDE FUNDS

The remainder of countywide sales tax receipts from Propositions A and C and Measures R and M are distributed by Los Angeles Metro for transportation purposes. The distribution methods vary for each sales tax measure.

Proposition A 40% - Discretionary

A portion of transit funds from Proposition A (40%) are allocated to Metro and are shared with the municipal operators pursuant to the Formula Allocation Procedure (FAP) that was established in the 1980s. Funds not expended within three years of allocation are returned to Metro for redistribution through the formula. These funds

are used to subsidize fixed route operating expenses.

Prop A Incentive Funds – Five percent of the Proposition A 40% fund is allocated to local paratransit projects and programs in Los Angeles County subregional areas. Culver CityBus uses these funds toward 25% of the costs for the Dial-A-Ride program.

Proposition C 40%

Forty percent of the Proposition C revenue is used to improve and expand rail and bus transit services in Los Angeles County. These funds have been allocated to municipal operators on a programmatic basis, with annual increases in accordance with the Consumer Price Index. Culver CityBus receives an allocation of Prop C 40% funds for the following programs:

Foothill Transit Mitigation – This program was established to mitigate the impact of designating the San Gabriel Valley Transportation Zone (now Foothill Transit) as an included municipal operator.

Transit Service Expansion – This program provided funding for municipal operators to add new services within its operating area.

Bus Service Improvement Program – This program was developed to fund additional service on existing lines to reduce overcrowding.

Municipal Operator Service Improvement Program (MOSIP) – This program was approved to provide parity in funding with Metro, who was required to make substantial increases in service resulting from a federal Consent Decree. The program originally provided municipal operators with \$15 million in capital and operating funds to meet the needs of its transit-dependent population and to reduce overcrowding.

Prop C 5% - Security – Ninety percent of these funds are allocated by formula, based on ridership, to Metro and municipal operators for transit security.

Measure R

Measure R is a ½-cent sales tax approved by voters in November 2008 for Los Angeles County that finances new transportation projects and programs. The tax took effect in July 2009 and is effective for 30 years. Culver CityBus receives Measure R 20% funds to subsidize its bus operations.

Measure R “Clean Fuel” – Capital Facilities and Rolling Stock capital funds for alternative fuel-related projects are allocated every other year.

Measure M

Los Angeles County recently approved Measure M in November 2016 to support capital public transit projects and transit operations in the county as well as street and sidewalk repairs and new bike paths. Measure M is a ½-cent sales tax and a continuation of Measure R, which will expire in 2039. This sales tax measure will continue until the public votes to modify or end it. The Transportation Department receives an allocation of Measure M 20% funds pursuant to the regional Formula Allocation Procedure (FAP) distribution method.

STATE FUNDS

Much of Culver City Transportation Department’s state funding is based on sales and gas tax collections, with revenue sources based on Metro’s annual estimates.

Transportation Development Act (TDA)

There are two types of funding programs available through the Transportation Development Act (TDA). They include the Local

Transportation Fund (LTF) and the State Transit Assistance (STA)

Local Transportation Fund (LTF) – The LTF portion of the State of California Transit Development Act funding is derived from a ¼-cent general sales tax. These funds are allocated to each county according to population. Transit operators are then allocated funds by formula, which 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 the agency can show these funds pass an efficiency calculation. Otherwise, these dollars can be used for capital purposes. The amount of STA funds available for each fiscal year is based on Metro estimates.

Prop 1B - Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA)

The Public Transportation Modernization, Improvement, and Service Enhancement Account Program (PTMISEA) was created by Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Of the \$19.925 billion available

to Transportation, \$3.6 billion was allocated through PTMISEA to transit operators over a ten-year period. PTMISEA funds may be used for transit rehabilitation, safety or modernization improvements, capital service enhancements or expansions, new capital projects, bus rapid transit improvements, rolling stock (buses and rail cars) procurement, rehabilitation, or replacement. Culver City Transportation Department has used its allocation for CNG bus purchases and is utilizing the remaining funds toward the purchase of equipment associated with the Real-time Bus Information System Project and the Bus Signal Priority Project.

Prop 1B Security funds are also allocated through PTMISEA. The Department has applied these transit security resources to bus surveillance cameras and facility security improvement projects.

Metro Prop 1B Bridge and Prop 1B Security Bridge Funds – These funds are provided by Los Angeles Metro to regional municipal operators to bridge the gap between the State’s allocation and Metro’s FAP allocation for Prop 1B funds.

Senate Bill 1 (SB1) – State Transit Assistance (STA) and State of Good Repair (SGR)

In 2017, the State of California passed SB1, the Road Repair & Accountability Act. This legislative package invests billions of dollars over a ten-year period to repair aging infrastructure as well as put more funds toward transit and safety. Culver CityBus applies its allocated share of this funding toward its transit operations and utilizes its SGR portion toward preventive maintenance on both the transit fleet and the transportation facility.

California State Cap and Trade Funds – Low Carbon Transit Operations Program (LCTOP)

In 2014, the State of California established this carbon-emission program, which allocates funds to public transportation agencies throughout California for operations that reduce greenhouse gas emissions. Los Angeles Metro allows regional agencies to “swap” these funds with Metro in exchange for state TDA Article 4 operating funds in order to streamline the funding process for transit operations.

FEDERAL FUNDS

The Fixing America’s Surface Transportation (FAST) Act is a five-year Surface Transportation Authorization Bill that was signed into law by former president Obama on Dec. 4, 2015, and expires in 2020. As a designated recipient of federal grant funds, Culver City Transportation Department receives an annual formula allocation of FTA 5307 Urbanized Formula Program capital funds through Metro’s Capital Allocation Procedure. The Transportation Department is also eligible to receive funds under the federal Section 5339 Bus and Bus Facilities Program; however, these funds are exchanged for Metro 5307 dollars, which keeps federal grants for capital grants more streamlined and more efficient to administer.

ALLOCATION METHODS

The processes by which funding sources are distributed are complicated. Los Angeles Metro is generally responsible for allocating transportation funds to cities, municipal systems, and other regional partners. Culver CityBus receives most of its subsidy funding through the following allocation methods:

The Formula Allocation Procedure (FAP) is used to allocate most funds distributed by formula, which includes:

- *Transportation Development Act, LTF Article 4*
- *State Transit Assistance*
- *Proposition A 40%*
- *Measure R 20%*
- *Measure M 20%*
- *Municipal Operators Service Improvement Program (MOSIP)*

The FAP calculation is based on service miles (50%) and fare units (50%) with a state-mandated limit on the percentage of funding that can be allocated to paratransit operations.

Federal funds are allocated using a Capital Allocation Procedure (CAP) based on service miles and fleet size.

Discretionary programs do not use a formula basis of allocation. Funding amounts are set at the time of application approval and continuing programs are increased annually by CPI. Most of the Proposition C programs are funded in this manner, including:

- *Foothill Transit Mitigation*
- *Transit Service Expansion*
- *Bus Service Improvement Program*
Overcrowding Relief

Prop C 5% Security funding uses a ridership-based allocation method to distribute funding for safety and security programs for transit systems.

Culver CITYBUS

CHAPTER 6

Regulatory Requirements



REGULATORY COMPLIANCE

Culver CityBus complies with all federal and state regulatory requirements in order to remain eligible to receive transportation funding.

FEDERAL TRANSIT ADMINISTRATION TRIENNIAL REVIEW

The FTA Triennial Review (TR) is mandated pursuant to 49 U.S.C. Sect. 5307 (h)(2), related to the administration of Section 5307 capital funding assistance. Culver CityBus's most recent FTA Triennial Review was completed in FY 2017. The next review will be conducted in 2020 for the fiscal years 2017, 2018, and 2019. The triennial review will cover a range of management activities that primarily include financial management and capacity, technical capacity, transit asset management, procurement, civil rights, and drug-free work environment.

Financial Management and Capacity

Federal grant recipients are required to demonstrate that policies and procedures, organizational structures, and financial management systems are in place to properly manage grant contract awards.

The city's Finance Department contracts with independent auditors who review financial compliance with all federal grants held by all departments in the city; the Transportation Department is included in these audits.

Technical Capacity

Grant recipients must demonstrate the proper administration of projects and programs that receive federal assistance, which includes accurate and timely progress reporting, public involvement in the development of transportation plans, and proper project management and recordkeeping.

Transit Asset Management

The triennial review will examine the agency's Transit Asset Management Plan, including National Transit Database target reporting, performance measures, responsibility hierarchy, and annual condition assessment reports.

Procurement

For federally assisted projects, grant recipients must comply with procurement guidance pursuant to FTA Circular 4220.1F. This extensive guidance requires the Transportation Department to have federally compliant policies and procedures that address various methods of procurement, standards of conduct, and organizational conflicts of interest, to guarantee full and open competition.

Civil Rights

Civil rights compliance is required to provide assurance that the Transportation Department does not discriminate in its delivery of service. Culver CityBus complies with all federal civil rights requirements, including:

- *Title VI* – This provision ensures nondiscrimination of transit service based on race, color, or national origin. The program is updated every three years.
- *Equal Employment Opportunity (EEO)* – The Department maintains an EEO program to ensure nondiscrimination in employment on the grounds of race, color, religion, national origin, sex, age, or disability. This program is updated triennially.
- *Disadvantaged Business Enterprise Program (DBE)* – Culver CityBus complies with 49 CFR Part 26 to ensure nondiscrimination in the award and administration of U.S. Department of Transportation-assisted contracts. These federal requirements include the triennial

submission of a DBE program, the designation of a DBE Liaison Officer, and the annual publication of agency DBE contract goals.



- *ADA* – Titles II and III of Americans with Disabilities Act of 1990 provides that no entity shall discriminate against persons with disabilities in connection with the provision of transportation services. In compliance with this requirement, Culver CityBus operates a fleet of low-floor transit vehicles that meet all accessibility requirements including:

- *Access to people who use wheelchairs and other mobility assistance devices,*
- *Automated voice annunciators to call out bus stops,*
- *A minimum of two wheelchair securement locations on each vehicle,*
- *A seat belt and shoulder harness at each securement location, and*
- *Stop-request controls at each securement area.*

The Transportation Department also maintains a system to monitor, resolve, and respond to ADA complaints. 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. 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.

Culver CityBus is a voting member of Access Services Inc. (ASI), the Consolidated Transportation Service Agency that provides regional complementary paratransit service. ASI is the countywide ADA paratransit provider, who prepares and submits the annual Paratransit Plan Update on behalf of the city of Culver City. All bus stops are announced for the benefit of individuals with visual impairments.

Drug and Alcohol Program

Culver CityBus is committed to achieving and maintaining a safe and productive workplace that is drug and alcohol free. As a condition of employment, safety-sensitive employees are required to submit to drug and alcohol testing administered in accordance with 49 CFR Part 40 and Part 655. The Drug and Alcohol Policy was developed in 2003 and has been amended, when necessary, in accordance with federal regulations.

STATE REGULATIONS

TDA Performance Audit

The State mandates that all recipients of Transit Development Act (TDA) funding undergo a performance review every three years in order to remain eligible for future TDA funding. The Transportation Department underwent its most recent State TDA review in FY 2019.

The performance review includes a review of the following:

- *Compliance with California Public Utilities Codes (“PUC”) Section 99246* – to ensure compliance with applicable PUC requirements.
- *Data Collection and Reporting* – verification of TDA data collection and reporting procedures as well as consistency of data reporting between the following reports: Transit Performance Management (TPM), National Transit Database (NTD), and State Controller.
- *Prior Review Recommendations* – progress reporting on prior triennial performance review recommendations.
- *Performance Trends* – summaries of performance indicators for the review period related specifically to ridership, operational efficiency and effectiveness, and maintenance.
- *Functional Review* – high-level review of key functional areas that were surveyed as part of the review process. Areas of review include general management, finance, administration, service planning, scheduling, dispatch, operations, maintenance, and marketing.

Annual Financial Audits

An annual audit report is generated for Culver CityBus by an independent auditor coordinated through the city’s Finance Department. 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.

CALIFORNIA AIR RESOURCES BOARD (CARB)

Culver CityBus currently operates a 100% CNG fleet and maintains its own on-site refueling station in full compliance with the California Air Resources Board (CARB) alternative fuel requirements. Culver CityBus is also in full compliance with the South Coast Air Quality Management District’s (AQMD) Fleet Rule 1192. This rule requires that all new bus purchases be powered by alternative fuels. Additional regulation recently passed in California requires the transition to zero-emission transit buses (ZEBs) over the next 30 years, based on the size of the agency’s revenue vehicle fleet. As a small agency, Culver CityBus is required to begin replacing the fleet with ZEBs by 2026 and must be in full compliance with zero emission fleet operations by 2050.

Culver CITY BUS

APPENDICES



Appendices

APPENDIX A.1: COMPLIANCE (L) TABLES

**Table L - 1
Current Fare Structure: FY 2020**

Fare Categories	Type of Service	
	Fixed Route	Demand Responsive
<i>Cash/Token</i>		
Regular	\$1.00	Donation Based Fare
Token		
Elderly	\$0.35	
Disabled/Medicare	\$0.35	
Student	\$0.75	
College	See BruinGo! & U-Pass Programs, below	
Express - Specify Zone Structure	N/A	
<i>Cash Transfers</i>		
Regular within System	\$0.25	
Regular to other System	\$0.40	
Elderly Within System / Elderly to other System	\$0.10/\$0.20	
Disabled/Medicare Within System / Disabled/Medicare to other System	\$0.10/\$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 (EZ Pass)</i>		
Regular	\$110.00	
Elderly	\$42.00	
Disabled	\$42.00	
Student	N/A	
College	N/A	
Not Listed above (please describe)	<p>BruinGo! Fare subsidy program in coordination with UCLA (for students, faculty, & staff). UCLA pays \$0.82 or \$0.32 per ride to Culver CityBus dependent on whether BruinGo! Cardholder provides a co-pay or shows a pre-paid flash pass.</p> <p>U-Pass fare is subsidized by Metro; for each student/faculty boarding, Metro reimburses CCBus \$0.75.</p> <p>E-Pass fare is also subsidized by Metro; for each employee boarding associated with an registered employer program, Metro reimburses CCBus \$1.00.</p>	<p>The Paratransit Taxi Program allows elderly and disabled passengers to purchase discounted coupon books toward taxi fare to destinations within the city as well as to designated unincorporated county areas adjacent to Culver City.</p>

Appendices

APPENDIX A.1 (CONTINUED)

**Table L - 3
HISTORICAL & PROJECTED FLEET CHARACTERISTICS**

	FIXED ROUTE		
	FY 2019 Audited	FY 2020 Estimated	FY 2021 Planned
Peak-Hour Fleet	44	44	46
Spares For Maint.	10	10	10
Spare Ratio*	0.23	0.23	0.22
Emergency Contingency Reserve			
Inactive Fleet			
Total Vehicles	54	54	56
New Expansion Vehicles			
New Replacement Vehicles			

	DEMAND RESPONSIVE SERVICE		
	FY 2019 Audited	FY 2020 Estimated	FY 2021 Planned
Peak-Hour Fleet	2	2	2
Spares For Maint.	1	1	1
Spare Ratio*	0.5	0.5	0.5
Emergency Contingency Reserve			
Inactive Fleet			
Total Vehicles	3	3	3
New Expansion Vehicles			
New Replacement Vehicles			

	SYSTEM TOTAL		
	FY 2019 Audited	FY 2020 Estimated	FY 2021 Planned
Peak-Hour Fleet	46	46	48
Spares For Maint.	11	11	11
Spare Ratio*	0.24	0.24	0.23
Emergency Contingency Reserve			
Inactive Fleet			
Total Vehicles	57	57	59
New Expansion Vehicles			
New Replacement Vehicles			

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

Appendices

APPENDIX A.1 (CONTINUED)

Culver CityBus

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

MODE: Directly Operated Fixed Route

SOURCE OF CAPITAL FUNDS:	2019 Audited	2020 Estimated	2021 Planned
FEDERAL CAPITAL GRANTS			
FTA Sec. 5309 (Sec. 3)	\$ -	\$ -	\$ -
FAU Grants	\$ -	\$ -	\$ -
FTA Sec. 5307(Sec. 9)	\$ 428,750	\$ 696,000	\$ 2,937,513
Other Federal (Assume 80/20 match) FTA Sec 5339	\$ -	\$ -	\$ -
STATE CAPITAL GRANTS AND SUBVENTIONS			
TDA (ART 4) current from unallocated	\$ -	\$ -	\$ -
TDA from prior years reserves	\$ -	\$ -	\$ 1,180,000
TDA (ART 8)	\$ -	\$ -	\$ -
STA current from unallocated	\$ -	\$ -	\$ -
STA from prior years reserve	\$ -	\$ -	\$ -
Other State (Specify) – Prop 1B PTMISEA	\$ 32,952	\$ 1,021,400	\$ -
Other State (Specify) – Prop 1B Transit Security	\$ -	\$ 66,090	\$ -
LOCAL CAPITAL GRANTS			
System Generated – EIR Transit Mitigation Fund	\$ -	\$ -	\$ -
General Fund	\$ -	\$ -	\$ -
Prop. A Local Return	\$ -	\$ -	\$ -
Prop. A Discretionary Carry Over	\$ -	\$ -	\$ -
Prop. C Discretionary	\$ -	\$ -	\$ -
Prop. C Local Return - Capital	\$ -	\$ 150,000	\$ 150,000
Prop. C 5% Security	\$ -	\$ -	\$ -
Prop. C Other - MOSIP Capital	\$ 211,869	\$ 515,000	\$ 400,000
Measure R Bus Capital	\$ -	\$ -	\$ -
Measure R 15% Local Return	\$ -	\$ -	\$ -
Prop 1B PTMISEA Bridge Funds	\$ -	\$ 344,025	\$ 688,050
Prop 1B Transit Security Bridge Funds	\$ 109,452	\$ 78,097	\$ 78,097
Other Local (Specify) – Measure R Clean Fuel Funds	\$ -	\$ 141,775	\$ -
Other Local (Specify) – AQMD Discretionary Funds	\$ -	\$ 75,000	\$ 100,000
Other Local (Specify) – AQMD AB2766 Subvent Funds	\$ -	\$ 39,000	\$ -
Other Local (Specify) – MTA Project Funds (BSP/RTA)	\$ 189,141	\$ 5,383,000	\$ -
Other Local (Specify) – MTA Call for Projects Award	\$ -	\$ -	\$ -
EIR Transit Mitigation - Capital	\$ -	\$ -	\$ -
TOTAL CAPITAL REVENUE	\$ 972,164	\$ 8,509,387	\$ 5,533,660
TOTAL CAPITAL EXPENSES	\$ 972,164	\$ 8,509,387	\$ 5,533,660

Appendices

APPENDIX A.1 (CONTINUED)

Culver CityBus

Table L-4 (B.1)
HISTORICAL AND PROJECTED FINANCIAL STATUS
SOURCE AND APPLICATION OF OPERATING FUNDS
 BY YEAR OF EXPENDITURE

MODE: Directly Operated Fixed Route

SOURCE OF OPERATING FUNDS:	2019 Audited	2020 Estimated	2021 Planned
FEDERAL CASH GRANTS AND REIMBURSEMENTS			
FTA Sec. 5307 (Sec. 9) Operating	\$ 3,556,553	\$ 3,200,000	\$ -
CMAQ (Operating)	\$ -	\$ -	\$ -
Other Federal - Capital for COPs & Interest	\$ -	\$ -	\$ -
Other Federal - CNG Excise Tax Credit	\$ -	\$ -	\$ -
STATE CASH GRANTS AND REIMBURSEMENTS			
TDA Current from unallocated	\$ 4,273,280	\$ 6,024,508	\$ 6,200,000
STA Current from unallocated	\$ 1,379,355	\$ 1,134,065	\$ 1,150,000
Other State (Specify) - Cap & Trade - LCTOP Op Funds	\$ 299,582	\$ 169,652	\$ 170,000
SB1 - STA	\$ 30,620	\$ 738,525	\$ 750,000
SB1 - SGR	\$ 240,187	\$ 245,367	\$ 250,000
LOCAL CASH GRANTS AND REIMBURSEMENTS			
Passenger Fares	\$ 2,908,933	\$ 2,808,000	\$ 2,800,000
Special Transit Service	\$ -	\$ -	\$ -
Charter Service Revenues	\$ -	\$ -	\$ -
Auxiliary Transportation Revenues	\$ 303,281	\$ 315,361	\$ 320,000
Non-transportation Revenues (Misc, Interest, Sales of Prop)	\$ 239,793	\$ 246,622	\$ 250,000
Prop. A 40% Discretionary	\$ 3,526,392	\$ 3,566,575	\$ 3,600,000
Prop. A 25% Local Return	\$ 784,926	\$ 807,503	\$ 825,000
Prop. A Interest	\$ -	\$ -	\$ -
Prop C BSIP Overcrowding	\$ 172,727	\$ 176,666	\$ 177,000
Prop C TSE Transit Service Expansion	\$ 164,783	\$ 252,811	\$ 255,000
Prop C Base Foothill Mitigation	\$ 195,526	\$ 217,384	\$ 220,000
Prop C MOSIP	\$ 500,000	\$ 733,352	\$ 750,000
Prop. C 40% Discretionary	\$ -	\$ -	\$ -
Prop. C 20% Local Return - Transit Operations Only	\$ 343,757	\$ 263,802	\$ 270,000
Prop. C 5% Security	\$ 457,664	\$ 404,087	\$ 400,000
Prop. C Interest	\$ -	\$ -	\$ -
Measure R 20% Sales Tax	\$ 2,216,259	\$ 2,376,766	\$ 2,400,000
Measure R Local Return	\$ 244,158	\$ 251,203	\$ 260,000
Measure M 20% Operations	\$ 2,237,563	\$ 2,458,354	\$ 2,600,000
Other Local: EIR Transit Mitigation Fund & ScooterShare	\$ 486,308	\$ 1,550,000	\$ 1,000,000
LCFS Credits (previously in EIR Transit Mitigation)	\$ 270,470	\$ 160,000	\$ 160,000
TOTAL OPERATING REVENUES	\$ 24,832,117	\$ 28,100,603	\$ 24,807,000
TOTAL OPERATING EXPENSES	\$ 23,827,526	\$ 28,100,603	\$ 24,807,000

Appendices

APPENDIX A.1 (CONTINUED)

Culver CityBus

Table L-4 (B.2)
HISTORICAL AND PROJECTED FINANCIAL STATUS
SOURCE AND APPLICATION OF OPERATING FUNDS
 BY YEAR OF EXPENDITURE

MODE: Paratransit Dial-a-ride

SOURCE OF OPERATING FUNDS:	2019 Audited	2020 Estimated	2021 Planned
FEDERAL CASH GRANTS AND REIMBURSEMENTS			
FTA Sec. 5307 (Sec. 9) Operating	\$ -	\$ -	\$ -
CMAQ (Operating)	\$ -	\$ -	\$ -
Other Federal - Capital for COPs & Interest	\$ -	\$ -	\$ -
Other Federal - CNG Excise Tax Credit	\$ -	\$ -	\$ -
STATE CASH GRANTS AND REIMBURSEMENTS			
TDA Current from unallocated	\$ -	\$ -	\$ -
STA Current from unallocated	\$ -	\$ -	\$ -
Other State (Specify) - Cap & Trade - LCTOP Op Funds	\$ -	\$ -	\$ -
SB1 - STA	\$ -	\$ -	\$ -
SB1 - SGR	\$ -	\$ -	\$ -
LOCAL CASH GRANTS AND REIMBURSEMENTS			
Passenger Fares	\$ 2,749	\$ 2,500	\$ 2,000
Dial-a-ride Cab Coupons (City)	\$ 3,172	\$ 3,000	\$ 3,000
Dial-a-ride Cab Coupons (County)	\$ -	\$ 500	\$ 500
Auxiliary Transportation Revenues	\$ -	\$ -	\$ -
Non-transportation Revenues (Misc, Interest, Sales of Prop)	\$ -	\$ -	\$ -
Prop. A 40% Discretionary	\$ -	\$ -	\$ -
Prop. A 25% Local Return	\$ -	\$ -	\$ -
Prop. A Incentive fund - for Paratransit	\$ 61,557	\$ 71,805	\$ 72,000
Prop. A Interest	\$ -	\$ -	\$ -
Prop C BSIP Overcrowding	\$ -	\$ -	\$ -
Prop C TSE Transit Service Expansion	\$ -	\$ -	\$ -
Prop C Base Foothill Mitigation	\$ -	\$ -	\$ -
Prop C MOSIP	\$ -	\$ -	\$ -
Prop. C 40% Discretionary	\$ -	\$ -	\$ -
Prop. C 20% Local Return - Transit Operations Only	\$ -	\$ -	\$ -
Prop. C 20% Local Return - for Paratransit	\$ 232,675	\$ 250,000	\$ 250,000
Prop. C 5% Security	\$ -	\$ -	\$ -
Prop. C Interest	\$ -	\$ -	\$ -
Measure R 20% Sales Tax	\$ -	\$ -	\$ -
Measure R Local Return	\$ -	\$ -	\$ -
Measure M 20% Operations	\$ -	\$ -	\$ -
Other Local: LA County Taxi	\$ 257	\$ 1,000	\$ 1,000
LCFS Credits	\$ 2,277	\$ 960	\$ 1,000
TOTAL OPERATING REVENUES	\$ 302,687	\$ 329,765	\$ 329,500
TOTAL OPERATING EXPENSES	\$ 302,687	\$ 329,765	\$ 329,500

Appendices

APPENDIX A.1 (CONTINUED)

Table L - 5 [B]
TPM REPORT FORM

Fiscal Year : 2019
Status: Audited

Agency Name: CULVER CITYBUS

Annual Totals	FAP Funded			Non-FAP Funded				Total MTA Funded	Other Codes ²	System Total
	TDA, STA & Proposition A Discretionary		FAP Total	Proposition C 40% Discretionary			Non-FAP Total			
	Local	Express		Dial-A-Ride ¹	TSE	Base Res. Structure				
Total Vehicle Miles	1,715,109		1,715,109	19,556	13,666	84,497	117,719	1,832,828	20,560	1,853,388
Vehicle Service Miles	1,550,357		1,550,357	17,678	12,353	76,380	106,411	1,656,768	17,397	1,674,165
Total Vehicle Hours	170,560		170,560	1,945	1,359	8,403	11,707	182,267	2,578	184,845
Vehicle Service Hours	158,932		158,932	1,812	1,266	7,830	10,908	169,840	1,996	171,836
Unlinked Passengers	4,305,371		4,305,371	49,091	34,305	212,109	295,505	4,600,876	7,641	4,608,517
Passenger Revenue	2,722,099		2,722,099	31,038	21,689	134,107	186,834	2,908,933	2,749	2,911,682
Aux. Rev/Local Subs.	2,186,385		2,186,385					2,186,385	0	2,186,385
Op. Cost Less Depr.	\$ 21,677,785		\$ 21,677,785	\$ 247,175	\$ 172,727	\$ 1,067,981	1,487,883	\$ 23,165,668	\$ 270,328	\$ 23,435,996
Full Time Equiv Employees	125		125				9	134	2	136
Active Vehicles								54	3	57
Peak Vehicles								44	3	47
DAR Seat Capacity									16	16
Base Fare	\$ 1.00									
Effective Date	8/24/09									

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

2-a- Agencies that have Proposition A 5% of 40% Incentive Funds for their Sub-regional Paratransit program, please insert data here.

2-b- Please Describe 2a: Local Dial-a-ride Service utilizing in-house vehicles and City employees.

EZ Pass Data included above (AUDITED):	
Revenue	175,666
Unlinked Passengers	243,981
Total EZ Pass Internal Sales plus EZ Pass Reimb from MTA	419,647
Total EZ Pass boardings	419,647

Prepared by: Jane Leonard
Approved by: Rolando Cruz
Chief Transportation Officer

1/26/20
1/26/20
Date

Appendices

APPENDIX A.1 (CONTINUED)

**Table L - 6
 PERFORMANCE AUDIT FOLLOW-UP
 OF RECOMMENDATIONS FROM THE LAST
 COMPLETED PERFORMANCE AUDIT
 FY 16-18**

PERFORMANCE AUDIT RECOMMENDED ACTIONS	OPERATOR PROGRESS TO DATE
<p>No audit findings or recommended actions</p>	<p>N/A</p>

Appendices

APPENDIX A.1 (CONTINUED)

**Table L - 7
CAPITAL PROJECT SUMMARY**

FY 2019

Project Name	Funding Source Federal	State Local	Total Project Cost
Bus Electronic Signs		Prop C MOSIP Capital	\$ 37,700
Bus Security Cameras		Prop 1B Transit Security; Metro Prop 1B Security Bridge	\$ 201,500
Bus Tire Lease	FTA 5307 Capital	Prop C MOSIP Capital	\$ 143,900
Bus Wash Replacement	FTA 5307 Capital	Prop C MOSIP Capital	\$ 406,500
CNG Station Parts		Prop C MOSIP Capital	\$ 40,400
Facility Carpet Replacement		Prop C MOSIP Capital	\$ 14,000
Facility Lighting Retrofits		Prop C MOSIP Capital	\$ 25,000
Facility Improvement Projects		Prop C Local Return	\$ 65,000
Facility Security Projects		Prop 1B Transit Security; Prop C MOSIP Capital	\$ 38,000
ITS Project (SmartBus/BSP/Real-time) - Multiyear	FTA 5309 Capital (Metro)	Prop 1B PTMISEA; Metro Call for Projects	\$ 1,350,000
Relief Vehicles Purchase		Prop C MOSIP Capital	\$ 193,000

FY 2020

Project Name	Funding Source Federal	State Local	Total Project Cost
Bus Stop Furnishings - Phase 1		Metro Prop 1B Bridge	\$ 530,000
Bus Tire Lease	FTA 5307 Capital	Prop C MOSIP Capital	\$ 120,000
Bus Vacuum System Replacement		Prop C MOSIP Capital; Prop C Local Return	\$ 200,000
EV Charging Station Installation		AQMD/MSRC	\$ 118,000
Facility Office Renovations and Furnishings		Prop C MOSIP Capital	\$ 30,000
Facility Security Camera Replacement		Prop 1B Transit Security; Metro Prop 1B Security Bridge	\$ 114,000
Fall Protection System Enhancements		Prop C Local Return	\$ 25,000
Farebox Replacement		Metro Reimbursement Funds; Prop C MOSIP Capital	\$ 820,000
ITS Project (SmartBus/BSP/Real-time) - Multiyear	FTA 5309 Capital (Metro)	Prop 1B PTMISEA; Metro Call for Projects	\$ 5,370,000
Maintenance Vehicle Purchases		Prop C MOSIP Capital	\$ 117,000
Shop Vehicle Lift Replacement	FTA 5307 Capital	Prop C Local Return; Prop C MOSIP Capital	\$ 1,050,000
Zero Waste Program Facility Enhancements		Prop C Local Return	\$ 15,000

FY 2021

Project Name	Funding Source Federal	State Local	Total Project Cost
Bus Tire Lease	FTA 5307 Capital	Prop C MOSIP Capital	\$ 120,000
Bus Stop Furnishings - Phase 2	FTA 5307 Capital	Metro Prop 1B Bridge	\$ 1,726,000
Facility Office Renovations and Furnishings		Prop C MOSIP Capital	\$ 50,000
Paratransit Electric Vehicle Purchase		Prop C MOSIP Capital	\$ 300,000
Battery Electric Transit Buses Purchase	FTA 5307 Capital	Metro Prop 1B Bridge; Measure R Clean Fuel	\$ 2,100,000
Facility HVAC Replacement		Prop C MOSIP Capital	\$ 200,000
Shop Exhaust Fan Replacement		Prop C MOSIP Capital	\$ 275,000
Heavy-duty Charging Infrastructure - Planning & Design - Multiyear	FTA 5307 Capital	Utility Grants and Awards	\$ 762,660

Appendices

APPENDIX A.2: SYSTEM MAP, INDIVIDUAL ROUTE MAPS, AND SCHEDULES



APPENDIX A.2 (CONTINUED)



2 Inglewood Blvd. Monday - Friday Lunes - Viernes

Westbound Oeste		
Slauson/ Sepulveda	Washington/ Inglewood	Venice High School
6:03 ^{AM}	6:13 ^{AM}	6:23 ^{AM}
7:05	7:20	7:36
8:15	8:32	8:48
9:25	9:35	9:51
10:34	10:45	11:01
11:34	11:45	12:01^{PM}
12:34^{PM}	12:45^{PM}	1:01
1:34	1:45	2:01
2:39	2:49	3:05
3:49	4:01	4:17
4:59	5:11	5:27
6:09	6:22	-

Eastbound Este		
Venice High School	Washington/ Inglewood	Slauson/ Sepulveda
-	5:37 ^{AM}	5:43 ^{AM}
6:30 ^{AM}	6:36	6:43
7:40	7:47	7:54
8:50	8:57	9:05
10:00	10:07	10:15
11:01	11:08	11:16
12:01^{PM}	12:08^{PM}	12:16^{PM}
1:01	1:08	1:17
2:01	2:09	2:19
3:11	3:20	3:31
4:21	4:30	4:42
5:31	5:40	5:52

Sorry, no weekend or holiday service.
Lo sentimos, no hay servicio los fines de semana o días festivos.

Times are approximate and may vary due to traffic and weather conditions. Times shown are subject to change without notice. Los tiempos son aproximados y pueden variar debido a tráfico y condiciones de clima. Los tiempos demostrados son conforme a cambio sin aviso.

Appendices

APPENDIX A.2 (CONTINUED)



EFFECTIVE JANUARY 6, 2020

Crosstown
Monday - Friday Lunes - Viernes

Line	Northbound								Southbound																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
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	115:11	115:19	115:27	115:35	115:43	115:51	115:59	116:07	116:15	116:23	116:31	116:39	116:47	116:55	117:03	117:11	117:19	117:27	117:35	117:43	117:51	117:59	118:07	118:15	118:23	118:31	118:39	118:47	118:55	119:03	119:11	119:19	119:27	119:35	119:43	119:51	119:59	120:07	120:15	120:23	120:31	120:39	120:47	120:55	121:03	121:11	121:19	121:27	121:35	121:43	121:51	121:59	122:07	122:15	122:23	122:31	122:39	122:47	122:55	123:03	123:11	123:19	123:27	123:35	123:43	123:51	123:59	124:07	124:15	124:23	124:31	124:39	124:47	124:55	125:03	125:11	125:19	125:27	125:35	125:43	125:51	125:59	126:07	126:15	126:23	126:31	126:39	126:47	126:55	127:03	127:11	127:19	127:27	127:35	127:43	127:51	127:59	128:07	128:15	128:23	128:31	128:39	128:47	128:55	129:03	129:11	129:19	129:27	129:35	129:43	129:51	129:59	130:07	130:15	130:23	130:31	130:39	130:47	130:55	131:03	131:11	131:19	131:27	131:35	131:43	131:51	131:59	132:07	132:15	132:23	132:31	132:39	132:47	132:55	133:03	133:11	133:19	133:27	133:35	133:43	133:51	133:59	134:07	134:15	134:23	134:31	134:39	134:47	134:55	135:03	135:11	135:19	135:27	135:35	135:43	135:51	135:59	136:07	136:15	136:23	136:31	136:39	136:47	136:55	137:03	137:11	137:19	137:27	137:35	137:43	137:51	137:59	138:07	138:15	138:23	138:31	138:39	138:47	138:55	139:03	139:11	139:19	139:27	139:35	139:43	139:51	139:59	140:07	140:15	140:23	140:31	140:39	140:47	140:55	141:03	141:11	141:19	141:27	141:35	141:43	141:51	141:59	142:07	142:15	142:23	142:31	142:39	142:47	142:55	143:03	143:11	143:19	143:27	143:35	143:43	143:51	143:59	144:07	144:15	144:23	144:31	144:

Appendices

APPENDIX A.2 (CONTINUED)

3 Crosstown Sunday, Holiday Domingo y Días Festivos EFFECTIVE JANUARY 6, 2020															
3 Crosstown Saturday sábado EFFECTIVE JANUARY 6, 2020															
Northbound Norte				Southbound Sur				Northbound Norte				Southbound Sur			
West L.A. College+ Winter Inverno	West L.A. College+ Winter Inverno	West L.A. College+ Winter Inverno	West L.A. College+ Winter Inverno	West L.A. College+ Winter Inverno	West L.A. College+ Winter Inverno	West L.A. College+ Winter Inverno	West L.A. College+ Winter Inverno	West L.A. College+ Winter Inverno	West L.A. College+ Winter Inverno	West L.A. College+ Winter Inverno	West L.A. College+ Winter Inverno	West L.A. College+ Winter Inverno			
Claver City Transit Center	Claver City Transit Center	Claver City Transit Center	Claver City Transit Center	Claver City Transit Center	Claver City Transit Center	Claver City Transit Center	Claver City Transit Center	Claver City Transit Center	Claver City Transit Center	Claver City Transit Center	Claver City Transit Center	Claver City Transit Center			
Century City	Century City	Century City	Century City	Century City	Century City	Century City	Century City	Century City	Century City	Century City	Century City	Century City			
Westwood/ Expo Line	Westwood/ Expo Line	Westwood/ Expo Line	Westwood/ Expo Line	Westwood/ Expo Line	Westwood/ Expo Line	Westwood/ Expo Line	Westwood/ Expo Line	Westwood/ Expo Line	Westwood/ Expo Line	Westwood/ Expo Line	Westwood/ Expo Line	Westwood/ Expo Line			
Overland & Washington	Overland & Washington	Overland & Washington	Overland & Washington	Overland & Washington	Overland & Washington	Overland & Washington	Overland & Washington	Overland & Washington	Overland & Washington	Overland & Washington	Overland & Washington	Overland & Washington			
5:40AM	6:03AM	6:12AM	6:20AM	6:30AM	6:40AM	6:50AM	7:00AM	7:10AM	7:20AM	7:30AM	7:40AM	7:50AM			
6:31	6:43	6:52	6:50	7:08	7:18	7:28	7:38	7:47	7:52	8:05	8:17	8:27			
7:06AM	7:15	7:25	8:05	8:14	8:27	8:39	8:49	8:51	9:02	9:15	9:29	9:41			
7:34	7:45	7:57	8:09	8:19	8:27	8:39	8:49	8:51	9:02	9:15	9:29	9:41			
8:04	8:15	8:27	8:39	8:49	8:51	9:02	9:15	9:29	9:41	9:55	10:05	10:15			
8:33	8:45	8:57	9:09	9:19	9:29	9:39	9:52	10:02	10:12	10:32	10:44	10:56			
9:03	9:15	9:28	9:40	9:50	10:06	10:19	10:32	10:44	10:56	11:06	11:18	11:30			
9:58	10:10	10:23	10:35	10:45	10:26	10:38	10:51	11:03	11:15	11:31	11:43	11:55			
10:28	10:40	10:53	11:05	11:15	11:26	11:38	11:51	12:03PM	12:16PM	12:31	12:43	12:55			
10:57	11:09	11:23	11:35	11:45	11:56	12:08	12:21	12:34	12:46	12:58	1:10	1:22			
11:27	11:40	11:54	12:06PM	12:16PM	12:26PM	12:38	12:51	1:06	1:18	1:35	1:47	1:59			
12:27PM	12:40	12:54	1:07	1:18	1:31	1:43	1:56	2:11	2:23	2:35	2:47	2:59			
12:57	1:10	1:24	1:37	1:48	1:55	2:07	2:20	2:35	2:47	2:59	3:11	3:23			
1:27	1:40	1:54	2:07	2:18	2:31	2:43	2:56	3:11	3:23	3:34	3:46	3:58			
2:02	2:15	2:29	2:42	2:53	3:00	3:12	3:25	3:40	3:52	4:00	4:12	4:24			
2:32	2:45	2:59	3:12	3:23	3:30	3:42	3:55	4:10	4:22	4:30	4:42	4:54			
3:02	3:15	3:29	3:42	3:53	4:00	4:12	4:25	4:40	4:52	5:00	5:12	5:24			
3:32	3:45	3:59	4:12	4:23	4:30	4:42	4:55	5:10	5:22	5:30	5:42	5:54			
4:03	4:15	4:29	4:42	4:53	5:00	5:12	5:25	5:40	5:52	6:00	6:12	6:24			
4:33	4:45	4:59	5:12	5:23	5:30	5:42	5:55	6:10	6:22	6:30	6:42	6:54			
5:03	5:15	5:29	5:42	5:53	6:00	6:12	6:25	6:40	6:52	7:00	7:12	7:24			
5:31	5:43	5:56	6:07	6:18	6:30	6:42	6:53	7:07	7:19	7:30	7:42	7:54			
6:01	6:13	6:26	6:37	6:48	7:00	7:12	7:23	7:35	7:47	7:58	8:10	8:22			
6:31	6:43	6:56	7:07	7:18	7:30	7:40	7:51	8:02	8:14	8:26	8:38	8:50			
7:01	7:13	7:26	7:37	7:48	8:00	8:10	8:21	8:30	8:42	8:54	9:06	9:18			
7:55	8:07	8:20	8:31	8:42	8:54	9:06	9:18	9:30	9:42	9:54	10:06	10:18			
8:25	8:37	8:50	9:01	9:12	9:24	9:36	9:48	10:00	10:12	10:24	10:36	10:48			
8:55	9:07	9:20	9:31	9:42	9:54	10:06	10:18	10:30	10:42	10:54	11:06	11:18			
9:25	9:37	9:50	10:01	10:12	10:24	10:36	10:48	11:00	11:12	11:24	11:36	11:48			
10:25	10:37	10:50	11:01	11:12	11:24	11:36	11:48	12:00	12:12	12:24	12:36	12:48			

Appendices

APPENDIX A.2 (CONTINUED)

4 Jefferson Blvd.

Saturday Sábado

Westbound Oeste

West L.A. Transit Center	La Cienega & Obama	West L.A. College	Culver City Transit Center	Jefferson & E.A. Way
6:31AM	6:35AM	—	6:50AM	7:03AM
7:11	7:16	—	7:31	7:44
7:56	8:01	—	8:16	8:30
8:41	8:46	—	9:01	9:15
9:26	9:31	—	9:46	10:01
10:11	10:16	—	10:33	10:48
10:56	11:01	—	11:18	11:33
11:46	11:51	—	12:10PM	12:25PM
12:36PM	12:43PM	—	1:04	1:19
1:26	1:33	—	1:54	2:09
2:16	2:24	—	2:44	2:59
3:06	3:14	—	3:34	3:49
3:56	4:04	—	4:24	4:37
4:46	4:54	—	5:13	5:26
5:36	5:43	—	6:01	6:14
6:26	6:31	—	6:48	7:01
7:11	7:16	—	7:33	7:46
7:56	8:00	—	8:16	8:29

Eastbound Este

Jefferson & E.A. Way	Culver City Transit Center	West L.A. College	La Cienega & Obama	West L.A. Transit Center
5:40AM	5:52AM	—	6:06AM	6:11AM
6:25	6:37	—	6:51	6:56
7:10	7:22	—	7:36	7:41
7:55	8:08	—	8:22	8:27
8:40	8:53	—	9:07	9:12
9:25	9:38	—	9:53	9:59
10:10	10:23	—	10:38	10:44
10:55	11:08	—	11:25	11:31
11:45	11:58	—	12:15PM	12:21PM
12:35PM	12:49PM	—	1:08	1:14
1:25	1:39	—	1:58	2:06
2:15	2:29	—	2:48	2:56
3:05	3:19	—	3:38	3:46
3:55	4:09	—	4:26	4:34
4:45	4:59	—	5:16	5:24
5:35	5:48	—	6:04	6:12
6:25	6:38	—	6:52	6:59
7:10	7:23	—	7:37	7:44
7:55	8:08	—	8:22	8:27
8:40	8:53	—	9:07	9:12

Appendices

APPENDIX A.2 (CONTINUED)



5 Braddock Dr.

Monday - Friday Lunes - Viernes

Only Operates when School is in Session.
Solamente Opera cuando Escuela esta en Sesión.

Westbound Oeste				
La Cienega & Obama	Washington & Main	Braddock & Overland	Culver City Schools	Washington & Inglewood
7:15AM	7:28AM	7:38AM	7:44AM	-

Eastbound Este					
Venice High School	Washington & Inglewood	Culver City Schools	Braddock & Overland	Washington & Main	La Cienega & Obama
-	-	2:40PM	2:42PM	2:47PM	2:57PM
3:24PM	3:32PM	-	3:43	3:48	3:58

Service Available on School Days Only.
Servicio Solamente Días de Escuela.

See Line 7 for Alternate Service.

Vea La Línea 7 para Servicio Alterno.

Times are approximate and may vary due to traffic and weather conditions. Times shown are subject to change without notice. Los tiempos son aproximados y pueden variar debido a tráfico y condiciones de clima. Los tiempos demostrados son conforme a cambio sin aviso.

Appendices




APPENDIX A.2 (CONTINUED)



Route	Monday - Friday									
	Northbound					Southbound				
Green Line	5:17am	5:32am	5:40am	5:50am	5:59am	6:06am	6:18am	6:30am	6:42am	6:54am
LAX Transit	5:36	5:51	6:00	6:10	6:21	6:28	6:40	6:54	7:09	7:20
Pepperdine & Manchester	5:54	6:09	6:18	6:28	6:40	6:47	7:00	7:14	7:25	7:36
Culver City Center	6:12	6:27	6:36	6:46	6:58	7:05	7:18	7:31	7:42	7:53
Westfield & Pepperdine	6:30	6:45	6:54	7:04	7:16	7:23	7:36	7:49	8:00	8:11
Westwood & Exposition	6:47	6:52	7:02	7:11	7:21	7:31	7:43	7:56	8:07	8:18
UCLA	7:03	7:09	7:20	7:31	7:42	7:56	8:04	8:17	8:28	8:39
UCLA Turnaround	7:19	7:25	7:36	7:47	7:59	8:13	8:21	8:34	8:45	8:56
Green Line	11:10	11:25	11:34	11:44	11:55	12:02	12:14	12:26	12:37	12:48
LAX Transit	11:29	11:44	11:53	12:03	12:14	12:21	12:33	12:47	12:58	13:09
Pepperdine & Manchester	11:47	12:02	12:11	12:21	12:33	12:40	12:53	13:07	13:18	13:29
Culver City Center	12:05	12:20	12:29	12:39	12:51	13:04	13:18	13:32	13:43	13:54
Westfield & Pepperdine	12:22	12:37	12:46	12:56	13:08	13:21	13:34	13:47	13:58	14:09
Westwood & Exposition	12:39	12:44	12:54	13:04	13:16	13:29	13:40	13:51	14:02	14:13
UCLA	12:55	13:01	13:12	13:22	13:34	13:47	14:00	14:13	14:24	14:35
UCLA Turnaround	13:11	13:17	13:28	13:38	13:50	14:03	14:16	14:29	14:40	14:51
Green Line	12:59	13:14	13:23	13:33	13:44	13:55	14:06	14:17	14:28	14:39
LAX Transit	13:18	13:33	13:42	13:52	14:03	14:14	14:25	14:36	14:47	14:58
Pepperdine & Manchester	13:36	13:51	14:00	14:10	14:21	14:32	14:43	14:54	15:05	15:16
Culver City Center	13:54	14:09	14:18	14:28	14:39	14:50	15:01	15:12	15:23	15:34
Westfield & Pepperdine	14:11	14:26	14:35	14:45	14:56	15:07	15:18	15:29	15:40	15:51
Westwood & Exposition	14:28	14:43	14:52	15:02	15:13	15:24	15:35	15:46	15:57	16:08
UCLA	14:45	15:00	15:09	15:19	15:30	15:41	15:52	16:03	16:14	16:25
UCLA Turnaround	15:01	15:16	15:25	15:35	15:46	15:57	16:08	16:19	16:30	16:41
Green Line	12:59	13:14	13:23	13:33	13:44	13:55	14:06	14:17	14:28	14:39
LAX Transit	13:18	13:33	13:42	13:52	14:03	14:14	14:25	14:36	14:47	14:58
Pepperdine & Manchester	13:36	13:51	14:00	14:10	14:21	14:32	14:43	14:54	15:05	15:16
Culver City Center	13:54	14:09	14:18	14:28	14:39	14:50	15:01	15:12	15:23	15:34
Westfield & Pepperdine	14:11	14:26	14:35	14:45	14:56	15:07	15:18	15:29	15:40	15:51
Westwood & Exposition	14:28	14:43	14:52	15:02	15:13	15:24	15:35	15:46	15:57	16:08
UCLA	14:45	15:00	15:09	15:19	15:30	15:41	15:52	16:03	16:14	16:25
UCLA Turnaround	15:01	15:16	15:25	15:35	15:46	15:57	16:08	16:19	16:30	16:41

Appendices

APPENDIX A.2 (CONTINUED)

					
Saturday		Sunday and Holiday		Domingo y Dias Festivos	
Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
Station	Station	Station	Station	Station	Station
Green Line Station	Green Line Station	Green Line Station	Green Line Station	Green Line Station	Green Line Station
6:30	6:40	6:30	6:40	6:30	6:40
6:35	6:45	6:35	6:45	6:35	6:45
6:40	6:50	6:40	6:50	6:40	6:50
6:45	6:55	6:45	6:55	6:45	6:55
6:50	7:00	6:50	7:00	6:50	7:00
6:55	7:05	6:55	7:05	6:55	7:05
7:00	7:10	7:00	7:10	7:00	7:10
7:05	7:15	7:05	7:15	7:05	7:15
7:10	7:20	7:10	7:20	7:10	7:20
7:15	7:25	7:15	7:25	7:15	7:25
7:20	7:30	7:20	7:30	7:20	7:30
7:25	7:35	7:25	7:35	7:25	7:35
7:30	7:40	7:30	7:40	7:30	7:40
7:35	7:45	7:35	7:45	7:35	7:45
7:40	7:50	7:40	7:50	7:40	7:50
7:45	7:55	7:45	7:55	7:45	7:55
7:50	8:00	7:50	8:00	7:50	8:00
7:55	8:05	7:55	8:05	7:55	8:05
8:00	8:10	8:00	8:10	8:00	8:10
8:05	8:15	8:05	8:15	8:05	8:15
8:10	8:20	8:10	8:20	8:10	8:20
8:15	8:25	8:15	8:25	8:15	8:25
8:20	8:30	8:20	8:30	8:20	8:30
8:25	8:35	8:25	8:35	8:25	8:35
8:30	8:40	8:30	8:40	8:30	8:40
8:35	8:45	8:35	8:45	8:35	8:45
8:40	8:50	8:40	8:50	8:40	8:50
8:45	8:55	8:45	8:55	8:45	8:55
8:50	9:00	8:50	9:00	8:50	9:00
8:55	9:05	8:55	9:05	8:55	9:05
9:00	9:10	9:00	9:10	9:00	9:10
9:05	9:15	9:05	9:15	9:05	9:15
9:10	9:20	9:10	9:20	9:10	9:20
9:15	9:25	9:15	9:25	9:15	9:25
9:20	9:30	9:20	9:30	9:20	9:30
9:25	9:35	9:25	9:35	9:25	9:35
9:30	9:40	9:30	9:40	9:30	9:40
9:35	9:45	9:35	9:45	9:35	9:45
9:40	9:50	9:40	9:50	9:40	9:50
9:45	9:55	9:45	9:55	9:45	9:55
9:50	10:00	9:50	10:00	9:50	10:00
9:55	10:05	9:55	10:05	9:55	10:05
10:00	10:10	10:00	10:10	10:00	10:10
10:05	10:15	10:05	10:15	10:05	10:15
10:10	10:20	10:10	10:20	10:10	10:20
10:15	10:25	10:15	10:25	10:15	10:25
10:20	10:30	10:20	10:30	10:20	10:30
10:25	10:35	10:25	10:35	10:25	10:35
10:30	10:40	10:30	10:40	10:30	10:40
10:35	10:45	10:35	10:45	10:35	10:45
10:40	10:50	10:40	10:50	10:40	10:50
10:45	10:55	10:45	10:55	10:45	10:55
10:50	11:00	10:50	11:00	10:50	11:00
10:55	11:05	10:55	11:05	10:55	11:05
11:00	11:10	11:00	11:10	11:00	11:10
11:05	11:15	11:05	11:15	11:05	11:15
11:10	11:20	11:10	11:20	11:10	11:20
11:15	11:25	11:15	11:25	11:15	11:25
11:20	11:30	11:20	11:30	11:20	11:30
11:25	11:35	11:25	11:35	11:25	11:35
11:30	11:40	11:30	11:40	11:30	11:40
11:35	11:45	11:35	11:45	11:35	11:45
11:40	11:50	11:40	11:50	11:40	11:50
11:45	11:55	11:45	11:55	11:45	11:55
11:50	12:00	11:50	12:00	11:50	12:00
11:55	12:05	11:55	12:05	11:55	12:05
12:00	12:10	12:00	12:10	12:00	12:10
12:05	12:15	12:05	12:15	12:05	12:15
12:10	12:20	12:10	12:20	12:10	12:20
12:15	12:25	12:15	12:25	12:15	12:25
12:20	12:30	12:20	12:30	12:20	12:30
12:25	12:35	12:25	12:35	12:25	12:35
12:30	12:40	12:30	12:40	12:30	12:40
12:35	12:45	12:35	12:45	12:35	12:45
12:40	12:50	12:40	12:50	12:40	12:50
12:45	12:55	12:45	12:55	12:45	12:55
12:50	13:00	12:50	13:00	12:50	13:00
12:55	13:05	12:55	13:05	12:55	13:05
13:00	13:10	13:00	13:10	13:00	13:10
13:05	13:15	13:05	13:15	13:05	13:15
13:10	13:20	13:10	13:20	13:10	13:20
13:15	13:25	13:15	13:25	13:15	13:25
13:20	13:30	13:20	13:30	13:20	13:30
13:25	13:35	13:25	13:35	13:25	13:35
13:30	13:40	13:30	13:40	13:30	13:40
13:35	13:45	13:35	13:45	13:35	13:45
13:40	13:50	13:40	13:50	13:40	13:50
13:45	13:55	13:45	13:55	13:45	13:55
13:50	14:00	13:50	14:00	13:50	14:00
13:55	14:05	13:55	14:05	13:55	14:05
14:00	14:10	14:00	14:10	14:00	14:10
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14:10	14:20	14:10	14:20	14:10	14:20
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14:20	14:30	14:20	14:30	14:20	14:30
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14:40	14:50	14:40	14:50	14:40	14:50
14:45	14:55	14:45	14:55	14:45	14:55
14:50	15:00	14:50	15:00	14:50	15:00
14:55	15:05	14:55	15:05	14:55	15:05
15:00	15:10	15:00	15:10	15:00	15:10
15:05	15:15	15:05	15:15	15:05	15:15
15:10	15:20	15:10	15:20	15:10	15:20
15:15	15:25	15:15	15:25	15:15	15:25
15:20	15:30	15:20	15:30	15:20	15:30
15:25	15:35	15:25	15:35	15:25	15:35
15:30	15:40	15:30	15:40	15:30	15:40
15:35	15:45	15:35	15:45	15:35	15:45
15:40	15:50	15:40	15:50	15:40	15:50
15:45	15:55	15:45	15:55	15:45	15:55
15:50	16:00	15:50	16:00	15:50	16:00
15:55	16:05	15:55	16:05	15:55	16:05
16:00	16:10	16:00	16:10	16:00	16:10
16:05	16:15	16:05	16:15	16:05	16:15
16:10	16:20	16:10	16:20	16:10	16:20
16:15	16:25	16:15	16:25	16:15	16:25
16:20	16:30	16:20	16:30	16:20	16:30
16:25	16:35	16:25	16:35	16:25	16:35
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16:50	17:00	16:50	17:00	16:50	17:00
16:55	17:05	16:55	17:05	16:55	17:05
17:00	17:10	17:00	17:10	17:00	17:10
17:05	17:15	17:05	17:15	17:05	17:15
17:10	17:20	17:10	17:20	17:10	17:20
17:15	17:25	17:15	17:25	17:15	17:25
17:20	17:30	17:20	17:30	17:20	17:30
17:25	17:35	17:25	17:35	17:25	17:35
17:30	17:40	17:30	17:40	17:30	17:40
17:35	17:45	17:35	17:45	17:35	17:45
17:40	17:50	17:40	17:50	17:40	17:50
17:45	17:55	17:45	17:55	17:45	17:55
17:50	18:00	17:50	18:00	17:50	18:00
17:55	18:05	17:55	18:05	17:55	18:05
18:00	18:10	18:00	18:10	18:00	18:10
18:05	18:15	18:05	18:15	18:05	18:15
18:10	18:20	18:10	18:20	18:10	18:20
18:15	18:25	18:15	18:25	18:15	18:25
18:20	18:30	18:20	18:30	18:20	18:30
18:25	18:35	18:25	18:35	18:25	18:35
18:30	18:40	18:30	18:40	18:30	18:40
18:35	18:45	18:35	18:45	18:35	18:45
18:40	18:50	18:40	18:50	18:40	18:50
18:45	18:55	18:45	18:55	18:45	18:55
18:50	19:00	18:50	19:00	18:50	19:00
18:55	19:05	18:55	19:05	18:55	19:05
19:00	19:10	19:00	19:10	19:00	19:10
19:05	19:15	19:05	19:15	19:05	19:15
19:10	19:20	19:10	19:20	19:10	19:20
19:15	19:25	19:15	19:25	19:15	19:25
19:20	19:30	19:20	19:30	19:20	19:30
19:25	19:35	19:25	19:35	19:25	19:35
19:30	19:40	19:30	19:40	19:30	19:40
19:35	19:45	19:35	19:45	19:35	19:45
19:40	19:50	19:40	19:50	19:40	19:50
19:45	19:55	19:45	19:55	19:45	19:55
19:50	20:00	19:50	20:00	19:50	20:00
19:55	20:05	19:55	20:05	19:55	20:05
20:00	20:10	20:00	20:10	20:00	20:10
20:05	20:15	20:05	20:15	20:05	20:15
20:10	20:20	20:10	20:20	20:10	20:20
20:15	20:25	20:15	20:2		

Appendices

APPENDIX A.2 (CONTINUED)



rapid 6
Mid-Day Service
Servicio de Mediodía

NORTHBOUND					
Green Line Station	LAX Transit Center	Sepulveda & Playa	Sepulveda & Washington	Sepulveda & Expo Line	UCLA Gateway Plaza
10:17AM	10:26AM	10:39AM	10:47AM	10:56AM	11:13AM
10:47	10:56	11:09	11:18	11:27	11:45
11:17	11:26	11:39	11:48	11:57	12:15
11:47	11:56	12:10PM	12:19PM	12:28PM	12:47PM
12:17PM	12:26PM	12:40	12:49	12:58	1:17
12:47	12:56	1:10	1:19	1:28	1:47
1:12	1:21	1:35	1:44	1:53	2:12
1:42	1:51	2:05	2:14	2:23	2:42
2:12	2:21	2:35	2:42	2:51	3:12
2:35	2:44	2:58	3:05	3:17	3:38

SOUTHBOUND					
UCLA Gateway Plaza	Sepulveda & Pico (Expo Line)	Sepulveda & Washington	Sepulveda & Slauson	LAX Transit Center	Green Line Station
9:05AM	9:21AM	9:31AM	9:37AM	9:51AM	10:04AM
9:30	9:47	9:57	10:03	10:17	10:30
10:00	10:17	10:27	10:33	10:47	11:00
10:30	10:47	10:57	11:03	11:17	11:30
11:00	11:18	11:28	11:35	11:49	12:03PM
11:25	11:43	11:53	12:00PM	12:14PM	12:28
11:55	12:13PM	12:23PM	12:30	12:45	12:59
12:25PM	12:43	12:53	1:01	1:16	1:30
12:50	1:08	1:19	1:27	1:42	1:56

Times are approximate and may vary due to traffic and weather conditions.
Times shown are subject to change without notice.
Los tiempos son aproximados y pueden variar debido a tráfico y condiciones de clima.
Los tiempos demostrados son conforme a cambio sin aviso.

Appendices

APPENDIX A.2 (CONTINUED)



7 Culver Blvd.
Monday - Friday

Lunes - Viernes

EFFECTIVE SEPTEMBER 18, 2017

Westbound Oeste	
Robertson & Venice	5:55AM
Washington/Expo Line	6:04AM
Culver & Overland	6:11AM
Culver & Centinela	6:19AM
Lincoln & Maxella	6:25AM
Fisherman's Village	6:30
	6:33
	7:11
	7:15
	7:56
	8:00
	8:41
	8:45
	9:23
	9:27
	10:08
	10:11
	10:44
	10:47
	11:23
	11:26
	11:34
	11:42
	11:50
	11:56
	12:00PM
	12:03PM
	12:11PM
	12:19PM
	12:27PM
	12:33PM
	1:13
	1:20
	1:23
	1:31
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	8:17
	8:23
	8:29
	8:36
	8:42
	8:55
	8:57
	9:03
	9:09
	9:16
	9:22

Eastbound Este	
Fisherman's Village	5:20AM
Lincoln & Maxella	5:27AM
Culver & Centinela	5:36AM
Culver & Overland	5:42AM
Robertson & Venice	5:49AM
	5:55
	6:02
	6:35
	6:42
	7:13
	7:20
	7:55
	8:02
	8:40
	8:48
	9:24
	9:32
	10:06
	10:13
	10:45
	10:52
	11:21
	11:28
	11:37
	11:45
	11:52
	12:01PM
	12:08PM
	12:17PM
	12:25PM
	12:32PM
	12:41
	12:48
	1:21
	1:28
	2:01
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	6:07
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	6:57
	7:38
	7:45
	8:20
	8:27
	8:35
	8:42
	8:49

**City of Culver City
Transportation Department**

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Culver CITY

