RESOLUTION NO. 2022-R____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CULVER CITY, CALIFORNIA, APPROVING THE CULVER CITY TRANSPORTATION DEPARTMENT 2022-2026 SHORT RANGE MOBILITY PLAN (SRMP) AND FINDING THE SRMP TO BE EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PURSUANT TO CEQA GUIDELINES SECTION 15061 (b)(3).

WHEREAS, the Culver CityBus Short Range Transit Plan (SRMP) is a five-year planning and policy document that outlines governance, service provision and regulatory requirements, establishes strategic performance goals and objectives, and provides a three-year financial plan for Culver CityBus and the Culver City Transportation Department; and

WHEREAS, the SRMP also discusses transportation planning for projects that will significantly impact transportation in, around and through Culver City; and

WHEREAS, the SRMP also identifies projects that will modify infrastructure and facility capacity; and

WHEREAS, the three-year financial plan contained in the SRMP identifies the funding sources for the Transportation Department's operating and capital budgets that will pay for these projects over the next three years; and

WHEREAS, the SRMP will be submitted to the Los Angeles County Metropolitan Transportation Authority (Metro) which incorporates the documents from all of the local transit agencies into the Regional Transportation Improvement Program (RTIP), which is the regional planning and funding document submitted to the State Department of Transportation and the Federal Transit Administration; and

WHEREAS, in accordance with the California Environmental Quality Act ("CEQA"), the City Council determined the BPAP is exempt from CEQA, as set forth in this Resolution.

NOW, THEREFORE, the City Council of the City of Culver City, DOES HEREBY RESOLVE as follows:

1. Pursuant to the foregoing recitations, the City Council finds the Short Range Mobility Plan ("SRMP") to be exempt from the California Environmental Quality Act ("CEQA"), pursuant to CEQA Guidelines Section 15061(b)(3), as it can be seen with certainty there is no possibility the proposed SRMP will have a significant effect on the environment. The SRMP, by itself, does not result in any physical changes in the environment because it is a guiding document and plan on how the City intends to prioritize, identify funding for and implement existing mobility projects. The SRMP does not approve any specific mobility projects; rather, it summarizes projects that have already been approved by City Council (which have undergone their own environmental review). Each future Council activity related to the SRMP, which itself is a project, would be subject to appropriate CEQA analysis at the time the Council reviews and approves or conditionally approves that project.

2. Pursuant to the recitations and environmental findings, the City Council hereby approves the Culver City Transportation Department's FY 2022-2026 Short Range Mobility Plan.

3. The City Council hereby authorizes the Chief Transportation Officer or his designee to submit documents and information pertaining to the SRMP; file and claim funds made available by federal, state and local funding programs; and submit all reports

mandated by federal, state, and local agencies that provide funds to the Culver Transportation Department Enterprise Fund.

APPROVED and ADOPTED this _____day of February, 2022.

DR. DANIEL LEE, Mayor
City of Culver City, California

ATTEST:

JEREMY GREEN
City Clerk

APPROVED AS TO FORM:

HEATHER BAKER
City Attorney

A22-00032

SHORT RANGE MOBILITY PLAN

FY 2022–2026

Culver CITY
Transportation Department

Mobility Planning▪CityBus▪CityShare▪CityRide▪CityFleet

Short Range Mobility Plan

FY 2022–2026

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CHAPTER 1

Introduction

A MESSAGE FROM CHIEF TRANSPORTATION OFFICER ROLANDO CRUZ

As Chief Transportation Officer of the City of Culver City, I am incredibly proud of the progress our Department has made over the past two years, despite the unprecedented challenges brought by a global pandemic that impacted every facet of our daily lives. With COVID-19, Culver CityBus was forced to adapt by implementing resilient measures, including but not limited to reducing service levels, rear-door boarding, suspending fare collection, enhanced bus cleaning, and added nightly sanitization, as well as the installation of Operator protective barriers.

COVID-19 also underscored the importance of rethinking mobility within our community, as it presented a unique opportunity for Culver City to build back better by accelerating innovative ideas and fast-tracking projects and initiatives that would further the organization's vision of enhancing quality of life within Culver City. This included the implementation of dedicated bus and bike lanes in the City's downtown corridor, elimination of fares for CCUSD students, development of a Long-term Electrification plan, and delivery of the City's first zero-emission buses. As we kick off 2022, we will continue building upon the success of the past year. This includes a study to assess the expansion of mobility lanes, new circulator services on the Jefferson corridor, expansion of the Fareless System Initiative to include low-income riders, completion of a 10-year financial forecast, implementation of a workforce-management software solution, and the development of a Transportation Technology Roadmap.

The past two years were spent developing our agency's mission and vision and creating a strategic-planning framework that describes our long-term objectives and goals. During this time, staff focused on creating core values, setting priorities, and putting a foundation in place that would guide our Department and allow it to successfully achieve its vision. Now, we are in a year of action, with the ultimate goal of connecting community and enhancing the quality of life by making Culver City a better place to live, work, shop, and play. It is the Culver City Transportation Department's vision to expand and enhance all mobility options while minimizing the impacts to those who choose to use a personal car for their mobility needs.

This new priority of reimagining mobility resulted from completing a Transit Oriented Development Visioning Study in 2017 that recommended the City explore comprehensive strategies to accommodate all modes of transportation, including 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. We at the Transportation Department are excited to collaborate with City stakeholders, partners, and community members to take on that challenge.

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

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.

CHAPTER 2

Governance

Dr. Daniel Lee
Mayor

Albert Vera
Vice Mayor

Göran Eriksson
Council Member

Alex Fisch
Council Member

Yasmine-Imani McMorrin
Council Member

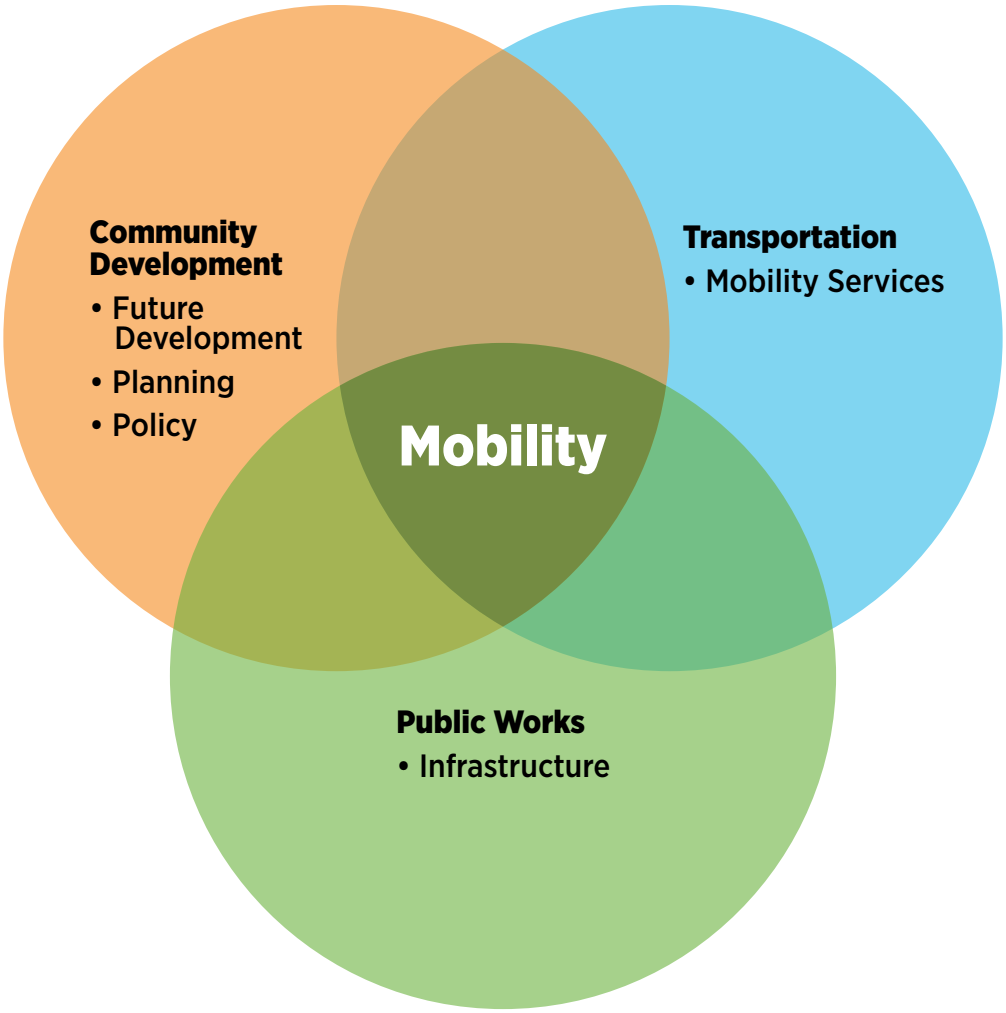
John Nachbar
City Manager

CITY STRUCTURE

Culver CityBus and the City's growth in mobility alternatives 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 Department heads report to the City Manager who is responsible for implementing the policy directions of the Council.

CULVER CITY MOBILITY TEAM

There are three departments that all play a role in enhancing Mobility for Culver City: Community Development, Public Works, and Transportation. Understanding that we must work together, the department directors and mobility managers meet on a biweekly basis to build a common mobility vision/strategy and to improve interdepartmental



collaboration. A working group was formed, the Culver City Mobility team. The roles of the three departments are as follows:

- ***Community Development*** – Responsible for initiating and guiding private development to support the City's overall mobility vision by encouraging private investment in mobility and congestion-mitigation efforts. This includes new development permitting, project design, building construction and rehabilitation, parking supply, and development condition monitoring.

- ***Public Works*** – Responsible for planning, designing, constructing, monitoring operations, and maintaining infrastructure and public right of ways that support all mobility options including pedestrians, bicycles, other forms of active transportation, the City's transit system, and all other users of the City's roadway network.

- ***Transportation*** – Responsible for the planning, delivery, and monitoring of mobility services as well as the plan to encourage stakeholders (both residents and businesses) to use alternative mobility services. Transportation Services include CityBus (regional fixed-route bus service), CityShare (scooter, bike, and other vehicle shared services as well as trip-reduction program), CityRide (local fixed-route and on-demand service such as senior and Microtransit), and CityFleet (city vehicle maintenance).

- ***Joint Role*** - Facilitate, plan, and monitor long-term mobility goals through recommending and implementing city policies.

Currently, the group is focused on creating a unified vision and mobility strategy that must be approved by the City Council and is being addressed through the City General Plan Update. The ultimate goal is to create an annual process that could inform the City's existing Capital Improvement Program and help identify mobility

priorities, identify areas for potential growth, resolve potential conflicts between projects' use of the public right-of-way and City-facilitated budgeting of City resources. Chapter 3 of this Short-Range Mobility Plan will include, at a high level, projects under consideration that impact the whole city, including some not impacting the department but improving mobility and ultimately benefiting Culver CityBus and the Transportation Department. This report will outline in more detail the specifics of Transportation Department mobility services.

TRANSPORTATION DEPARTMENT

The Culver City Transportation Department is responsible for the planning, delivery, and monitoring of mobility services with Culver CityBus fixed route being the foundation of the Department's services. The City Department consists of three divisions: Transit Operations, City Fleet Services, and Transportation Administrative Services. Transit Operations provides fixed-route, on-demand, and micromobility public services and community engagement with stakeholders. 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 transportation planning, mobility-service planning, safety and training, and fiscal management, including preparing the annual budget; collecting, recording, and reporting all revenue and expenses; and securing countywide, state, and federal transportation grants for the entire department. Additionally, the Department 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 seven members who oversee the primary functions of the department. Culver CityBus is led by the **Chief Transportation Officer** (CTO) who supervises the work of six management staff: Deputy Transportation Officer, Transit Operations Manager, Fleet Services Manager, Transportation and Mobility Planning Manager, Transportation Administration Manager, and the Safety and Training Coordinator.

Mike Tobin
Deputy Transportation Officer

The Deputy Transportation Officer (DTO) oversees all Transit Operations, Facilities Maintenance, and Marketing and Community Engagement efforts. This position is also responsible for managing the Department's portfolio of software applications, technology infrastructure, and related projects. The DTO also supports the Department in managing and implementing its capital improvement program. This position oversees the Transit Operations Manager, Facilities Supervisor, Management Analyst (Community Engagement and Marketing), and an Administrative Secretary.

Samantha Blackshire
Transit Operations Manager

The Transit Operations Manager is responsible for the daily operations of Culver CityBus and on-demand services such as dial-a-ride senior services and microtransit. This position oversees the Transit Operations Supervisors, Management Analyst (Transit Operations), and Bus Operators. The Operators are composed of full-time and part-time employees operating buses and CityRide 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 Administration and Safety. The Equipment Maintenance and Fleet Services Division is responsible for the Transit Asset Management Plan for transportation equipment and rolling stock, which includes monitoring and ensuring compliance with all safety and environmental legislation and requirements for local, state, and federal agencies.

Diana Chang
Transportation and Mobility Planning Manager

The Transportation and Mobility Planning Manager is responsible for transportation and mobility planning and initiatives, which includes the MOVE Culver City mobility lane project and mobility service planning for fixed-route, on-demand, microtransit, and micromobility services. The manager is responsible for the oversight of the City's shared micromobility program that includes scooter share and bike share; the performance reporting of all mobility services, including the externally mandated reports; and transportation innovation research. The manager is the liaison to the City Public Works and Community Development Departments for all transportation issues including transportation and mobility planning, land use, bus-stop standards, Transportation Demand Management, and other transportation policies and ordinances. The manager is also responsible for coordinating with other cities and agencies on local and regional development and transportation projects, plans, and issues; 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 three Transportation Planners and one Transportation Planning Associate Analyst.

Nick Szamet
Transportation Administration Manager

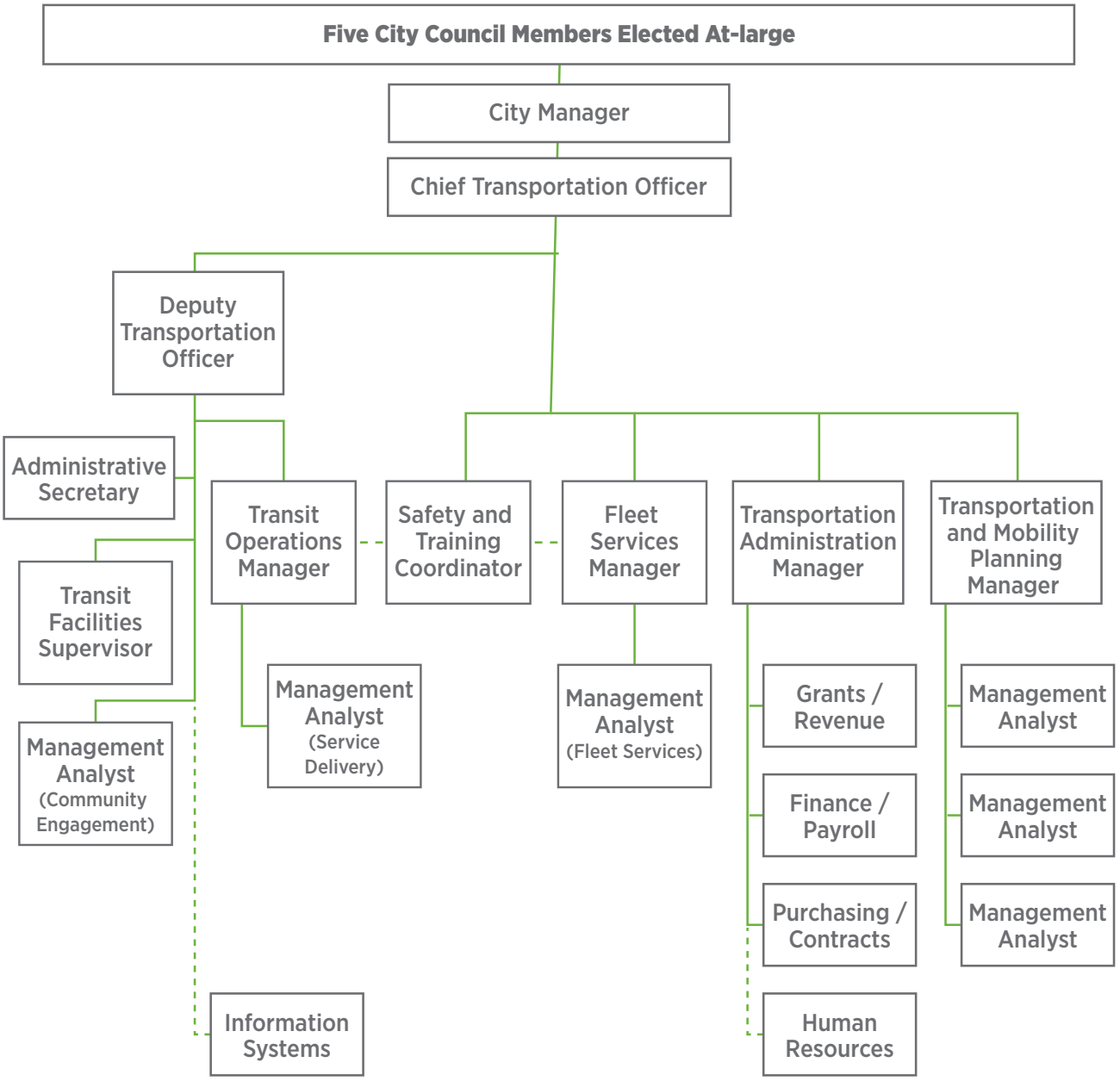
The Transportation Administration Manager handles all financial management of the department operational and capital budgets, the associated federal and state grants and intergovernmental funding sources, their associated project expenses and reporting, monitoring of the legislation that regulates this funding, and compliance with all regulations. This position 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. 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 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 Analyst (Finance), an Administrative Secretary, and a Secretary.

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.

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

ORGANIZATION CHART BY DIVISION



ORGANIZATION CHART BY FUNCTION

VISION, MISSION, AND CORE 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 Transit Oriented Development (TOD) Visioning Study completed in 2017. 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 better connect the station with Downtown and with its surrounding neighborhoods. Through a series of eight public workshops and numerous interviews and focus group meetings, the project team 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 modes 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 Study, the Council's 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 mobility challenges and needs.

Culver City Transportation provided employees the opportunity to participate in creating 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 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 also a model for improving 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 of public transportation services must enhance our residents' life satisfaction, 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. This choice is only one of the things we offer that enhances the quality of life—for our customers, the dependability and reliability of our maintenance services ensure that they can fulfill their duties to the community.

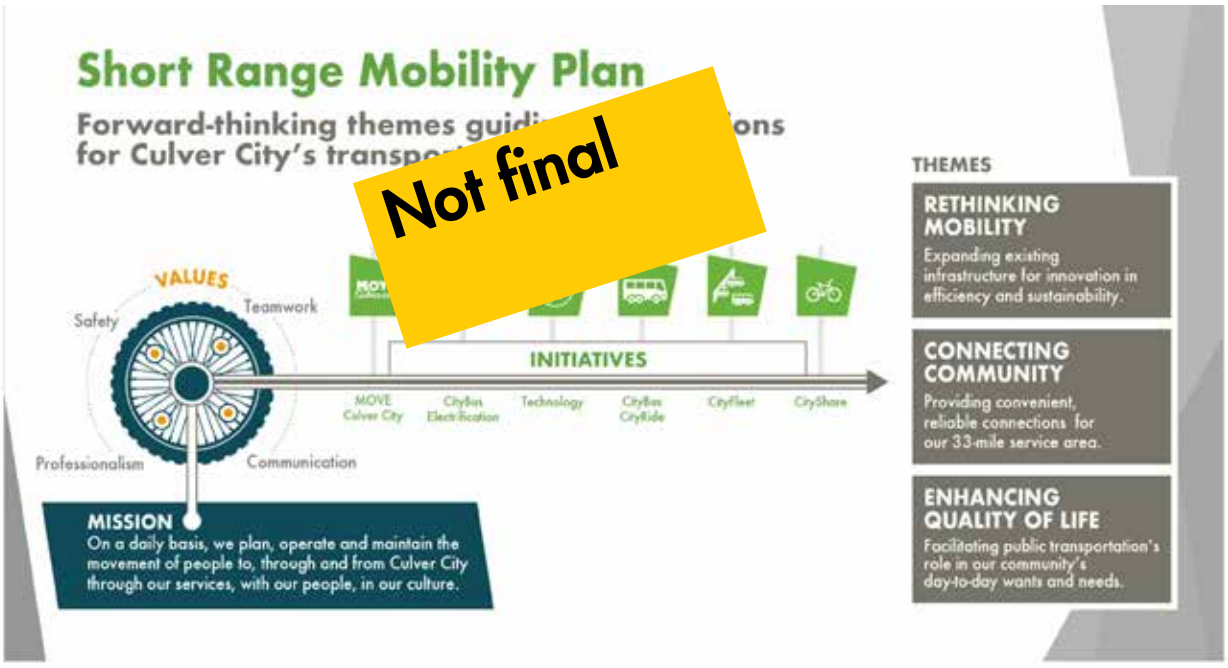
Mission

The mission that guides our everyday operation is to provide service daily. Interactions with our customers and our team are **What** we do every day. 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. Transportation planning will focus on public transportation services, enhancing fixed-route and paratransit services, expanding micromobility with scooters and bikes, and offering microtransit 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 our customers' expectations with our public transportation services. Our team will listen and engage our customers to understand what is asked for, continuously improve what we offer, and recognize that we are the best choice.

SHORT RANGE MOBILITY PLAN



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.

Initiatives

The Vision and Mission combined offer a broad, overall sense of the organization's direction. However, to work toward achieving these long-term goals as outlined in the Vision, the Department is currently pursuing and overseeing several strategic initiatives. These activities and projects represent the Department's tactical approach to accomplishing its strategic objective of reimagining mobility, and they are critical to the success of the organization as they ensure that short-term objectives and activities are always in alignment with the Department's overarching Vision. These initiatives are outlined in detail in Chapter 5 of the SRMP.

The Transportation Department vision and mission statement and matrix of core values and behaviors are presented below.

TRANSPORTATION DEPARTMENT VISION AND MISSION STATEMENT

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.

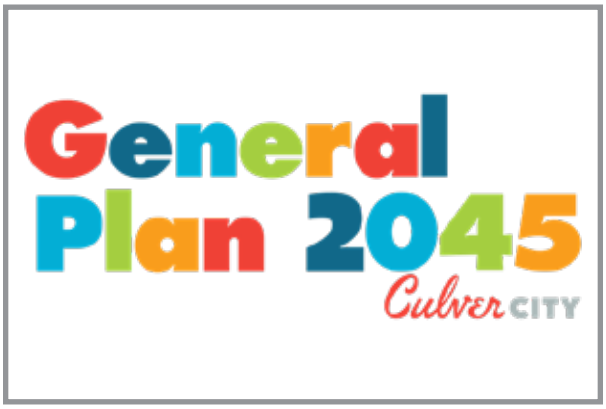
CITY GUIDANCE

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 mobility efforts.

Bicycle and Pedestrian Advisory Committee (BPAC) – The BPAC is comprised of nine members of the public 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 multimodal 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 plays 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 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 – 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 surrounding neighborhoods.

REGIONAL COLLABORATION

Surrounded on all sides 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 is 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 that 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.

- ***Regional Dedicated Transit Lanes Study Technical Advisory Committee*** – This working group provides guidance and inputs supporting the development of a regional network of dedicated bus lanes and priority treatments to enable enhanced transit services, improve mobility, accessibility, sustainability, and advance implementation of Connect SoCal.

- ***Federal Transportation Improvement Program*** - The Federal Transportation Improvement Program (FTIP) is a federally mandated four-year program of all surface-transportation projects that will receive federal funding or are subject to a federally required action. The FTIP is a comprehensive listing of such transportation projects proposed over a six-year period. This listing identifies specific funding sources and fund amounts for each project. It is prioritized to implement the region's overall strategy for providing mobility and improving both the efficiency and safety of the transportation system, while supporting efforts to attain federal and state air-quality standards for the region by reducing transportation-related air pollution. Projects in the FTIP include highway improvements, transit, rail and bus facilities, high occupancy vehicle (HOV) lanes, high occupancy toll (HOT) lanes, signal synchronization, intersection improvements, freeway ramps, non-motorized projects, and bicycle and pedestrian projects.

Westside Cities Council of Governments (WSCCOG) – The WSCCOG has recently developed 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. Member jurisdictions of the WSCCOG coordinate on subregional and regional transportation issues and projects. The WSCCOG is also responsible for allocating Measure M Multi-Year Subregional Program and Subregional Equity Funds.

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CHAPTER 3

Culver City Mobility Collaboration

STRATEGIC MOBILITY PLANNING IN CULVER CITY

Ongoing demographic changes, the proliferation of new economic development, the advent of disruptive technology, and new commuting patterns resulting from COVID-19 have all converged to profoundly impact the mobility landscape in the LA region. As such, Culver City has determined that a more holistic and collaborative approach to strategic mobility planning is warranted to address these challenges and to ensure that Culver City can achieve its long-term Mobility Objectives.

With this goal in mind, the Community Development, Public Works, and Transportation Departments began meeting regularly in 2020 to build a common mobility vision and strategy, improve interdepartmental collaboration, delineate roles and responsibilities within the City related to mobility, and begin assessing departmental projects to ensure that individual departmental goals align with the City's strategic mobility objectives. By working together to create truly cohesive, integrated campaigns and mobility initiatives, the City's Mobility Departments are better suited to problem solve and address the multifaceted challenges that the City faces. Below is a list of mobility projects that require a cross-functional approach as the scope of each project overlaps various City Departments and functions. Also included is a section detailing the City's process to prioritize and fund these projects, and the interconnection of the SRMP with the Culver City General Plan.

Developing a City-Wide Mobility Vision

This section outlines the process by which a City-wide Mobility vision was developed over the past two years which is the basis for the Short-Range Mobility Plan. Staff members from Community Development, Public Works, and Transportation Departments participated in moderated working sessions focused on envisioning the future of mobility in Culver City (both by Department and then collectively by sharing the departmental visions with each other). These working sessions revealed that the team had a diverse set of ideas about what mobility could mean in the future—while each Department had their own unique perspective there was also a great deal of overlap in themes.

The following **drivers** of mobility arose in the first three interdepartmental conversations:

- *Culver City is passionate about sustainability and thus mobility options, creating a better world for the community*
- *Many different parts of the city are contributing to mobility; leaders across departments want to work together to help create a vision that is meaningful to all parts of the organization*
- *Residents are frustrated by traffic moving through the city (which may have increased with the introduction of Waze and Google Maps)*
- *Residents want to move seamlessly through the area themselves*

The following **themes** arose in the mobility team conversations:

- *We are a Multimodal City – surrounded by bus malls and a myriad of mobility options – need to expand*
- *Shared Vehicles is a wave of the future – need to explore*
- *City Fleet Electrification and within the City supports Sustainability Goals*
- *Redirect Traffic*
- *Paradigm Shift/Educate Community*
- *Mobility complements and supports our city*

The drivers and themes of Mobility outlined in the myriad conversations and working sessions have helped the City create a unified Mobility vision. It is the intent of this SRMP to memorialize and formalize this vision by outlining the City's approach to mobility planning, including a summary of all ongoing and planned mobility initiatives, the prioritization process, citywide mobility funding sources, and how these all culminate in a comprehensive mobility strategy that will guide the City's decision-making over the next five years.

MOBILITY PROJECT PRIORITIZATION AND FUNDING

There are multiple extant documents that outline the City's Capital projects and their funding sources, ranked by priority. The City issues a Capital Improvement Plan (CIP) every year that covers the subsequent five-year period. The CIP outlines all the City's strategic capital investments over the next five years to purchase, construct, or replace the community's physical assets, and shows the project, any carryover funding, next year's budgeted funds, as well as a forecast of anticipated funding over the next four years. Historically, Departments work internally to prioritize projects identified in the CIP and to be included in the annual budget. However, as noted before, the City is now embarking on a more holistic strategy for prioritizing capital projects, especially those that require interdepartmental collaboration. This new process will entail identifying all high priority Culver City mobility-related projects and appropriate funding that are scheduled to commence or to be completed in the next 3 – 5 years. The project list contained herein will then feed the development of the CIP, which the Council approves annually. These projects will be funded through a mix of general City mobility funding, City-generated revenue, and grant funding opportunities at the federal, state, and local levels.

Mobility Project Prioritization Process

The goal of the City's Mobility Collaboration group is to implement a process whereby mobility projects are evaluated based on various criteria to ascertain urgency and feasibility, and therefore should be included in the annual CIP and allocated the appropriate funding. This will assist the interdepartmental working group in understanding priorities of the Community and allow staff to dedicate the resources necessary to make these projects a reality. This process will use several inputs, including the TDFM Interim Mobility Improvement Project List approved by Council in June 2020, the Mobility Element of the General Plan, Bicycle and Pedestrian Action Plan (Plan) updated in 2020, Short Range Mobility Plan, as well as Regional Transportation plans such as WSCOG's Mobility Study, LA Metro's NextGen Bus Plan and Long-Range Transportation Plan, and SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy. Finally, the process will be guided by Council, particularly through the Mobility, Traffic, and Parking Subcommittee.

The first step in this process will include a screening and comprehensive evaluation of all projects from existing plans that fall within the next 3-5 years and require cross-departmental coordination for implementation. These projects should currently not have a funding source (I.e., not in the current CIP) and share "real estate" across modes and thus require true collaborative efforts between the departments and coordination of potential funding sources.

Projects will then be evaluated based on their potential to assist the City in achieving its overarching goals as outlined in the Mobility Element of the General Plan Update, therefore ensuring congruency with the City's strategic-mobility objectives. Staff will then solicit feedback from the Community on the short-term

priorities, after which the Mobility Collaboration group will finalize the list and present to Finance for inclusion in the City's CIP.

COORDINATION WITH THE GENERAL PLAN UPDATE

A General Plan is a strategic and long-term framework or "constitution" that guides future growth and development within the city. It includes the framework by which all land use and planning decisions are based, thus serving as a "blueprint" and a key tool for shaping and improving the quality of life for residents and businesses in Culver City. The General Plan Update (GPU) comprises a long-term vision that will guide decision making and describes the guiding principles that will allow the City to achieve its long-term objectives by 2045.

The existing General Plan includes nine elements, one of which is on mobility. Updating the Mobility Element has involved reviewing existing conditions, assessing transportation alternatives, drafting goals and policies, getting community input, and ultimately updating the element itself. The Community Development Department is the lead department coordinating the process. Updating the Mobility Element has involved close collaboration between the Public Works and Transportation Departments with the goal of developing proposed mobility alternatives for the GPU to achieve the community's mobility vision for Culver City over the next 25 years to 2045. These alternatives will support future growth and shape how people move to, from, and through the community.

City staff oversaw a robust community-engagement process, consisting of a series of workshops for community members and public stakeholders to provide feedback and input on the Mobility Element. Staff then worked to identify, draft, and refine mobility goal and policy recommendations and investment priorities that would ultimately comprise the Mobility Alternatives and Mobility Element. The Element also outlines the actions necessary to make this

mobility vision a reality and set the preferred direction for the future. The Mobility Element considers fixed-route transit, on-demand mobility services, active transportation and multimodal pathways, mobility hubs and place making. Furthermore, the GPU links transportation and land-use planning to guide development. Coordinating land use and transportation accommodates pedestrian and bike safety, mobility, enhances public transportation service, improves road network connectivity, and ensures a multimodal approach to transportation.

Projects and initiatives listed in the GPU are categorized based on priority and funding availability, as considered under two alternatives: financially constrained and aspirational. The former alternative assumes that financial resources will remain static in the future, while the latter assumes that funding resources will increase in the future and expands on the number and size of investments included in the alternatives.

The intent of the SRMP is to ensure that near-term project activities and objectives align with the GPU Mobility Element's Preferred Direction. The SRMP is particularly important for guiding transportation policy and investment decision making over the three-to-five-year period following plan adoption, and therefore is primarily concerned with taking the longer-term initiatives listed in the GPU and breaking them up into manageable pieces. Below is a list of mobility projects that are intended to be completed over the next three to five years. It includes a brief write-up describing the project's scope, the anticipated capital outlays, the funding source, if the funding has been secured, the estimated date of project completion, and the Lead Department responsible for overseeing the project. The SRMP is intended to be a dynamic plan of action, meaning that the plan can be revisited and amended, allowing Culver City to adapt to the changing conditions within the Los Angeles region.

MOBILITY CITY-WIDE PROJECTS

Transportation Demand Management (TDM) Program

Culver City completed a TOD Visioning Study and Recommendations in 2017. The study recommended updating the City's TDM Ordinance and developing a formalized 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 is designed to reduce traffic congestion on our roadway system. A TDM Program uses policies, strategies, and programmatic measures to reduce single-occupancy vehicle (SOV) trips while increasing alternative travel options. These options include walking, biking, transit, ride sharing, and micromobilities. The goal is to reduce excess demand for congested roadways and parking by increasing 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. By working with developers and employers, the program will implement strategies and measures to incentivize alternative modes of transportation and reduce SOV trips.

The Transportation Department, working in coordination with the Community Development and Public Works Departments, will coordinate programs that are designed to maximize the efficient use of street networks and reduce emissions in and around the city. The effort will include preparing and adopting a TDM Ordinance, establishing staffing to manage the program, and

developing an education and outreach program to foster mobility mode shifts. The program will incorporate innovative mobility-management strategies to help achieve the City's mobility goals of improving circulation and reducing traffic congestion. The project will research TDM best practices and engage with developers, employers, and other stakeholders through the public-outreach process. The project will also recommend a practical and comprehensive TDM Program, update the TDM Ordinance and provide a roadmap for implementing other TDM-related recommendations.

The City is planning to hire a consulting firm in CY 2022 to assist with developing a Citywide TDM plan and updating the existing TDM ordinance, the goal of which is to outline a clear process for selecting, funding, and implementing TDM strategies, recommend policy changes, and recommend the structure and the guidelines to establish, evaluate, and monitor a Citywide TDM program. This study is fully funded and will be coordinated by the Transportation Department. The study will be used in the planning and implementation of the TDM program, slated to go live in FY 2024. Ongoing administrative oversight and operation of the program is currently unfunded.

Project Cost: $400,000 for the project. Annual program costs (including costs to implement TDM measures) TBD
Funding Secured: 100%
Funding Source: Local transportation funding
Timeline: Completion by end of FY 2024
Lead Department: Transportation/Community Development

Citywide Electric Vehicle Public Infrastructure Plan

Culver City was one of 18 cities that received a Southern California Association of Governments (SCAG) grant to prepare a citywide Electric Vehicle (EV) Infrastructure Plan (Plan). The intent of the Plan to determine the most suitable sites in Culver City to install EV charging stations, to identify hurdles to EV charging station installations (and to develop solutions to overcome them), to create guidelines for commercial and multi-unit residential property owners on different make/model EV charging stations available, their cost, available rebates and incentives for their purchase, installation and maintenance along with different Internet networking options that allow individuals to sign up to use them.

Each of the 18 cities will receive their own custom Plan listing site suitability criteria, evaluation of specific sites that compare them to those criteria, an evaluation of the City's existing policies to determine where they may be improved, and preparation of educational guides for drivers on what to expect with EV ownership, available rebates for their lease/purchase, battery charging at home and away, and ongoing maintenance.

Project Cost: $499,500 for all 18 cities
Funding Secured: 100%
Funding source: Southern California Association of Governments
Timeline: Completion by end of CY 2022
Lead Department: Public Works

Culver City Vehicle Utilization and Electrification

The City's commitment to the environment includes the ongoing adoption of a new vehicle electrification policy, which requires long-term planning of our fleet, facilities, and infrastructure. As we prepare for the future, the Transportation Department is doing a utilization analysis of the entire city fleet and assessing the maturity of the vehicle electric market for all City-owned vehicles. The final recommendation will help outline future vehicle needs and estimate the impact in time and dollars for a zero-emission strategy. The city will then develop a fleet replacement strategy and formalize plans and policies to deploy electric vehicles in the City fleet.

Council is requesting the exploration of infrastructure needed to enable full vehicle electrification. This infrastructure is for transit buses, City-owned fleet vehicles, and all vehicles traveling to, though, and from Culver City. For example, infrastructure requirements would include public charging facilities. As a result, the Transportation Department will collaborate with the Public Works Department, leading a vehicle electrification team to shape policy and programs for the future. This will require staff to develop preliminary concepts of each City site and estimate costs for vehicle electrification support.

Project Cost: $100,000
Funding Secured: 100%
Funding Source: Transportation Local Funds
Timeline: Vehicle Utilization Study completion by June 2022, Infrastructure concepts December 2022
Lead Department: Transportation/Public Works

MOVE Culver City

The MOVE Culver City Project is implementing the guiding principles set forth in the City Transit Oriented Development Visioning Plan (adopted in 2017) and the Bicycle and Pedestrian Action Plan (adopted in 2020) to design and construct holistic transportation options for pedestrians, bicyclists, and transit riders. It is an opportunity to reimagine Culver City streets and use of the public right-of-way.

Culver City does not have the ability to add new capacity by widening roadways. Instead, the roadways need to be made more efficient by prioritizing high-occupancy modes such as transit and promote sustainable transportation modes like walking and bicycling to ensure that the City can continue to grow and leverage current and future transportation investments, including the E Line (Expo), bike share, scooter share and microtransit. These pilot projects will serve as the opportunity for Culver City to learn how the permanent infrastructure improvement would work and demonstrate the benefits of such infrastructure to maximize the use of the roadway. The project intends to create a mobility paradigm shift through street transformation, expanded mobility services, enhanced access to mobility services, and better mobility user experience. The Culver City Transportation Department is looking at three different corridors to assess options using a quick-build process:

- ***Corridor 1****: Culver City Downtown – along Culver Blvd. and Washington Blvd., centered around Culver City Station*
- ***Corridor 2:*** *Sepulveda Boulevard – Venice Blvd. to Centinela*
- ***Corridor 3:*** *Jefferson Boulevard – Westfield Mall to La Cienega Station*

The first phase of the project will implement mobility lanes, facilitating the safe and fluid movement of buses, bikes, scooters, and emergency vehicles through Downtown Culver

City, the Helms District, and the Arts District. At the center of the project is the Culver City E Line Station, which is part of a $2.5 billion capital investment that implemented Metro's high-capacity light rail service that connects Culver City to Downtown Los Angeles and Santa Monica. One of the main goals of MOVE Culver City is to provide bus riders, cyclists, and emergency vehicles a safer, reliable, and more efficient ease of travel to key destinations and regional transit connections.

The City hired a consulting firm to design and assist in the implementation of a tactical mobility lanes along this corridor. This project is being performed through a quick-build pilot implementation process, which includes a condensed schedule, temporary materials, and a robust community engagement approach. The quick-build pilot implementation process was adopted because it allows for a nimble approach. Designs can be piloted and monitored prior to permanent implementation to test the improvements and the impacts on mobility throughout the corridor and adjacent neighborhoods. This approach will also allow for adjustments to address potential issues once implemented.

The Corridor 1 project began in FY 21. The mobility lane was launched in November 2021, with a minimum of a one-year assessment of performance. The project will be evaluated on the improvement of mobility alternatives, while minimizing the impact on personal vehicular traffic. The goal is to reduce the pass-through traffic in the corridor and others.

MOVE Culver City Downtown Corridor Mobility Lane

Upon the completion of the one-year assessment of the downtown Corridor, staff will bring the results of assessment and the recommendations on Corridor 1 to the City Council. Staff will move forward with the conceptual design of the two remaining corridors identified in CY 2023. As the project continues, staff will explore funding options and begin to secure monies for improvements. There are always opportunities for tactical urbanism.

Project Cost: $3 million for Corridor 1 and $800,000 for Corridor 2 and 3 Conceptual Design
Funding Secured: 100% for Corridor 1 and $260,000 for Corridor 2 and 3 Conceptual Design
Funding Source: Transportation Designated Dollars
Timeline: Corridor 1 by end of 2022, conceptual design for Corridors 2 and 3 by June 2023
Lead Department: Transportation

Jefferson Corridor Circulator

This project is a natural evolution of the MOVE Culver City project and includes the provision of high-quality transit service on the Jefferson Blvd. Corridor between the Westfield Culver City Transit center at the southern terminus and the Metro E Line La Cienega Station at the northern terminus (figure 1). This corridor has been undergoing development, which has led to a marked increase in congestion. The City hired a consulting firm to conduct a conceptual design on the potential implementation of tactical

mobility lanes along this corridor. The Jefferson Circulator service would establish a frequent and convenient mobility option that would efficiently transport people to major residential, commercial, and office centers, along with the E Line La Cienega Station and Westfield-Culver City Transit Center to connect people to the regional transit network, as well as provide a

mobility option for the high-density Cumulus development residents to shop and dine in Culver City. Furthermore, Jefferson Blvd. feeds into the La Cienega Corridor, which was identified by LA Metro in their BRT Vision & Principles Report as one of the five BRT corridors in the county that are top candidates for Measure M Countywide BRT program funds.

This effort aligns with the overarching goals and policies of leveraging transit to balance and mitigate the VMT impacts of development along this corridor identified in the GPU. City Staff are currently engaging developers to solicit investment in operating this service, which will enhance mobility and access to mobility services as well as reduce overall VMT along the Jefferson Corridor. Culver City intends to contract with a consulting firm to conduct a feasibility analysis of implementing a high-quality transit corridor. Based on the results of the feasibility analysis, staff will begin developing a plan for implementation in late 2023.

Project Cost: $14 to 22 million – multiple options under consideration, funding for 8 years
Funding Secured: N/A
Funding Source: VMT Fees/Potential Public-Private Partnership/LA County Regional
Timeline: Feasibility Analysis in late CY 2022, Implementation by end of CY 2023
Lead Department: Transportation

Mobility Hubs & E Line Culver Station Reimagined

Mobility Hubs are places designed to provide and seamlessly integrate multiple modes of transportation through place-making strategies that ultimately maximize first-last mile connectivity. Mobility hubs often include, but are not limited to, adequate bus stop and layover zones, transit shelters with real-time arrival information, micromobility parking zones, car-share facilities, wayfinding and signage, taxi-waiting/call areas, Wi-Fi service, bicycle storage, repair facilities, retail, and open space. Mobility Hubs bring together multimodal transit options in a single geographic space, thus providing potential riders with an easy and efficient way of accessing transportation networks and various

Culver City Hall

Culver City E Line Station

Culver City Transportation Department

Westfield Culver City Transit Center

mobility amenities and services, along with incentivizing the use of alternative modes of transportation. Mobility hubs require interactions and balance between transportation, land use, public infrastructure, and place-making functions, and therefore the success of this project necessitates a close collaborative approach between the Culver City Mobility Collaboration Team.

The City is currently in the initiation and planning phase of this project and is planning to design and pilot three gateway mobility stops (Culver City City Hall, E Line Culver City Station, and La Cienega Ave./Washington Blvd.) in alignment with the Move Culver City. This first phase will incorporate micromobility parking zones and improve the space with furniture and bus stop signage. The second phase is to reimagine and transform the gateway mobility stop at the Culver City E Line Station entrance into a gateway to Culver City. The second phase will require coordination with Metro as the improvements are anticipated to be on both Metro and City rights-of-way. This phase will also include the update of Bus Stop Guidelines to be more expansive, a shift in paradigm as we will create Mobility Stop Guidelines.

In fiscal years FY 23-FY 24, options will be explored to expand the program to the Culver City Transportation Department, the Westfield Culver City Transit Center, the Robertson Transit hub, and other major transit hubs as the third phase.

Funding Secured: $500,000 for Phases 1 and 2
Funding Source: Phases 1 and 2 Federal 5307 Urbanized Area Formula Grants and local transportation funds. Phase 3 TBD
Timeline: Phase 1 completed. Phase 2 to be completed in FY 23. Phase 3 to occur FY 23-FY 24
Lead Department: Transportation

Bicycle and Pedestrian Action Plan

The 2020 Bicycle and Pedestrian Action Plan (Plan) establishes a long-term vision for improving walking and bicycling in Culver City by updating the previous Bicycle & Pedestrian Master Plan adopted by the City Council in 2010. The Plan seeks to ensure comfortable, safe, and attractive places to bike and walk so that these forms of active transportation become first choices for traveling around Culver City. The plan outlines the myriad of initiatives and projects that the City will implement in order to ensure that infrastructure is in place to provide affordable, safe, and healthy mobility options for all residents.

Class I

Class I bikeways, also known as bike paths or shared-use paths, are facilities with exclusive right-of-way for bicyclists and pedestrians, away from the roadway and with cross flows by motor traffic minimized. Some systems provide separate pedestrian facilities. Class I facilities support both recreational and commuting opportunities. Common applications include along rivers, shorelines, canals, utility rights-of-way, railroad rights-of-way, within school campuses, or within and between parks.

Class II

Class II bikeways are bike lanes established along streets and are defined by pavement striping and signage to delineate a portion of a roadway for bicycle travel. Bike lanes are one-way facilities, typically striped adjacent to motor traffic traveling in the same direction. Contraflow bike lanes can be provided on one-way streets for bicyclists traveling in the opposite direction.

Class III

Class III facilities are facilities shared with motor vehicles on the street, which may be indicated by placing bike route signs along roadways. Class III bikeways are intended to provide continuity to the bikeway system. Bike routes are established along through routes not served by Class I or II bikeways, or to connect discontinuous segments of bikeway (normally bike lanes).

Class IV

A Class IV separated bikeway, often referred to as a cycle track or protected bike lane, is for the exclusive use of bicycles, physically separated from motor traffic with a vertical feature. The separation may include, but is not limited to, grade separation, flexible posts, inflexible barriers, or on-street parking. Separated bikeways can provide for one-way or two-way travel. By providing physical separation from motor traffic, Class IV bikeways can reduce the level of stress, improve comfort for more types of bicyclists, and contribute to an increase in bicycle volumes and mode share.

The Plan ranked and prioritized the locations identified for bicycle improvements into three tiers. It considers factors that include safety conditions, connectivity within the grid, connectivity to transit (first-last mile), access to employment centers, and access to schools and parks. The prioritization list is shown on Table 12 of the Plan on page 99.

Improvements may be added incrementally as resurfacing and development opportunities arise. Staff will identify these locations and pursue funding methods to complete the network.

Project Cost: $10 million
Funding Secured: Partially funded by various grants or programs. Approximately $7 million is unfunded.
Funding Source: Measure M, County Active Transportation Funding, Active Transportation Program (ATP), Local CIP, Development Agreements
Timeline: N/A
Lead Department: Public Works

Bike Share

In 2019, City Council directed staff to implement a Citywide bike-share program using the LA Metro Bike Share system. Subsequently, Metro recommended the City to postpone the implementation of the Metro Bike Share system in the City due to Metro bike-share contract issues. Metro is currently reissuing a Request for Proposal on the bike share service contract (contract anticipated to be in place in FY 23).

In the interim, Culver City has expanded its Shared Micromobility Program to include private dockless bike share and entered into an agreement with Bird to operate bike share in the City. When the new Metro bike share

contract is in place, the City will work with Metro to implement a bike-share system and install bike-share stations throughout Culver City. This program will make use of the mobility hubs and provide customers with the ability to use bikes for short, one-way trips throughout the City, providing a convenient first-last mile option.

Project Cost: $1.7 million (capital and three years of operation and maintenance costs—to be updated/negotiated when Metro's new service contract is available)
Funding Secured: $960,000 (Metro is contributing 50% of the capital costs and 35% of operational costs. Program revenue is anticipated to pay toward the program costs.)
Funding Source: Measure M, County Active Transportation Funding, Active Transportation Program (ATP)
Timeline: Implementation by end of FY 2023
Lead Department: Transportation

Hayden Tract Ped/Bike Bridge

The City of Culver City, in cooperation with the California Department of Transportation (Caltrans), seeks to bring much-needed improvements to the Higuera St. Bridge in the Hayden Tract area. The improvements include a new bike ramp connection to the Ballona Creek Bike Path. As part of this project, the existing

Higuera St. Bridge is in the process of being removed and replaced. A new bike ramp will be constructed that connects Higuera St. to the Ballona Creek bike path. The existing bridge will be replaced with a new, wider bridge (27 additional feet) and will include the following improvements:

- *Additional northbound travel lane (two in each direction)*
- *New bike lanes with lane line buffers*
- *New entrance bike ramp connection to Ballona Creek Bike Path*
- *Wider sidewalks*
- *Traffic signal upgrades at Jefferson Blvd.*
- *New pavement and striping*
- *New retaining walls, landscaping, and irrigation*

Project Cost: $7.6 million
Funding Secured: Secured
Funding Source: Federal Highway Bridge Funds for the bridge and Metro grant for the bike path plus local matches
Timeline: Implementation by end of CY 2022
Lead Department: Public Works

Fare Equity

Los Angeles County has taken a leading role in addressing fare equity and engaging in a conversation about fareless transit as a way to provide public transportation equitably. Culver City Transportation supports creating a transportation system that can be accessed by all those needing mobility. In FY 22, the Transportation Department launched a pilot program for students in Culver City Unified schools (CCUSD) to help kids ride transit for free, with the support of LA Metro (GoPass). Culver CityBus and CCUSD were the largest to start the program in August of 2021. The 2-year pilot offers students unlimited rides at no cost on Culver CityBus, LA Metro bus and rail, and LADOT Dash. The costs over FY 22 and FY 23 are being shared by CityBus and CCUSD. Goals have been set to double student ridership by the end of FY 22 and develop a plan for sustainability. LA Metro has officially rolled out the GoPass program to county transit agencies, school districts, and community colleges, offering fareless transit to K-12 and community college students.

Dovetailing with the Transportation Department program for fareless service for students, the Department is seeking to initiate further measures to ensure greater levels of fare equity and expand ridership options for patrons of Culver CityBus. This includes more closely integrating fare programs that exist in the regional fare system Transit Access Pass (TAP) like the Low-Income Fare is Easy Program (LIFE), which gives riders subsidies based on levels of income. CityBus is seeking to become a program-enrollment site for riders who are unable to access program resources online. Additionally, the Transportation Department is developing a monthly pass option that will be low cost in comparison to other monthly pass options on the regional level, subsidized for low-income riders through LIFE, and are well suited for public transit reimbursement options offered by employers.

Project Cost: $500,000 to $3.7 million
Funding Secured: Reserved Federal funds of $3.7 million
Funding Source: Local return subsidies from regional sales tax measures and propositions
Timeline: School FY 22-FY 23 pilot; Low Income Development of program components by CY 2022 end for implementation in 2023.
Lead Department: Transportation

Street Improvements with Complete Streets
Culver City will pursue grant funding associated with the development of community-driven Complete Streets Design Guidelines, which identify various street improvements with the aim to guide the design of all city street types to better accommodate all modes of transportation and enhance safety especially for the most vulnerable roadway users including pedestrians and cyclists, while still serving motorists. These projects intend to enhance multimodal connectivity and to alleviate overall traffic congestion be incentivizing modal shift.

Project Cost: $18 million
Funding Secured: $11,981,815
Funding Source: TK
Timeline: Implementation by end of FY 2024
Lead Department: Public Works

Mobility-as-a-Service (MaaS) App
Mobility as a Service includes digital platforms that support end-to-end trip planning, electronic ticketing, and payment services across all modes of public and private transportation. A MaaS user-centric app integrates the process of locating, booking, and paying for all the necessary transportation elements of a trip. It determines the best way to transport individuals based on real-time conditions. MaaS platforms consider all transportation options and user preferences, such as preferred mode of transportation, distance, cost, time, comfort, and convenience.

This project laid the groundwork for 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 FY 21. This project introduced the foundation for the development of a MaaS application, which will encompass and integrate all public mobility services, giving customers a one stop shop for accessing all of their mobility options. Finally, the team will implement a new daily scheduling, dispatch, and time-keeping system, which includes the automation of all payroll systems and integration with the City enterprise resource planning system, Tyler Munis.

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 FY 21 to incorporate mobility hubs, bike lanes, and interface with micromobility public services. The project is in the development phase and is anticipated to take two to three years.

Project Cost: $250,000
Funding Secured: TBD
Funding Source: TBD
Timeline: Implementation in CY 2023
Lead Department: Transportation

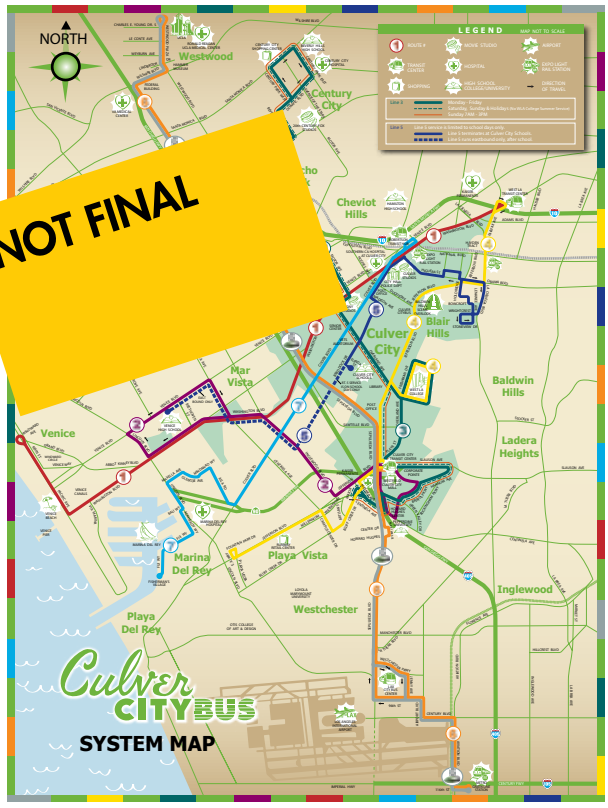
CHAPTER 4

Mobility Services

CITYBUS FIXED-ROUTE SERVICES

Service Area Description

Culver CityBus operates seven fixed-route local bus routes and one Bus Rapid Transit line. The Culver CityBus 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 530,000. 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 impact Culver CityBus service and 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 – The Culver CityBus service area has expanded 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—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 led to increased demands on first- and last-mile mobility services such as microtransit, 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 by 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 2020.

FY 2020 SYSTEM STATISTICS*

Annual Unlinked Passenger Trips**	3,393,360
Annual Revenue Miles	1,563,619
Annual Revenue Hours	159,167
Unlinked Trips per Revenue Mile	2.2
Unlinked Trips per Revenue Hour	21.3
Operating Expenses	$24,925,540
Operating Expense per Revenue Mile	15.94
Operating Expense per Revenue Hour	$156.60
Operating Expense per Passenger Mile	$2.04
Operating Expense per Unlinked Passenger Trip	$7.35

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

The Impacts of COVID-19 on System Performance

Consistent with the regional and national trends, the pandemic has significantly impacted the Culver CityBus system performance and overall system ridership. The fixed-route ridership experienced a major decline with the outbreak of the COVID-19 global pandemic in March 2020. The system ridership dropped drastically in the first two month of the pandemic, with April 2020 system-wide ridership being 23% of its pre-COVID level. Ridership then grew back at a slow pace during the summer of 2020 and then dipped with another surge in COVID cases toward the end of 2020. Since January 2021, we observed another growth period that peaked in October 2021 but decreased again during the 2021 holiday season with impacts from the widespread COVID variants. Since June 2021, the system ridership has been fluctuating around 48% of its pre-COVID level. Staff anticipates the ridership will continue to recover slowly in the next several years.

Rapid Bus

Culver CityBus Rapid 6 was implemented in 2010 to operate along the Sepulveda Blvd. corridor between UCLA and the Metro Green Line Aviation Station. It operates weekday, peak-period-only service at 15-to-20-minute frequencies from 6:30 a.m. to 9:50 a.m. and 1:00 p.m. to 8:02 p.m. In addition to serving the Metro Green Line, Rapid 6 also connects with the Metro E Line (Expo) at Sepulveda Station in West Los Angeles.

Bus/Rail Interface

In 2012, Los Angeles Metro opened the first segment of the E Line (Expo) operating between downtown Los Angeles to Culver City. Culver CityBus adjusted its lines to connect with the Culver City and La Cienega Stations. In 2016, the rail line was completed with the extension of service from Culver City to Santa Monica, which included an additional stop adjacent to Culver City at National Blvd. The second segment of the Expo Line also established station locations on Westwood Blvd. in Rancho Park and at the intersection of Pico and Sepulveda Blvds. in West Los Angeles, which are also served by Culver CityBus. Currently, seven of its eight routes connect with the E Line (Expo). This expansion of rail operations within the Culver CityBus service area contributes to the importance of conducting an extensive analysis of its operations to assess the impact of the regional rail service on local travel patterns and pedestrian movements within the city. These changes in local travel patterns will inform the demand for microtransit options within the service area, which will be discussed later in this chapter.

Individual Route Summaries

The following pages provide individual service descriptions 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 Blvd. 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.

FY 2020 LINE STATISTICS – LINE 1*

Line 1

Annual Unlinked Passenger Trips**	811,374.0
Annual Revenue Miles	300,069.2
Annual Revenue Hours	32,980.6
Annual Passenger Miles	2,470,884.2
Unlinked Trips per Revenue Mile	2.7
Unlinked Trips per Revenue Hour	24.6
Farebox Revenue	$447,299.37
Operating Expenses	$5,163,239.11
Farebox Recovery	8.7%
Operating Expense per Revenue Mile	$17.21
Operating Expense per Revenue Hour	$156.55
Operating Expense per Unlinked Passenger Trip	$6.36

**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. Due to service to and from Venice High School, as well several other schools on Inglewood Blvd., 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.

FY 2020 LINE STATISTICS – LINE 2*

Line 2

Annual Unlinked Passenger Trips**	65,085.0
Annual Revenue Miles	29,181.8
Annual Revenue Hours	2,995.0
Annual Passenger Miles	147,250.4
Unlinked Trips per Revenue Mile	2.2
Unlinked Trips per Revenue Hour	21.7
Farebox Revenue	$35,880.49
Operating Expenses	$468,880.84
Farebox Recovery	7.7%
Operating Expense per Revenue Mile	$16.07
Operating Expense per Revenue Hour	$156.55
Operating Expense per Unlinked Passenger Trip	$7.20

**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, the Westfield-Culver City Mall, and the Westfield 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.

FY 2020 LINE STATISTICS – LINE 3*

Line 3

Annual Unlinked Passenger Trips**	474,702.1
Annual Revenue Miles	293,909.8
Annual Revenue Hours	29,217.7
Annual Passenger Miles	1,174,697.0
Unlinked Trips per Revenue Mile	1.6
Unlinked Trips per Revenue Hour	16.2
Farebox Revenue	$261,696.73
Operating Expenses	$4,574,135.48
Farebox Recovery	5.7%
Operating Expense per Revenue Mile	$15.56
Operating Expense per Revenue Hour	$156.55
Operating Expense per Unlinked Passenger Trip	$9.64

**Represents weekdays only **Source: Automated Passenger Counters*

Line 4 - Jefferson Boulevard

Line 4 (Jefferson Blvd.) is a 16.4-mile route providing connections to several transit hubs including the Westfield-Culver City Transit Center, the West Los Angeles Transit Center, and the 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.

FY 2020 LINE STATISTICS – LINE 4*

Line 4

Annual Unlinked Passenger Trips**	161,551.5
Annual Revenue Miles	99,169.4
Annual Revenue Hours	11,385.1
Annual Passenger Miles	471,696.5
Unlinked Trips per Revenue Mile	1.6
Unlinked Trips per Revenue Hour	14.2
Farebox Revenue	$89,061.12
Operating Expenses	$1,782,384.38
Farebox Recovery	5.0%
Operating Expense per Revenue Mile	$17.97
Operating Expense per Revenue Hour	$156.55
Operating Expense per Unlinked Passenger Trip	$11.03

**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 that students can take the bus before and after school.

FY 2020 LINE STATISTICS – LINE 5*

Line 5

Annual Unlinked Passenger Trips**	7,371.0
Annual Revenue Miles	2,028.1
Annual Revenue Hours	203.6
Annual Passenger Miles	16,096.7
Unlinked Trips per Revenue Mile	3.6
Unlinked Trips per Revenue Hour	36.2
Farebox Revenue	$4,063.50
Operating Expenses	$31,866.50
Farebox Recovery	12.8%
Operating Expense per Revenue Mile	$15.71
Operating Expense per Revenue Hour	$156.55
Operating Expense per Unlinked Passenger Trip	$4.32

**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. 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.

FY 2020 LINE STATISTICS – LINE 6*

Line 6

Annual Unlinked Passenger Trips**	1,149,047.6
Annual Revenue Miles	505,448.5
Annual Revenue Hours	50,065.0
Annual Passenger Miles	4,506,134.8
Unlinked Trips per Revenue Mile	2.3
Unlinked Trips per Revenue Hour	23.0
Farebox Revenue	$633,454.17
Operating Expenses	$7,837,859.37
Farebox Recovery	8.1%
Operating Expense per Revenue Mile	$15.51
Operating Expense per Revenue Hour	$156.55
Operating Expense per Unlinked Passenger Trip	$6.82

**Represents weekdays only **Source: Automated Passenger Counters*

Line R6 - Sepulveda Boulevard Bus Rapid Transit

Rapid 6 (Sepulveda Blvd. Bus Rapid Transit) was implemented on 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 to improve overall Line 6 efficiency and increase ridership.

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. 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.

FY 2020 LINE STATISTICS – RAPID 6*

Line R6

Annual Unlinked Passenger Trips**	634,233.3
Annual Revenue Miles	241,384.6
Annual Revenue Hours	22,746.1
Annual Passenger Miles	3,079,354.4
Unlinked Trips per Revenue Mile	2.6
Unlinked Trips per Revenue Hour	27.9
Farebox Revenue	$349,644.13
Operating Expenses	$3,560,980.16
Farebox Recovery	9.8%
Operating Expense per Revenue Mile	$14.75
Operating Expense per Revenue Hour	$156.55
Operating Expense per Unlinked Passenger Trip	$5.61

**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 Blvd., 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.

FY 2020 LINE STATISTICS – LINE 7*

Line 7

Annual Unlinked Passenger Trips**	84,666.5
Annual Revenue Miles	80,019.2
Annual Revenue Hours	7,922.0
Annual Passenger Miles	327,041.7
Unlinked Trips per Revenue Mile	1.1
Unlinked Trips per Revenue Hour	10.7
Farebox Revenue	$46,675.49
Operating Expenses	$1,240,218.15
Farebox Recovery	3.8%
Operating Expense per Revenue Mile	$15.50
Operating Expense per Revenue Hour	$156.55
Operating Expense per Unlinked Passenger Trip	$14.65

**Represents weekdays only **Source: Automated Passenger Counters*

Transportation Facilities
The Transit Facilities Division is responsible for developing, managing, maintaining, repairing, and remodeling the Department infrastructure and facilities and to provide whatever services the Department needs to support its mission.

Culver City Transportation currently oversees the main Transportation Campus located at 4343 Duquesne Ave., Culver City, CA 90232. This facility includes five architectural units totaling 173,179 gross square feet of facility space and 279 documented pieces of equipment. The architectural units include the Administrative Building, the Maintenance Building, a Parking garage, Bus Wash, and a Fueling Island. This campus has been completely reimagined as part of the Long-Term Electrification Plan adopted by Council in September 2021. The plan outlines the facility and infrastructure enhancements needed to fully transition to a 100% zero-emission fleet comprising of battery electric buses.

In addition to the Transportation Facility, the Department also has direct responsibility for approximately 184 bus stops within Culver City, all of which contain various configurations of bus stop furniture including but not limited to shelters, bus platforms, benches, trash cans, signs, and LED signs. The Department coordinates any bus stop activity at approximately 246 other bus stops within other cities outside of Culver City, ensuring they have proper signage and are kept clean. Finally, the Department works closely with Public Works in the design, implementation, and maintenance of public right of way, including dedicated bus-only lanes/mobility lanes.

CITYRIDE SERVICES

County Wide Paratransit
Culver City, 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.

Complementary Demand Response
Culver City offers multiple demand-response options for qualified Culver City residents who are seniors or have disabilities, complementing

the existing paratransit services provided by Access Services Inc. 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. The program is being reimagined in FY 22 and will roll out changes in FY 23 to improve the reservation system, improve group mobility trips, and complement/support future microtransit operations in FY 23. 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.

Circulator Service

In November 2020, Line 1C1 Washington Blvd. was created as a pilot circulator route connecting Downtown Culver City with the Arts District, using the smaller CityRide vehicles and new bus only/mobility lanes in the corridor. It is a first- and

FY 2020 DIAL-A-RIDE STATISTICS

Annual Unlinked Passenger Trips	5,329
Annual Revenue Miles	12,408
Annual Revenue Hours	1,652
Annual Passenger Miles	10,066
Unlinked Trips per Revenue Mile	0.43
Unlinked Trips per Revenue Hour	3.2
Farebox Revenue	$2,092
Operating Expenses	$265,976
Farebox Recovery	0.8%
Operating Expense per Revenue Mile	$21.4
Operating Expense per Revenue Hour	$161.0
Operating Expense per Unlinked Passenger Trip	$49.9

last-mile connection for our residents, visitors and employees servicing the Expo E Line Culver City Station and popular destinations including Culver City Hall, Sony Studios, Amazon Prime Studios, Apple, Higuera District, and the Arts District.

In August 2021, Line 5C1 and 5C2 pilot circulator routes were created as a partnership between CCUSD and Culver City. These two school circulators take students from Arts District, Fox Hills, Clarkdale area, and Jefferson/Sepulveda area to and from the Culver City Middle School and High School.

CCUSD Free Fare Pilot (GoPass)

In August 2021, Culver City entered into an agreement with the Culver City Unified School district to eliminate fares for all K-14 (kindergarten through community college) students within the district. This program was entered into on a 2-year pilot basis and allows students to ride any of the agency's mobility services free of charge. The goal of the program is to help improve equitable outcomes by reducing the burden of transportation costs to students and low-income riders. Furthermore, reduction or elimination of fares has the potential to stimulate and encourage the use of public transit, thus leading to growth in ridership. This was done as part of a larger regional effort led by LA Metro "GoPass" and in partnership with regional municipal transit operators through the Los Angeles County Municipal Operator's Association.

Phase 2 would expand the program to all low-income riders who have been accepted into Metros Low-Income Fares is Easy (LIFE) program, which offers fare assistance to qualifying low-income riders. Culver City will be looking into ways to implement a monthly pass that could support all low-income riders.

Microtransit Service

Culver CityBus is partnering with Metro to provide on-demand microtransit service within its service area. Microtransit 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 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. This service will be integrated into the Metro Micro Program, utilizing the same regional platform with service operated by Culver CityBus. It will offer a seamless experience for riders throughout the region.

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

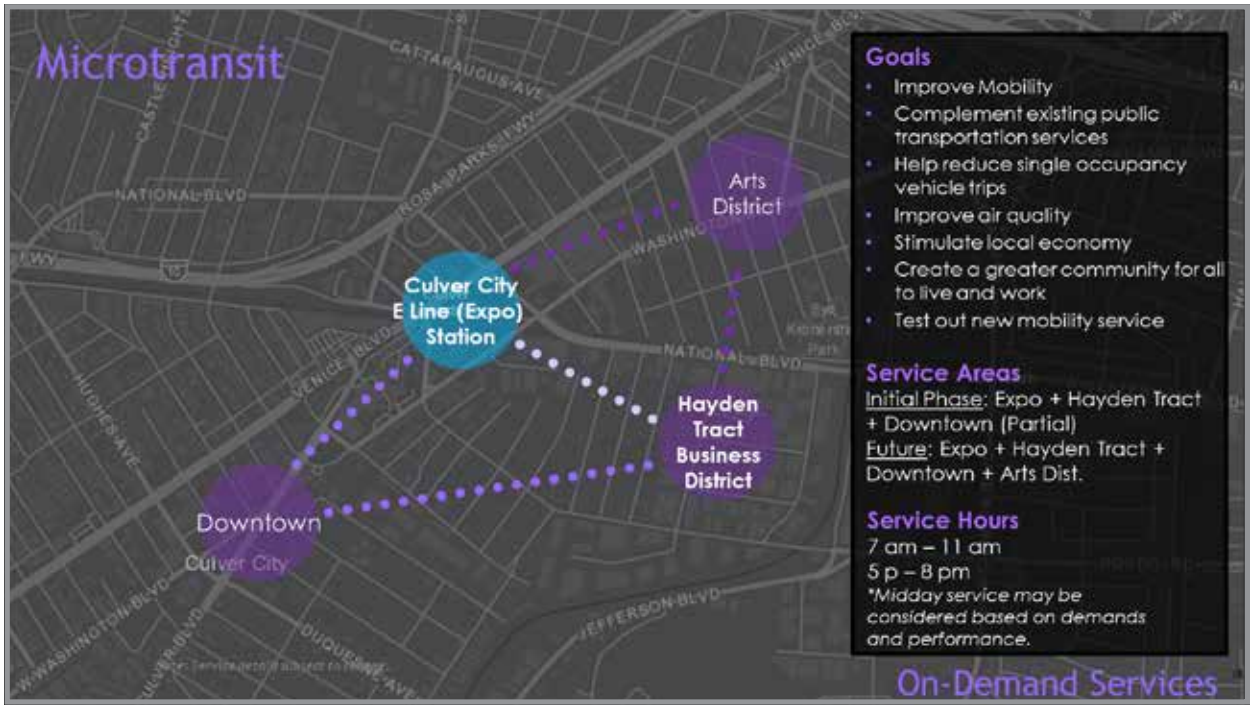
project intends to showcase the use case for microtransit as a viable and attractive first- to last-mile option to complement the public transportation trips to/from the Hayden Tract Business District and Downtown Culver City for commuters. Depending on the demand and success of the pilot project, the 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. Another potential area to pilot this new mobility service is the area that consists of the Culver City Transit Center, Westfield Culver City, Culver Pointe Business Park Area, Fox Hills residential area, Howard Hughes Center, and the retail center of the Playa Vista Master Development. Pending the results of the pilot, this new mobility service may be considered to upgrade the dial-a-ride paratransit service and to replace the late-night, less productive Culver CityBus fixed-route service, which will upgrade the quality of service and eliminate the need for transfers.

CITYSHARE SERVICES

Micromobility – City's Shared Micromobility Pilot Program

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.

The Department has taken the lead within the City to develop and implement strategies to regulate the safe and efficient use of micromobility devices. In 2018, Culver City established the Scooter Share Pilot Program.



Microtransit pilot program service area

This program monitors and regulates the private operations of scooter share in the City and evaluates the performance of this new micromobility service. In 2021, Culver City expanded the Scooter Share Pilot Program to also include bike share and renamed the program to Shared Micromobility Pilot Program. The program currently permits two private operators (Bird and Wheels) to provide scooter-share and bike-share services within the City. As part of the CityShare Program, the Department coordinates with other jurisdictions to promote safe operations of micromobility devices and standardize best practices related to their use.

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, the City proactively worked to create and execute the Interim Operating Agreement (IOA) with Bird and Lime in Summer 2018. After an evaluation process, the City entered the second phase of its pilot program in March 2020. Phase II includes an updated operating agreement with improved regulations around parking, deployment, operations, and data sharing. The Phase II program initially only included a single operator, Wheels, due to impact on the shared micromobility market from COVID-19. In November 2021, after a competitive procurement process, the City added Bird as its second operator. Since then, the pilot program has generated 180 trips per day, with a typical trip lasting 11 minutes and covering 1.64 miles. Most scooter-share trips are concentrated in West Culver and the downtown area.

Bike Share

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. In 2021, LA Metro has recommended that Culver City postpone its implementation of the Metro Bike Share while Metro undergoes a new RFP process for its bike-share service contract. In the interim, an agreement has been entered into with Bird to provide a private electric bike share within the City boundaries and is expecting to operate the bike-share service starting in April 2022. When Metro's new bike-share service contract is in place, the Department will collaborate 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.

City Ride Share Program

Worksites with 250 or more employees must comply with SCAQMD's Rule 2202 by choosing to implement an Employee Commute Reduction Program (ECRP), also known as a rideshare program. The purpose of Rule 2202 is to provide employers with a menu of options to reduce emissions generated from employee commutes and to comply with federal and state Clean Air Act requirements. The Department is responsible for creating, implementing, monitoring, and reporting on the Culver City efforts. This optional program is designed to meet ambient air quality standards mandated by the Federal Clean Air Act. As an indirect mobile source emission control strategy, it is intended to reduce vehicle miles traveled and increase the average vehicle ridership (AVR) of work-related trips at subject worksites.

In order to encourage City employees to reduce their vehicle use, the Transportation Department offers several programs aimed at supporting alternative commutes. Employees can receive subsidized transit passes, preferential parking for carpools, and subsidies for purchasing electric vehicles. Employees who regularly rideshare or commute by non-vehicular modes are eligible to receive prizes, including gift cards and paid time off.

CITYFLEET SERVICES

The CityFleet Division acts as Transportation Department's asset management and maintenance division, serving as a "one-source" organization that provides all essential vehicle and equipment services to the City's 30 operating divisions. The mission of the Fleet Services Division is to provide the City of Culver City with safe and efficient fleet maintenance, repair, and replacement services through a workforce that places a high value on communication, teamwork, and quality of work. As such, the division is responsible for buying, building, maintaining, and repairing every motorized piece of equipment that is owned or operated by the City of Culver City. The City's municipal fleet is comprised of 456 units (vehicles and equipment) that are wholly owned by the City and operated by any one of 30 operating divisions across seven City departments including Police, Fire, Public Works, Parks and Recreation, Community Development, Finance, and Transportation.

CityBus Operations

The CityFleet Division's largest customer is the CityBus Operations, maintaining all buses and support vehicles required for CityBus Operations. The CityBus fleet is maintained by five (5) Sr. Fleet Services Technicians, two (2) Electronic Fleet Services Technicians, one (1) Fleet Services Technician, and eight (8) Fleet Services Assistants. Employee work shifts actively cover maintenance operations 22.5 hours per day, 7 days per week, 365 days per year, to ensure maximum efficiency and reduced vehicle downtime. In addition to maintaining CityBus vehicles and equipment in a state of good repair, the CityFleet Division also provides daily servicing that includes refueling for Compressed Natural Gas (CNG), safety inspections, vehicle lighting maintenance and repairs, tire inspections

and replacements, engine fluid replenishment, ADA equipment inspections and/or repairs, removal of farebox revenues, and thorough interior and exterior cleaning, which also includes graffiti removal and complete vehicle washing.

Fleet Utilization Study

The City is currently conducting an evaluation of the City's fleet and to provide recommendations relative to utilization, capital replacement, and data management that will allow staff to perform whole life costing and automate forecasting of fleet capital needs and associated expenditures. The evaluation and analysis will consist of a review of the fleet's composition, operating departments' needs, and replacement and utilization policies and procedures. The selected consultant will also provide the City with actionable recommendations related to fleet sustainability including an electrification transition plan and budget that accounts for operational feasibility, equipment reliability, and infrastructure needs. Combined with the deployment of a robust Capital Asset Management (CAM) module, the outcomes of this study should provide a better understanding of the costs of the City fleet and of techniques for managing fleet utilization, fleet rightsizing, and fleet replacement and modernization.

CHAPTER 5

Strategic Plan

TRANSPORTATION STRATEGIC EFFORTS

The primary purpose of a strategic plan is to connect the vision and mission of the organization to overall goals and 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 SRMP, we can now develop a strategic plan that will be our roadmap for success. This chapter outlines that roadmap for the rest of this fiscal year and continues into FY 2023-26. The approach to our strategic plan and resulting projects involves outlining four significant strategic efforts and three key business models to accomplish multiple ongoing projects.

The significant efforts underway to improve our overall services 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 move toward the vision. This written plan includes responsibilities, assignments, due dates, and deliverables so that employees know what must be executed and by when.

Move Culver City

Move Culver City is a strategic mobility initiative with the goal of implementing the vision set forth in the City's TOD Visioning Plan (adopted in 2017) and the Bicycle and Pedestrian Action Plan (approved in 2010 and updated in 2020) to implement holistic transportation options for pedestrians, bicyclists, and transit riders alike. The overall project mission is to Reimagine Mobility and Enhance the Movement of People for a Healthy and Vibrant Community. At the core of this initiative is the implementation of three Tactical Mobility Lane Pilot Projects using a quick-build, or tactical urbanism, approach, which minimizes intensive capital investments using temporary, low-cost materials to pilot infrastructure improvements. Downtown Culver City does not have the ability to add new capacity by widening roadways. Instead, we need to make our roadways more efficient by prioritizing high-occupancy modes such as transit, walking, and bicycling to ensure that we can continue to grow and leverage current and future transit investments such as the E Line (Expo). This project will encourage mode shift by implementing dedicated and separated bus and bike lanes where possible, with the goal of prioritizing moving people over cars through a holistic multimodal roadway design. The project intends to create the mobility paradigm shift through street transformation, expanded mobility services, enhanced access to mobility services, and better mobility user experience.

The three tactical mobility lane pilot project corridors are:

1. Downtown Corridor (Culver and Washington Boulevards)
2. Sepulveda Corridor
3. Jefferson Corridor

Downtown Corridor Tactical Mobility Lane Pilot Project

The scope of this project is to transform the street by creating mobility lanes in both directions along a 1.3 mile stretch of Culver Blvd. and Washington Blvd. between Culver Blvd./ Duquesne Ave. and Washington Blvd./La Cienega Ave. The mobility lanes are enhanced through bus stop improvements (bus stop furniture and platforms) and the creation of three gateway mobility stops (City Hall, E Line Culver City Station, and the eastern terminus of the mobility lane at La Cienega Ave./Washington Blvd.) with micromobility parking zones. Additional gateway mobility stop elements such as way-finding, signage, lighting, and place-making elements will be added in the future.

MOVE Culver City also partnered with Sunset Vans to introduce the first-in-the-nation low-floor electric minibus into service. This Downtown Circulator service—Line 1C1—runs every 10 minutes during peak hours and every 20 minutes during non-peak hours to move Culver City residents to and from the E-Line Culver City Station through Downtown Culver City and the Culver City Arts District. People working in Culver City can ride the circulator to easily connect to their offices, while visitors can use it for affordable, car-free access to Culver City's vibrant shopping and dining scene. The circulator service will be free to ride for the first six months of the pilot phase.

The Downtown Corridor mobility lane is complemented with micromobility partnership with Bird and Wheels, expanding the number of ways in which people can get around on city streets with expanded e-scooter share and future e-bikes beginning in early 2022. These micromobility options will provide a first-and-last-mile solution by helping to close the gap between transit (rail and bus) stops and final destinations, making it easier than ever to move to, through, and from Culver City.

The Downtown Corridor mobility lane was launched in November 2021 and is currently under the pilot evaluation period. The pilot will last a minimum of one year, during which the project team will monitor and evaluate the pilot performance, conduct a mid-pilot evaluation, and a final evaluation. Upon the completion of the final evaluation (anticipated to occur in Winter 2023), staff will return to the City Council with the results of the pilot evaluation and recommendation on the Downtown Corridor mobility lane.

Sepulveda Corridor and Jefferson Corridor Tactical Mobility Lane Projects

In CY 2023, staff will move forward with the conceptual design of the two remaining corridors. Staff will also explore funding options and start securing monies to carry the projects from conceptual design to implementation and pilot period.

CITYBUS/CITYRIDE

Culver City is planning and implementing multiple public mobility services projects. As a result, the Transportation Department will create a **Comprehensive Mobility Service Plan (CMSP)**, expanding the traditional Comprehensive Service Analysis (CSA). In the past, the CSA only reviewed existing fixed-route service, explored

the changes in ridership and demand, and built a system for the future. The new CMSP will include additional considerations: 1) To reevaluate the role of bus-only lanes in the City, 2) To fold all relevant mobility options (such as microtransit and micromobility) into the plan and include tools for evaluating performance and exploring new programs and services, 3) To work within the City to update the existing comprehensive TDM ordinance with a program to incentivize 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. Because there are new developments and influencers within both the City and the region that will have a future impact on Culver CityBus, the CSA will evaluate:

- ***NextGen Bus Plan*** – In 2018, Metro began the NextGen Bus Study to reimagine and restructure its bus system to meet the needs of past, current, and future riders. The NextGen Bus Plan was developed by considering both technical data and the priorities and personal experiences of nearly 20,000 LA County residents through questionnaires and over 400 meetings, events, presentations, and workshops. The process yielded thousands of comments and input from the public, including local stakeholder groups, riders, and agencies. The plan was reviewed through the public hearing process and Metro Service Councils and then approved by the Metro Board of Directors in December 2020. Metro has since implemented the service proposed in the plan and is implementing recommended infrastructure improvements (such as bus lanes) from the plan.

- ***Purple Line Extension*** – LA Metro is currently constructing an extension to the Purple Line subway to eventually extend into the Culver CityBus service area. There are three phases to the plan. 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. The scheduled completion of the Phase 1 extension from the existing subway terminus at Wilshire/Western in Koreatown to Wilshire/La Cienega is 2023. The planned completion for the phase 2 extension to Wilshire/Rodeo in Beverly Hills and Century City is 2025. In 2016, voters passed the Measure M sales tax ballot measure, which accelerated Phase 3. The scheduled completion for the phase 3 extension to Westwood/UCLA and VA Hospital is 2027.

- ***Crenshaw/LAX Transit Project*** – The LA Metro Crenshaw/LAX Transit Project will extend

from the existing Metro E 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 directly connect 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, the station area and City Bus Center will be reconfigured as intermodal transportation facilities, including parking, pick-up/drop-off access, and potentially remote check-in facilities. Construction on this project began in 2017 and will 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 connections.

- ***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 the Culver City boundary near the Westfield Culver City mall. Because of its scale, the development adversely affects transit operations primarily through the increased traffic. During FY 2004, Culver CityBus worked with Playa Vista, their traffic consultants, and other city departments to secure appropriate mitigation measures to reduce the impact of project-generated traffic on Culver City. Proposed actions are largely aimed at increasing the quantity of public transit.

The Playa Capital Company (PCC) and Culver City negotiated mitigation measures. The measures include the purchase of five additional buses, used as follows: 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 three years and compensated part of the unsubsidized portion of the operations and maintenance costs for an additional seven years. PCC also provided Transit Priority System (TPS) components for up to 12 intersections along Washington Boulevard, between Lincoln Blvd. and Berryman Ave., and bus fare subsidies for residents and employees of Playa Vista for 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 expand 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 to fixed-route services that serve the area.

- ***2028 Summer Olympics*** – Transportation will be vital to the experience of the 3 million visitors expected to attend the 2028 Summer Olympics. The CMSA 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*** – Since the opening of the E Line, Culver City has grown as a significant hub of employment for the technology, media production, and biotech industries. Big companies such as Apple, Amazon Studios, and HBO continue to bring new jobs to the City, increasing the job

density and adding significant trips to the transportation system. As such, providing convenient mobility services and better mobility management are essential strategies to help reduce the impacts on the transportation system.

- ***Other Future Influencers*** – There are other efforts in the region that, when implemented, may create impacts on the Culver CityBus service. Some of these future influencers include the LA Metro Traffic Reduction Study, High-Occupancy Toll Express Lanes, the Metro Micro Program, and Twenty-Eight by '28 accelerated project delivery (which involves the Sepulveda Transit Corridor Project). The CSA will analyze these and all other relevant influencers that can further change the transportation landscape within the Culver CityBus service area.

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 the 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 municipal mobility services.

The results of the analyses will provide the state of the Culver CityBus's 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. The CSA will further provide a long-range mobility service roadmap, explore funding opportunities for sustainable services, and propose priorities for future infrastructure improvements.

Microtransit Service

Transit agencies are now capitalizing on the burgeoning technology of ride-hailing platforms to deploy on-demand services, referred to as microtransit. Microtransit has the potential to help fill gaps in existing transit networks by creating a dynamic and flexible on-demand service, which helps reduce overall vehicle miles traveled by accommodating passengers who are taking short trips that are approximately 1–5 miles in length. Microtransit services typically integrate with the existing fixed-route network, thereby allowing passengers to seamlessly transfer between various mobility services, thereby expanding their mobility options. Riders can schedule trips through a mobile app, or by calling or visiting a website.

Culver City intends to partner with LA Metro to piggyback off its existing service agreement with RideCo. LA Metro contracted with RideCo to provide technology services for the launch and operation of an on-demand ridesharing service in six designated zones throughout LA County. As part of its partnership with LA Metro, Culver City would utilize the same technology stack as Metro's RideCo app, thereby providing a highly flexible demand response service. The RideCo app would eventually integrate with the City's MaaS solution, thereby allowing user of the MaaS app access to microtransit services and the ability to schedule rides and plan their trip across multiple mobility modes within Culver City. The goal of this service will be to reduce travel time, decrease walking distance, and increase service frequency for riders while lowering transit agencies' cost-per-ride, reducing demand for parking, and attracting net new riders to transit systems. This service will integrate into the Metro Micro Program, utilizing the same regional platform with service operated by Culver CityBus and offering a seamless experience for riders throughout the region.

The first pilot project in the E Line (Expo) Culver City Station, Hayden Tract Business District, and Downtown Culver City is intended to be available for 18 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 will restructure the Culver CityBus mobility system. Another potential area to pilot this new mobility service is the area that consists of the Culver City Transit Center, Westfield Culver City, Culver Pointe Business Park Area, Fox Hills residential area, Howard Hughes Center, and the retail center of the Playa Vista Master Development. Pending the results of the first pilot, this new mobility service may be considered to upgrade the dial-a-ride paratransit service and to replace the late-night, less productive Culver CityBus fixed-route service, which will upgrade the quality of service and eliminate the need for transfers.

Micromobility Management

The Department has been keeping up with the evolving issues and practices and will evaluate them for placement in a permanent program.

A permanent program will be proposed toward the end of the second phase of the Scooter Share Program. It will include 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.

TRANSPORTATION TECHNOLOGY

The Transportation Department currently utilizes several technology systems to ensure the efficient and effective delivery of service.

Daily Scheduling, Dispatch, & Timekeeping
The daily scheduling, dispatching of work assignments, and timekeeping records are currently manual processes and are time intensive and subject to error. Culver City has contracted with Clever Devices to design and implement a robust workforce management software system that will largely replace most manual processes thus resulting in more efficient processes for the scheduling of bus operators.

The MAIOR suite is comprised of various modules, including that will assist in the development of the triannual schedule and roster, which then feeds to all downstream ITS systems and production databases. This includes the Planning module, used for overall network design and generation of timetables, the scheduling module, used for vehicle blocking and creating work packages or driver duties, rostering module, used to create the roster and process all bid requests, as well as management daily oversight of all operators for purposes of timekeeping, and an analysis module to help perform and conduct labor analysis and reporting.

This software includes an integration with the current CAD/AVL software system to allow the fluid exchange of information between the two systems. Operator work hours will then be imported into the City's enterprise payroll system for processing of payroll, thus deprecating the current manual payroll process for bus operators.

This new software will allow work bids to be conducted using computer kiosks, and will provide a communication portal that gives bus operators access to information such as their work schedule, absence information, and allow them to submit requests for time off and overtime, etc.

Technology Roadmap

It is the goal of the Department to continue exploring and implementing innovative technologies with the goal of improving daily operations and enhancing the overall customer experience. With this goal in mind, staff have issued an RFP to contract with a consulting firm to draft a Transportation Technology Roadmap, which is currently scheduled to be completed and delivered by Quarter 2 of FY 2023.

As technology continues to evolve, a Technology steering committee under the direction of the Deputy Transportation Officer will design a technology roadmap to guide the way the organization implements technology solutions. This project will include an assessment and evaluation of the Department's existing IT capabilities, infrastructure, and programs. This information will be used to perform a gap analysis outlining the agency's current state of technology and how it meets the operational requirements of the organization, as well as identify key areas of opportunities for growth and improvement. The final roadmap will outline the path to achieve the agency's technology goals, including the estimated costs and phasing of implementation of technology systems. The Technology Roadmap will specifically focus on the following areas:

- *Radio Communications*
- *CAD/AVL*
- *Microtransit*
- *Mobility-as-a-Service*
- *BI Reporting and Visualization Tools*
- *Internet of Things*
- *Digital Fare Media*
- *Bus Stop Technology Systems*
- *Electric Vehicle Charging Management and Monitoring Systems*
- *Workforce Management Business Application Systems*
- *Asset Management and WorkOrder Business Application Systems*
- *Onboard Vehicle Architecture*
- *Digital Marketing*
- *Transit Signal Priority*
- *Payroll & Timekeeping*
- *Facility Surveillance Systems*
- *Vehicle Surveillance Systems*
- *Network Environments (Wireless & Wired)*
- *Server Environments (On Premise & Cloud)*
- *Digitized Business Process Workflows*
- *Public Website & Application Environment*

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

Having a robust high-speed Wi-Fi network on vehicles will allow passengers to access social media, stream videos and music, check email, etc. Additionally, this would be one more value add to promote ridership on CityBus and CityRide.

Culver CityBus will provide passengers with access to high-quality FREE public Wi-Fi on all revenue vehicles. The Transportation Department has taken the first step in implementing public Wi-Fi on buses by future proofing vehicles with routers capable of having two uplinks—

one for operational use and one for public usage. Additional research will need to be conducted to design the network architecture, purchase equipment, configure equipment, and implement/maintain system. Funding will be included in FY 23.

Cellular Service Plan Consolidation
Culver City will seek to consolidate the new cellular systems under one plan. This new plan includes expanding AVL-enabled cellular capabilities and the new farebox, VoIP, and Wi-Fi services.

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 used by the City of Culver City.

Asset Management
Culver City is working to expand the Asset Management Systems (Asset Works for Fleet and Mainstar for Facilities) to the next level of maturity within the Asset Management requirements of FTA. Both systems will expand to include a capital replacement prioritization strategy.

Business Intelligence
The Transportation Department continually strives to use data to track and measure performance with the goal of identifying opportunities for improvement and enhancing quality of service. To this end the Department has purchased and installed Tableau, a BI and Data visualization tool that will integrate with the Department's existing software systems. This will allow staff to extract data from various sources, and to then clean, process, and analyze data. The most important data source for operational KPIs will come from the connection to Clever's data warehouse (DW). The effort to fully implement Tableau with Clever's DW is currently underway to truly utilize the vast amount of data generated by our fleet on a daily basis. The goal is to leverage the connection with Tableau to visualize and analyze data on a periodic basis by identifying long-term trends using big data. For more tactical use, the Transportation Department is exploring use of a new Clever product called CleverMetrix that displays data in real-time rather than the current 1–2 day lag. Additionally, the Department has established connections with the regional fare media provider's (LA Metro) TAP database to begin the process of reporting transactions through business intelligence tools. It is expected this will result in significant efficiency gains over the existing system for farebox reporting which accesses transactions through a central terminal using a remote connection.

Autonomous Vehicles
AV shuttles, also known as autonomous vehicles, are fully electric shuttles that function without the need of a driver and can carry about six to twelve passengers. AV shuttles are an innovative form of ride sharing that is safe, environmentally friendly, cost effective, and energy efficient. With regards to safety, they move at much safer speeds and may avoid serious or fatal accidents that frequently occur due to human

error. These vehicles are also eco-friendly, being 100% electric and cleaner for the atmosphere in comparison to the pollution caused by emissions from traditional buses. AV shuttles are also cost effective for multiple reasons. For example, they require very little infrastructure for production and maintenance costs are well below the average price of a standard bus. They are also economically efficient for passengers who save thousands per year on car insurance, maintenance, and possible motor vehicle crashes. Energy efficiency is achieved through the capabilities of creating a system of communication between the vehicles and the connecting cities' infrastructure to allow for a decrease in traffic congestion. Ridesharing also decreases traffic by offering multiple passenger accessibility. These driver-less vehicles contain comprehensive technology that allows for complex routes to be built into the system. Autonomous vehicles are also a great form of transportation for those who do not have direct access to nearby public facilities. In addition to improved access, it can accommodate individuals with special needs, such as disabilities or the elderly. AV shuttles can remodel public transportation by providing a network of services in regions that could start to see an increase in tourism as well as business developments. Many government entities across the world have begun implementing AV shuttles into their fleet services. Electrification of vehicles is the future of transit and ridesharing through public transportation is how we can achieve this.

CITYBUS ELECTRIFICATION

In September 2021, Culver City Council adopted the Transportation Electrification Transition Plan. The scope of the Transportation Electrification Transition Plan was to draft and adopt a roadmap that would help Culver City Transportation Department to implement a 100% zero-emission

fleet by 2028 to meet Culver City's commitment to the Transportation Electrification Partnership (TEP) and to comply with the Innovative Clean Transit (ICT) regulation enacted by the California Air Resources Board (CARB). The rollout plan outlines the facility and infrastructure improvements required to transition to zero emission, as well as the total cost of investment for transitioning to an all-electric fleet, including costs for vehicle acquisition, fuel, maintenance, and operations. This project includes a design

build approach with the goal of converting the Department's existing facilities and infrastructure to support the transition to all electric by 2028. This includes the installation of charging stations, overhead gantries, improvements, and upgrades

to existing electrical infrastructure, as well as the demolition and replacement of a new parking garage for the purpose of adding a floor to accommodate additional e-bus parking on the ground floor and increasing the amount of light-duty parking on higher floors of the structure. The plan also outlines the City's goal of installing photovoltaic (PV) solar panels on the overhead gantries to incorporate resiliency and redundancy to the Department's fueling and infrastructure plans. The final plan provides a roadmap and overall vision for transitioning to a zero-emission fleet and thus reducing emissions and improving quality of life in Culver City and the greater Westside of Los Angeles.

This project includes a design build approach with the goal of converting the Department's existing facilities and infrastructure to support the transition to all electric by 2028. This includes the installation of charging stations, overhead gantries, improvements, and upgrades to existing electrical infrastructure, as well as the demolition and replacement of a new parking garage for the purpose of adding a floor to accommodate additional e-bus parking on the ground floor and increasing the amount of light-duty parking on higher floors of the structure. Funding for this project will include a potential mix of Federal 5307, 5339(c), DOT grants for Buses and Bus Facilities Program, FTA Low or No Emission Vehicle Program, CEC Competitive Grants and any additional grant funding opportunities that are identified.

Infrastructure Project Phasing

The infrastructure deployment was broken into 5 phases. Although these phases are expected to occur in designated years, they are modular, which means that they can be adjusted as units as needed.

Pilot Phase: Involves the deployment of a single 150 kW ABB charger that will be used to charge

the first four buses. Nominal demand for this charger is 198A at 480V, three-phase power with a maximum power dissipation of 170 kVA. The Southern California Edison (SCE) analysis of the electrical demand data shows that the single charger load can be added on to the facility's main building transformer via a small, separately metered service panel installed by SCE as part of the Charge Ready program.

Phase 1a: All major trenching and electrical work should be completed to avoid needing to repeatedly disrupt the yard as the ZEB transition moves forward. The transformer should be upgraded, trenching and boring to install conduit from distribution panel to charging island should be completed, and the charger stub out should be accomplished. The existing 4' RCNG fuel island should be expanded into a 6' island to accommodate the chargers and gantry structure that will be built out in the coming years. This is expected to occur in 2021/2022.

Phase 1b: Five chargers (750kW total) will be required to charge the first 10 buses delivered by 2022. These chargers have a maximum demand of 150kW each, with two gantry-mounted dispensers per charging cabinet. The current transformer is already reaching capacity. SCE recommends a 1500 kVA transformer to serve the existing building and the 10 electric buses. This upgrade is expected to be completed by SCE as part of the Charge Ready program. SCE has yet to confirm what portion of the total project costs they will be willing to cover at this stage, but CCB expects to cover the difference. This cost assumption should be updated when the terms are finalized. The first 5 gantries are expected to be installed in 2022.

Phase 2: Expected in 2024, this phase outlines delivery of 10 electric buses. This will require an additional 5 chargers and 10 gantry-mounted dispensers to be added to the existing gantry structure.

Phase 3: This phase is largely the garage construction phase, which involves tearing down the existing garage and constructing a new one in its place that would be one-and-a-half stories higher. In the garage, 5 chargers will be installed on the first floor with 10 ceiling-mounted dispensers.

The second floor is devoted to electric charging of mini-buses, shuttles, and City Vehicles, which will allow for twice as many vehicles as the current garage. The scheduling on this modular phase could easily be adjusted, but due to funding opportunities and the need for additional space for vehicles, CCB expects to start planning this phase in late 2022. The construction phase is currently scheduled for 2024.

Phase 4: Expected in 2026, this phase outlines the last stage of gantry construction with 5more gantries being built out, 3 additional chargers, and 6 gantry-mounted dispensers.

Phase 5: Expected in 2028, this phase is shows delivery of the final 18 buses. The remaining 6 chargers and 18 gantry mounted dispensers are included in this phase.

FACILITIES AND INFRASTRUCTURE

Facilities Improvements
In 2020, the Culver City Transportation Department conducted a Facilities Condition Assessment. The assessment included a comprehensive inventory of the Transportation Department's assets, with each asset being assessed and assigned an objectively defined condition cod that reflects its overall condition and usability. The final report includes recommendations for phasing of the replacement and upgrade of Facility assets with the goal of ensuring that CityBus assets are maintained in a state of good repair.

Transit Bus Replacements
The Transportation Department is procuring its first ten electric buses as an important step in developing a long-term vehicle replacement plan. This long-term plan will be completed 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
New Department policy will 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.

FINANCE/ADMINISTRATION

Financial Sustainability
In alignment with the City's strategic goal of ensuring long-term financial stability, the Transportation Department is undergoing a significant 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 the City Finance Department provides oversight and internal controls.

Ten (10) Year Revenue Forecast
The Department's efforts began in FY 20 with a 10-year revenue forecast. The Department is now working on drafting a balanced plan for operating and capital improvements, identifying gaps, and securing alternative sources of revenue. Additionally, the Key Performance Indicators will expand 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.

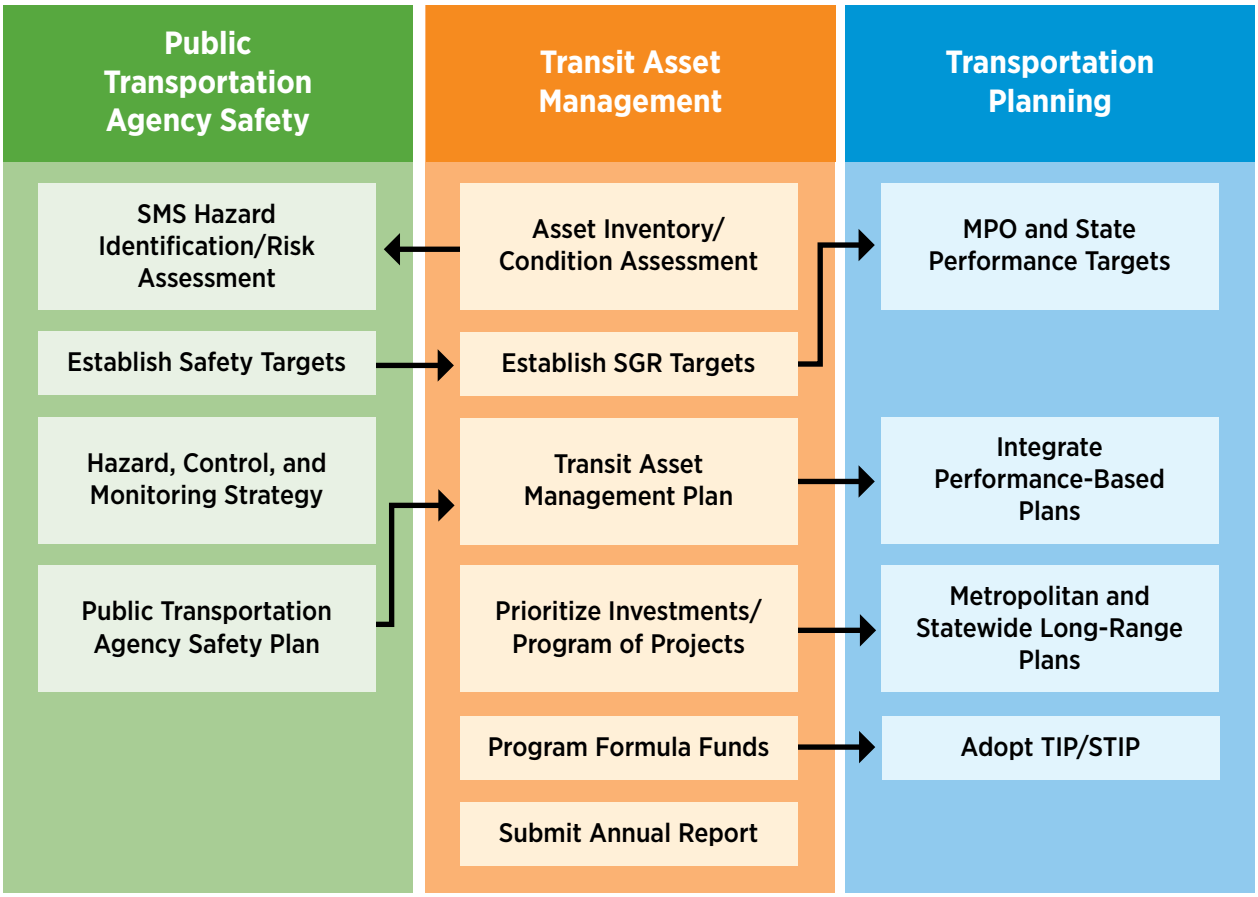
Asset Management Plan
The Fleet Services Division assumes the responsibility of forecasting the replacement needs of all City departments for fleet and specialized fleet equipment. This forecast includes performing a complete vehicle utilization and efficiency analysis by the end of FY 22.

PERFORMANCE MANAGEMENT

To help achieve the numerous project goals outlined above and to ultimately achieve its vision, the Department is utilizing a robust performance-management framework. 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 delineate performance strategies and financial needs for business operations, align goals and responsibilities for individuals, and collect 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 contains requirements and deadlines. These rules revolve around Safety, Transit Asset Management, and Planning, as seen in the graph below.

As a transit provider, Culver CityBus is required to establish a performance-management program that includes the three elements. As a mobility department of Culver City, programs are expanded to all elements of Transportation within the city. The first is a Safety Management System that looks at assets and performance and engages employees throughout the organization 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 requiring regular review of key performance measures and methods to improve service.

Transit Asset Management (TAM)

The Culver City Transportation Department 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 City Transportation intends to improve system safety and reliability, reduce costs, make better investment decisions, and provide improved service to its customers. These practices are applied throughout 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 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 include 4) City Vehicles by department, and 5) City Equipment.

Transit Fleet

Culver City will continue to maintain its fleet by following standards identified in the TAM. FY 2022-26 will focus on the electrification of its paratransit, its fixed-route fleet, and the resulting impact on the transportation facilities as a result of electrification. Other revenue vehicle enhancements include farebox replacement, bus tire lease, and technology improvements.

Battery Electric Bus Purchase – Program funding will be used to replace existing CNG-powered buses with battery-powered buses. The first four prototype buses have been delivered in FY 22, with the remaining six buses arriving later in FY 23. A full procurement plan has been developed to replace the remaining buses by the end of FY 2028.

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

Bus Tire Lease – Culver City maintains an agreement with Michelin North America to lease tires for the City's transit bus fleet.

Transportation Facilities

Maintenance Facility Improvements projects will enhance the Department's fleet maintenance operations, including replacing shop vehicle lifts, security cameras, the existing bus vacuum system, and installing a set of level 2 electric vehicle charging stations. Finalizing a plan for full electrification requires a review of our current facilities, including the facilitation of flow in and flow out. Other miscellaneous projects include replacing an HVAC system, some office renovations, and upgrading or acquiring new furnishings.

Vehicle Lift Replacement – Culver CityBus is replacing four in-ground vehicle lifts located at the Transportation Facility. These lifts were installed when the facility was constructed in 1997 and have reached the end of their useful lives. The new lifts will better and more safely allow 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 – Full electrification of the bus yard requires extensive facility reorganization, 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 multiyear 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 micromobility and TDM applications, calls for organizational changes that will require additional office capacity at the current facility. Other 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. The city subsequently 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 and City Public Works are working together to review the transportation infrastructure, including new pedestrian paths, bikeways, 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 3 – These improvements include the replacement of older furnishings, dilapidated sidewalks, and roadway improvements. Culver CityBus has completed Phase 1 and Phase 2 and is moving forward with Phase 3, replacing all the remaining bus stop furniture within the Culver City boundaries 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 existing bus stops, establishing a new bus stop tracking system, and will integrate the system into our Asset Management System (Assetworks).

MOVE Culver City Tactical Mobility Lanes – The Downtown corridor project started in October 2021, and the mobility lanes launched in November 2021. This mobility lane is currently under evaluation and will be piloted for a minimum of one year. Conceptual design for additional corridors (Sepulveda and Jefferson corridors) will start in CY 2023.

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 was required to certify that it had a Safety Management System (SMS) plan by July 20, 2020. In 2021, the deadline was pushed to 2022, however, Culver City bus was able to meet the original 2020 deadline, one of the only agencies to do so. 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 the process of completing an 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 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 is led by the Chief Transportation Officer and includes the Operations and Fleet Services Managers to ensure the involvement of all aspects of its operation and the Deputy 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 an opportunity to provide feedback for improvement. Two-way communication that builds relationships will be crucial in both employee and community engagement.

Major efforts to engage the community and employees are underway with the creation of the 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 the Department has implemented new outreach methods and focus groups. Additionally, the employee 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.

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. The first element of our community engagement evolves around our marketing and public relations programs. 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 March of 2020, Culver CityBus implemented Next CCBus—a real time information system. This application was designed for smart phones to help users plan a trip in the Los Angeles area. The city has plans to expand this app to integrate public-mobility services such as microtransit and micromobility services.

Printed Information – We will continue to provide information through our printed materials, including brochures, take-ones, and 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 FY 20, 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 FY 21, 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, respond to all customer concerns, and any resulting actions are documented.

Public Participation Process

Community engagement is essential to achieving an effective outcome to our changes in service 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 MaaS, a single application that provides access to all mobility services, began in FY 20 with the introduction of the Next CCBus. Culver City sought the input of customers in its design, promotion, and tutorials for the new

smart phone application. We made sure the app was designed to be user friendly and have the elements the customer expects.

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 the Department 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 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. The Transportation Department vision will be communicated regularly to stay present and familiar to employees. It is posted throughout the campus and is 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 will relate those items back to our vision. Staff will reference our work and challenges as movement toward our vision.

The mission is the 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 toward 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 FY 20, 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—an employee group established to provide direct input and feedback for the implementation of the new system—and the Vision Mission task force—this group of employees helped establish our current Vision, Mission, and Core Values.

A process has been established to create committees on an as needed basis, empowering frontline workers and supervisors to solve challenges. 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 regularly 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, etc.), 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 has been developed to provide easier access of all publicly shared information with employees, including employee kiosks and an intra application for employee access to 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 on electronic bulletin boards throughout the 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" with 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 SRMP 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 (CTO), 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 are 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 (PPM) principles. PPM 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. PPM 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 PPM 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.

CHAPTER 6

Transportation Funding

FUNDING SOURCES

Today, there are numerous sources of funds that the City and County generate to support mobility projects. The Transportation Department is an enterprise fund of the City of Culver City, which is financed from system-generated operating revenues and dedicated transit subsidies from local, county, state, and federal sources. This funding is used as the primary support of the three divisions of Transportation: Transit Operations, City Fleet Services, and Transportation Administrative Services. Most of this funding is formula allocated and is designated to be used to subsidize fixed-route operating expenses. These are described in the first section of this chapter.

However, there are multiple sources of funding which aren't "transit specific," i.e., that they are distributed to the City of Culver City and can be used for various transportation "mobility" purposes, not just to pay for the operating and/or capital expenses associated with running a fixed-route transit service. We call these Mobility funds, and they include local, county, and state funds that are allocated by the City based on priority of operational and capital needs. There are also City generated funds. The division and distribution of those funds are determined by Council through the annual budgeting cycle. Those funds are described at the end of this Chapter under a section called "Mobility Funding Sources." The funding sources that are specific to roadway infrastructure and are allocated to the Public Works Department are not described in this chapter of the mobility plan.

TRANSIT FUNDING SOURCES

SYSTEM GENERATED FUNDS

Farebox

Passenger fares on CityBus and CityRide services include cash, prepaid fares from EZ transit pass and TAP card sales, Access Services, GoPass, UCLA BruinGo and U-Pass program reimbursements, Low Income Fare is Easy (LIFE) program passes, and token revenue. 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 Generated 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 may be 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.

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

Micromobility Program Fees – The City currently has two operating agreements for scooter-share services. The fee structure for these operating agreements provides funding for oversight and administration of the City's micromobility program. However, the City anticipates additional scooters to be deployed in response to increased demand. As more scooters are deployed and the City pursues additional micromobility services, including bike share, all revenue generated by this program will be collected and go into the Transportation Department's enterprise fund.

LOCAL SUBSIDY FUNDS

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 % 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*** – 20% 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.

MOBILITY IMPROVEMENT FEES

As of July 1, 2020, SB 743 required agencies to measure transportation impacts under the California Environmental Quality Act (CEQA) using VMT instead of level of service (LOS) to achieve its land use diversification, greenhouse gas (GHG) emissions reductions, public health improvement, and multimodal network goals.

In 2017, the City created the TDFM project to provide new and updated regulations, tools, and fees to comply with Senate Bill 743 (SB 743). The TDFM project is an interdepartmental effort between the Community Development, Public Works, and Transportation Departments. The result of the TDFM project was the adoption and implementation of various regulations, tools and fees, including the Culver City Transportation Study Criteria and Guidelines, a transportation study review fee, a travel behavior/demand forecast model, and a project-level VMT tool, and the Mobility Improvement Fee Ordinance. This ordinance established Mobility Improvement Fees, a Mobility Improvement Fund, and an Interim Mobility Improvement Project List.

The purpose of establishing these fees is to have new developments that create added VMT pay a fair share toward funding citywide mobility projects that support employee and resident growth resulting from the development. Implementing these improvements and programs will benefit the City as a whole with increased mobility alternatives to single-occupancy vehicle driving and reduced transportation-related GHG emissions, which is beneficial to the public health, safety, and welfare of the City.

LOW CARBON FUEL STANDARD CREDIT (LCFS) FUNDING

The Culver City Transportation Department has committed to fully electrify its transit fleet by 2028, with 4 Battery Electric Buses purchased in FY 22. For the past 20+ years, the City has been operating the City's Renewable Compressed Natural Gas (RCNG) refueling station that services all City vehicles running on RCNG. 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 for the natural gas. 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 in FY 22 forward as the Department expands its zero-emission fleet.

COUNTYWIDE SUBSIDY 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*** – 5% 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%*** - 40% 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 –90% of these funds are allocated by formula, based on ridership, to Metro and municipal operators for transit security.

- ***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 R Local Return*** – 15% of Measure R tax is designated for the Local Return Program

to be used by cities and the County of Los Angeles. The Local Return funds are allocated and distributed monthly to jurisdictions on a "per capita" basis by Metro, and they can be used for various transportation purposes including public transportation, streets and roads, and active transportation, and TDM Program.

• ***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 for transit operations pursuant to the regional FAP distribution method.

• ***Measure M Local Return*** – 17% of Measure M tax is designated for the Local Return Program to be used by cities and the County of Los Angeles. The Local Return funds are allocated and distributed monthly to jurisdictions on a "per capita" basis by Metro, and they can be used for various transportation purposes including public transportation, streets and roads, and active transportation, and TDM Program. Starting on July 1, 2039, 20% of Measure M tax will be allocated to the Local Return Program.

STATE SUBSIDY 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)
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 10-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.

STATE GRANT FUNDING OPPORTUNITIES

In addition to funding allocated through the STA program, the state also offers a wide variety of grant funding opportunities specifically aimed at accelerating transit programs and projects that align with the State's legislative goals. In support of funding for the Department's long-term Master Electrification Plan, the Transportation Department applied for two grant programs solicited by the California Energy Commission in Summer of 2020 and was awarded the full amount requested:

GFO-20-601 – Blueprints for Medium- and Heavy-Duty Zero-Emission Vehicle Infrastructure for $200,000 to assist with the Transportation's development of blueprints used for facility electrification and to create a deliverable to be provided to the state, which can be used as a model for other electrification efforts by similar entities.

GFO-20-602 – Zero-Emission Transit Fleet Infrastructure Deployment for $5,000,000 to support the implementation of capital requirements related to the full fleet electrification as outlined in the Transportation Electrification Master Plan.

HVIP – To pay the higher capital costs of battery electric buses, staff is continually seeking grants and programs to offset the incremental costs

to electrify our fleet. One of those programs is California's Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP), which makes clean vehicles more affordable for fleets through point-of-purchase price reductions. The California Air Resource Board's (CARB) HVIP program allows transit agencies to request and redeem discount vouchers for the purchase of eligible zero-emission vehicles. Under the program, properties can request $20,000 up to $240,000 in incentive vouchers per vehicle depending on the vehicle selected. The incentive amount will be included on our PO as an immediate price reduction. Culver City will pay the invoice minus the discount amount and the dealer will submit the voucher request.

FEDERAL FUNDS

Federal 5307 Funds

Major federal involvement in public transportation dates to the Urban Mass Transportation Act of 1964. Prior to the mid-1960s, there was very little public funding of public transportation. With much lower ridership than existed at the end of World War II and mounting debts, however, many private transit companies were reorganized as public entities. Federal funding was initially used to recapitalize transit systems. Today, the focus of the federal program is still on the capital side, but the program has evolved to support operational expenses in some circumstances, as well as safety oversight, planning, and research. In 1964, the federal government started providing federal capital assistance for mass transportation through the Urban Mass Transportation Act. Every few years, congress passes a bill with transit-dedicated funds as a result of the law.

The Fixing America's Surface Transportation (FAST) Act is the most recent five-year bill that was signed into law by former president Obama on December 4, 2015, and expires in 2020. Congress has continued to extend the bill adding funds to the FAST act until a new law is passed. 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. These funds are primarily used for transit capital and under certain conditions can be used for operating assistance of transit services.

COVID Relief Funds

In response to the COVID-19 pandemic, the U.S. Congress passed a series of stimulus and relief packages beginning in April of 2020. Each of these relief packages also included funding specifically to be allocated to transit agencies to help offset the loss in revenue resulting from the decline in ridership caused by the pandemic.

Culver City received a total of approximately $18 million from three separate allocations, including the Coronavirus Aid, Relief, and Economic Security Act (CARES); Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA); and American Rescue Plan Act

(ARPA). These funds were primarily used to cover operating expenses as a stop-gap measure to shore up sudden declines in revenue resulting from the COVID-19 pandemic.

FEDERAL GRANT FUNDING OPPORTUNITIES

In addition to federal formula funds, the federal government provides discretionary funds in competitive processes that can be used to support specific transit efforts. Discretionary funds allow the FTA to evaluate project proposals and award funding to projects that fulfill the funding criteria. Projects must be submitted as part of a consolidated state proposal. Eligible applicants may also submit consolidated proposals for projects in urbanized areas, which could include projects for implementation by subrecipients. Culver City reviews and applies for various grants that match the capital needs of transit.

TRANSIT 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 though 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.

MOBILITY FUNDING SOURCES

COUNTYWIDE FUNDS

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

- ***Measure R 15% Local Return*** – The sales tax measure designates 15% of receipts to be allocated to cities for local transportation purposes. Since FY 2017, 50% of the City's Measure R Local Return funds have been used by the Transportation Department for operations with the remaining funds distributed to the City's Public Works Department for road improvements.

- ***Measure M 16% Local Return*** – The sales tax measure designates 16% 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.

- ***Measure M Subregional Equity Program (SEP)*** - In 2016, Metro established and programmed $1.2 billion to the Measure M Subregional Equity Program (SEP) to provide equivalent funding to each of the other subregions after the Metro Board allocated funding to a San Fernando Valley transit project. Within this program, the WSCCOG is allocated approximately $160 million. $40 million of the funds have been allocated to the Crenshaw Line Northern Extension, the remaining $120 million is to be allocated pending recommendation from the WSCCOG Transportation Working Group. The funding is currently planned to be made available until 2043, with a possibility that subregions may advance the funding through a combination of inter-fund borrowing, fund exchanges with other programs and projects in their subregions, Metro Measure M bonding capacity, or other discretionary funds designated for their subregion. The WSCCOG's Transportation Working Group is currently prioritizing projects of regional significance and will ultimately put forth recommended list for inclusion in the SEP.

- ***Measure M Multi-Year Subregional Program (MSP)*** – The MSP funding is allocated annually through the Westside Cities Council of Governments (WSCCOG) for eligible projects under WSCCOG's Measure M Active Transportation 1st/last Mile Connection Program. Per the Measure M requirements, WSCCOG developed its initial list of projects and a 5-Year Plan for MSP funding allocation. This list of projects is updated annually. Per Metro's requirements, the projects on the MSP Project List must be ready to implement.

MOBILITY IMPROVEMENT FEES

In 2020, the City adopted a new Travel Demand Forecast Model (TDFM) and updated the Culver City Transportation Study Criteria and Guidelines. These guidelines provide new and updated regulations, tools, and fees to comply with Senate Bill 743 (SB 743), including a new Mobility Improvement Fee. To set up the fee, a new Ordinance, Mobility Improvement Fund, and an Interim Mobility Improvement Project List were established. In the future, new developments that add vehicle miles traveled (VMT) must pay a fair share toward funding citywide mobility projects that support employee and resident growth resulting from the development.

A critical timing consideration concerning the Project List is the GPU process. The City moved forward with the TDFM project in advance of the GPU, mainly due to the state's requirement to use VMT to assess development impacts by July 1, 2020. As such, the proposed Project List is considered interim and focused on short-term projects that can be implemented over the next five years. The intent is to update the list once the GPU has been adopted while maintaining consistency with already-approved plans such as the Bicycle and Pedestrian Action Plan. Transportation study review fees and a proposed 5% administration fee for the Mobility Improvement Fees collected can go toward update costs.

TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) focuses on understanding how people make their transportation decisions and implementing various strategies that incentivize the use of alternative mobility options with the overarching goal of reducing vehicle miles traveled and maximizing the efficiency of the transportation system. TDM measures typically attempt to induce shifts from single-auto-occupancy travel to transit, rideshare, bicycle, or pedestrian travel. Potential TDM-generated funds could come from in-lieu parking fees, which are voluntary fees paid by developers who choose to pay the in-lieu fee instead of building parking spaces as required by the zoning codes. Future funding may come from other TDM permit requirements. These funds would then be allocated to specific TDM strategies with the goal of shifting travel from private automobiles to alternative modes of mobility, which may include reducing transit headways by increasing public transportation fixed-route service frequency and speed.

COMPETITIVE GRANTS

There is a plethora of discretionary and competitive grant funding solicitations issued every year that can be applied for and used for capital improvements and the implementation of new and innovative mobility services at the City level. Some of these grant opportunities include but aren't limited to Caltrans' Active Transportation Program (ATP), CalSTA/Caltrans' Transit and Intercity Rail Capital Program (TIRCP), Metro Active Transportation, Transit and First/Last Mile (MAT) Program, and USDOT's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program.

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CHAPTER 7

Regulatory Requirements

REGULATORY COMPLIANCE

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

FEDERAL TRANSIT ADMINISTRATION (FTA) TRIENNIAL REVIEW (TR)

The FTA TR is mandated pursuant to 49 U.S.C. Sect. 5307 (h)(2), related to the administration of Section 5307 capital funding assistance. The most recent FTA TR for Culver City was completed in FY 2020. The next review will be conducted in 2023 for the fiscal years 2022, 2021, and 2020. 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 Culver City 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 provide 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

Transit Development Act (TDA) Performance Audit

The State mandates that all recipients of 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.

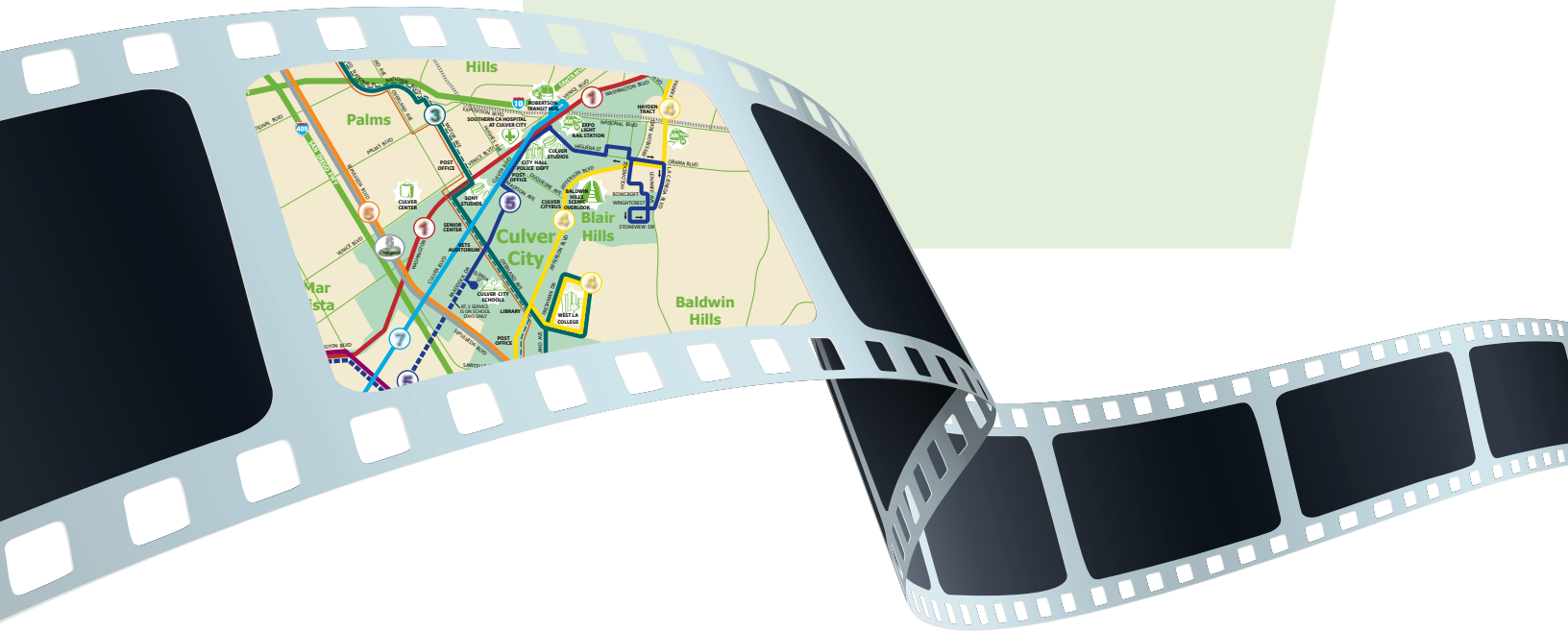
Annual Financial Audits

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% RCNG 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.

APPENDICES



APPENDIX A.1: COMPLIANCE (L) TABLES

Table L - 1
Current Fare Structure: FY 2020

Fare Categories	Type of Service: Fixed Route	Type of Service: Demand Responsive
Cash/Token		
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	
Cash Transfers		
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	
Multi-use Cards (specify number of uses)		
Regular	N/A	
Elderly	N/A	
Disabled/Medicare	N/A	
Metro Card		
Discounts	N/A	
Other	N/A	
Passes		
Regular	N/A	
Elderly	N/A	
Disabled	N/A	
Student	N/A	
College	N/A	
Express - Specify Zone Stamp	N/A	
Joint Passes (EZ Pass)		
Regular	$110.00	
Elderly	$42.00	
Disabled	$42.00	
Student	N/A	
College	N/A	
Not Listed above (please describe)	BruinGo! Fare subsidy program in coordination with UCLA (for students, faculty, & s taff). UCLA pays $0.82 or $0.32 per ride to Culver CityBus dependent on wherther BruinGo! Cardholder provides a co-pay or shows a pre-paid flash pass. U-Pass fare is subsidized by Metro; for each student/faculty boarding, Metro reimburses CCBus $0.75. E-Pass fare is also subsidized by Metro; for each employee boarding associated with an registered employer program, Metro reimburses CCBus $1.00.	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.

Table L - 2
FLEET INVENTORY AS OF JUNE 30, 2019

Year Built	Manuf.	Model	Seats	Length	Type of Fuel	Total Vehicles	Vehicles used for:		Non-ADA Vehicles in Active Service	ADA Vehicles in Active Service	Vehicles w/ major Rehab
							Fixed Route Service	Demand Responsive Service			
2001	New Flyer	C40LF	40 (28 + 2 wc)	40'	CNG	4	4			4	4
2009	New Flyer	C40LF	40 (28 + 2 wc)	40'	CNG	6	6			6	
2011	New Flyer	C40LF	40 (28 + 2 wc)	40'	CNG	4	4			4	
2012	New Flyer	C40LF	40 (28 + 2 wc)	40'	CNG	16	16			16	
2014	New Flyer	XN40	40 (31 + 2 wc)	40'	CNG	6	6			6	
2016	New Flyer	XN40	40 (31 + 2 wc)	40'	CNG	18	18			18	
2010	Aerotech	El Dorado	16	24'	CNG	3		3		3	
				Total Number of Vehicles:			**54**			**57**	**4**

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

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

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**

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

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

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

APPENDIX A.1 *(CONTINUED)*

Table L - 5 [B]
TPM REPORT FORM

Agency Name: CULVER CITYBUS

Fiscal Year : 2019
Status: Audited

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 Re-Structuring	BSIP	MOSIP				
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	Total of EZ Pass Internal Sales plus EZ Pass Reimb from MTA
Unlinked Passengers	243,981	Total EZ Pass boardings

Prepared by: Jane Leonard 1/26/20

Approved by: Rolando Cruz 1/26/20
Chief Transportation Officer Date

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
No audit findings or recommended actions	N/A

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

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

APPENDIX A.2 *(CONTINUED)*

1 Washington Blvd.

Monday - Friday Lunes - Viernes

EFFECTIVE SEPTEMBER 16, 2019

Westbound Oeste

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

Eastbound Este

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

APPENDIX A.2 *(CONTINUED)*

1 Washington Blvd.

Saturday Sábado

EFFECTIVE SEPTEMBER 16, 2019

Westbound Oeste

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

Eastbound Este

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

Sunday, Holiday Domingo, Dias Festivos

EFFECTIVE SEPTEMBER 16, 2019

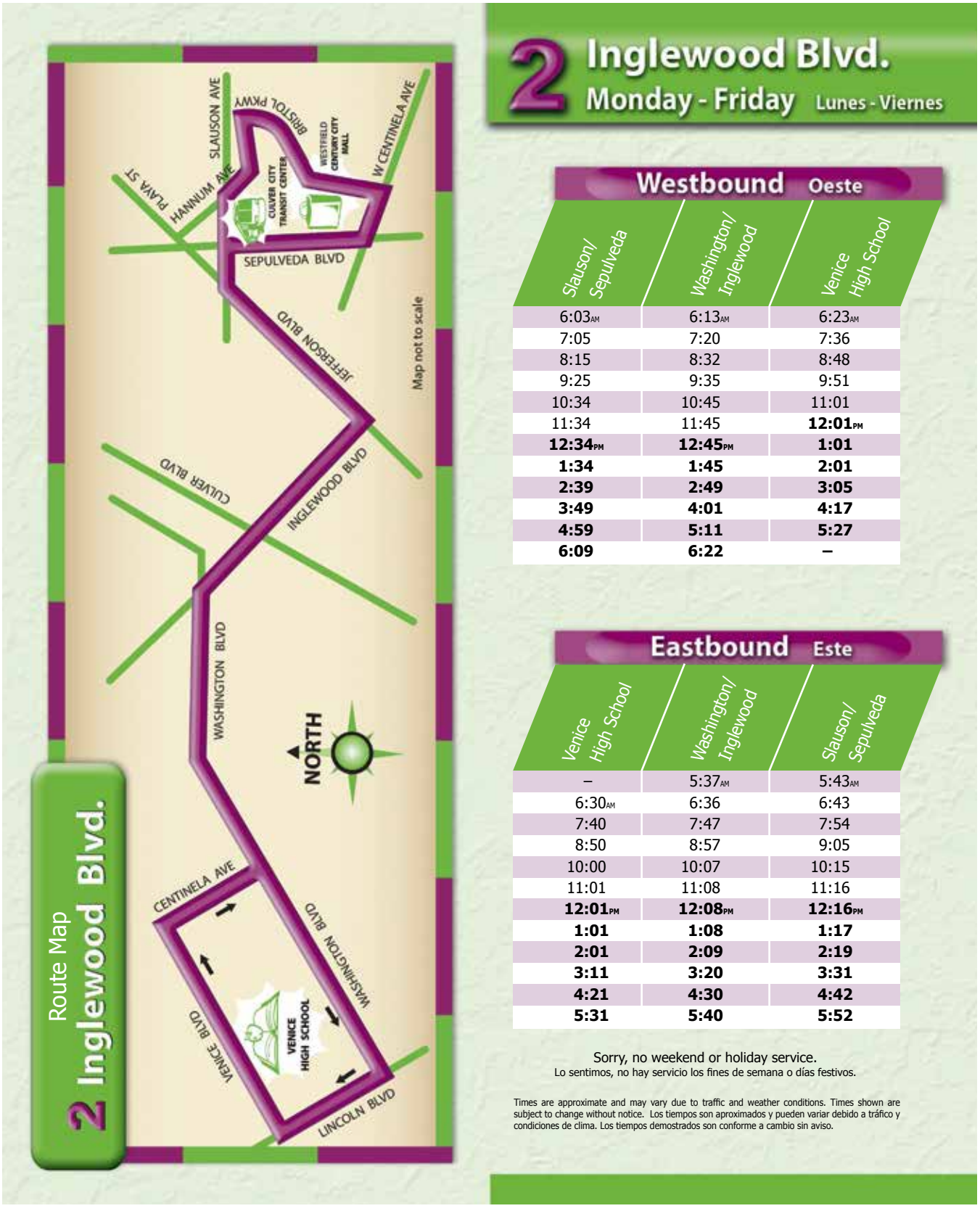
Westbound Oeste

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

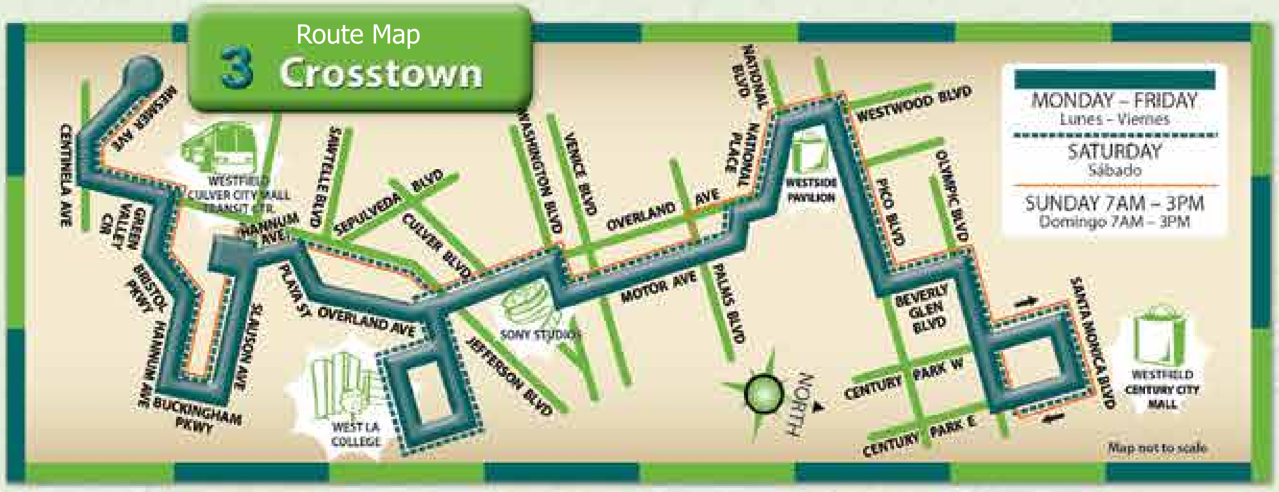
Eastbound Este

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

APPENDIX A.2 *(CONTINUED)*



APPENDIX A.2 *(CONTINUED)*



3 Crosstown

Monday - Friday Lunes - Viernes

EFFECTIVE JANUARY 6, 2020

Northbound Norte

Mesmer & Centinela	Culver City Transit Center	Mon-Thurs Lunes - Jueves: West L.A. College Winter Invierno	Mon-Thurs: Overland & Washington	Mon-Thurs: Westwood/ Expo Line	Friday Viernes: West L.A. College Winter Invierno	Friday: Overland & Washington	Friday: Westwood/ Expo Line	Century City
5:30AM	5:40AM	–	5:51AM	6:01AM	–	5:51AM	6:01AM	6:10AM
5:49	5:59	–	6:10	6:20	–	6:10	6:20	6:29
6:06	6:16	–	6:27	6:37	–	6:27	6:37	6:46
6:23	6:35	–	6:48	7:00	–	6:48	7:00	7:10
6:40	6:52	–	7:06	7:19	–	7:06	7:19	7:29
6:58	7:10	7:18AM	7:29	7:43	–	–	–	7:54
6:58	7:10	–	–	–	–	7:25	7:39	7:50
7:17	7:29	–	7:44	7:59	–	7:44	7:59	8:10
7:39	7:51	–	–	–	–	8:06	8:23	8:34
7:39	7:51	7:59	8:11	8:28	–	–	–	8:39
8:01	8:13	–	8:28	8:45	–	8:28	8:45	8:56
8:19	8:31	–	–	–	–	8:46	9:03	9:14
8:19	8:31	8:40	8:52	9:09	–	–	–	9:20
8:42	8:54	–	9:08	9:25	–	9:08	9:25	9:36
9:04	9:16	9:25	9:36	9:49	–	–	–	10:00
9:04	9:16	–	–	–	–	9:29	9:42	9:53
9:27	9:39	–	9:51	10:04	–	9:51	10:04	10:15
9:48	10:00	–	–	–	–	10:12	10:24	10:35
9:48	10:00	10:07	10:17	10:29	–	–	–	10:40
10:08	10:20	–	10:32	10:44	–	10:32	10:44	10:55
10:27	10:39	10:47	10:57	11:09	–	–	–	11:20
10:27	10:39	–	–	–	–	10:51	11:03	11:14
10:49	11:01	–	11:13	11:25	–	11:13	11:25	11:37
11:08	11:20	11:28	11:38	11:50	–	–	–	12:02
11:08	11:20	–	–	–	–	11:32	11:44	11:56
11:29	11:41	–	11:53	**12:05PM**	–	11:53	**12:05PM**	**12:17PM**
11:49	**12:01PM**	–	–	–	–	**12:14PM**	**12:26**	**12:38**
11:49	**12:01**	**12:09PM**	**12:20PM**	**12:32**	–	–	–	**12:44**
12:11PM	**12:23**	–	**12:36**	**12:48**	–	**12:36**	**12:48**	**1:00**
12:32	**12:44**	**12:52**	**1:03**	**1:15**	–	–	–	**1:27**
12:32	**12:44**	–	–	–	–	**12:57**	**1:09**	**1:21**
12:53	**1:05**	–	**1:18**	**1:30**	–	**1:18**	**1:30**	**1:42**
1:13	**1:25**	**1:33**	**1:44**	**1:56**	–	–	–	**2:08**
1:13	**1:25**	–	–	–	–	**1:38**	**1:50**	**2:02**
1:35	**1:47**	–	**2:00**	**2:12**	–	**2:00**	**2:12**	**2:24**
1:55	**2:07**	–	–	–	–	**2:20**	**2:33**	**2:45**
1:55	**2:07**	**2:15**	**2:26**	**2:39**	–	–	–	**2:51**
2:17	**2:29**	–	**2:42**	**2:55**	–	**2:42**	**2:55**	**3:08**
2:39	**2:51**	**2:59**	**3:10**	**3:23**	–	–	–	**3:36**
2:39	**2:51**	–	–	–	–	**3:04**	**3:17**	**3:30**
3:01	**3:14**	–	**3:27**	**3:40**	–	**3:27**	**3:40**	**3:53**
3:24	**3:37**	**3:45**	**3:56**	**4:09**	–	–	–	**4:22**
3:24	**3:37**	–	–	–	–	**3:50**	**4:03**	**4:16**
3:47	**4:00**	–	–	–	–	**4:14**	**4:27**	**4:40**
4:11	**4:24**	–	**4:38**	**4:51**	–	**4:38**	**4:51**	**5:04**
4:35	**4:48**	–	**5:02**	**5:15**	–	**5:02**	**5:15**	**5:28**
4:59	**5:12**	–	**5:26**	**5:39**	–	**5:26**	**5:39**	**5:52**
5:23	**5:37**	–	**5:51**	**6:04**	–	**5:51**	**6:04**	**6:17**
5:45	**5:59**	–	**6:12**	**6:25**	–	**6:12**	**6:25**	**6:38**
6:12	**6:25**	–	**6:38**	**6:51**	–	**6:38**	**6:51**	**7:04**
6:37	**6:50**	–	**7:03**	**7:16**	–	**7:03**	**7:16**	**7:29**
7:02	**7:14**	–	**7:26**	**7:39**	–	**7:26**	**7:39**	**7:52**
7:27	**7:39**	–	**7:51**	**8:01**	–	**7:51**	**8:01**	**8:11**
7:52	**8:04**	–	**8:16**	**8:26**	–	**8:16**	**8:26**	**8:36**
8:17	**8:28**	–	**8:40**	**8:50**	–	**8:40**	**8:50**	**9:00**
8:40	**8:50**	–	**9:02**	**9:12**	–	**9:02**	**9:12**	**9:22**
9:10	**9:20**	–	**9:31**	**9:41**	–	**9:31**	**9:41**	**9:51**
9:41	**9:51**	–	**10:02**	**10:12**	–	**10:02**	**10:12**	**10:22**
10:13	**10:23**	–	**10:34**	**10:44**	–	**10:34**	**10:44**	**10:54**

Southbound Sur

Century City	Westwood/ Expo Line	Overland & Washington	Mon-Thurs Lunes - Jueves: West L.A. College Winter Invierno	Mon-Thurs: Culver City Transit Center	Friday Viernes: West L.A. College Winter Invierno	Friday: Culver City Transit Center	Mesmer & Centinela
5:20AM	5:30AM	5:41AM	–	5:53AM	–	5:53AM	6:05AM
5:40	5:50	6:01	–	6:13	–	6:13	6:25
6:00	6:10	6:23	–	6:35	–	6:35	6:47
6:12	6:25	6:38	–	6:50	–	6:50	7:02
6:32	6:44	6:57	–	7:09	–	7:09	7:21
6:50	7:03	7:16	–	–	–	7:28	7:40
6:50	7:03	7:16	7:24AM	7:33	–	–	7:45
7:13	7:25	7:38	–	7:52	–	7:52	8:04
7:34	7:46	7:59	8:07	8:18	8:07AM	8:18	8:30
7:55	8:07	8:20	–	8:34	–	8:34	8:46
8:12	8:25	8:38	–	–	–	8:52	9:04
8:12	8:25	8:38	8:47	9:00	–	–	9:12
8:39	8:52	9:05	–	9:19	–	9:19	9:31
8:59	9:13	9:26	–	–	–	9:40	9:52
8:59	9:13	9:26	9:34	9:45	–	–	9:57
9:20	9:32	9:45	–	9:59	–	9:59	10:11
9:43	9:55	10:08	10:16	10:27	–	–	10:39
9:43	9:55	10:08	–	–	–	10:22	10:34
10:00	10:12	10:25	–	10:39	–	10:39	10:51
10:17	10:29	10:42	–	–	–	11:00	11:12
10:17	10:29	10:42	10:52	11:05	–	–	11:17
10:40	10:52	11:05	–	11:20	–	11:20	11:32
10:58	11:12	11:25	–	–	–	11:40	11:52
10:58	11:12	11:25	11:34	11:45	–	–	11:57
11:20	11:32	11:45	–	**12:00PM**	–	**12:00PM**	**12:12PM**
11:43	11:55	**12:08PM**	**12:17PM**	**12:28**	–	–	**12:40**
11:43	11:55	**12:08**	–	–	–	**12:23**	**12:35**
12:02PM	**12:14PM**	**12:27**	–	**12:42**	–	**12:42**	**12:54**
12:20	**12:35**	**12:48**	–	–	–	**1:03**	**1:15**
12:20	**12:35**	**12:48**	**12:57**	**1:08**	–	–	**1:20**
12:44	**12:56**	**1:09**	–	**1:24**	–	**1:24**	**1:36**
1:03	**1:17**	**1:30**	–	–	–	**1:45**	**1:57**
1:03	**1:17**	**1:30**	**1:39**	**1:50**	–	–	**2:02**
1:27	**1:39**	**1:52**	–	**2:07**	–	**2:07**	**2:19**
1:48	**2:01**	**2:14**	**2:23**	**2:34**	–	–	**2:46**
1:48	**2:01**	**2:14**	–	–	–	**2:29**	**2:41**
2:08	**2:21**	**2:34**	–	**2:49**	–	**2:49**	**3:01**
2:30	**2:43**	**2:56**	–	–	–	**3:11**	**3:23**
2:30	**2:43**	**2:56**	**3:05**	**3:16**	–	–	**3:28**
2:55	**3:09**	**3:24**	–	–	–	**3:40**	**3:54**
2:55	**3:09**	**3:24**	**3:34**	**3:46**	–	–	**4:00**
3:20	**3:34**	**3:49**	–	**4:08**	–	**4:08**	**4:24**
3:44	**3:58**	**4:13**	–	**4:34**	–	**4:34**	**4:52**
4:09	**4:23**	**4:39**	–	**5:00**	–	**5:00**	**5:18**
4:34	**4:48**	**5:04**	–	**5:25**	–	**5:25**	**5:43**
4:59	**5:13**	**5:29**	–	**5:50**	–	**5:50**	**6:08**
5:21	**5:40**	**5:56**	–	**6:17**	–	**6:17**	**6:35**
5:43	**6:02**	**6:18**	–	**6:39**	–	**6:39**	**6:57**
6:05	**6:24**	**6:40**	–	**7:00**	–	**7:00**	**7:18**
6:27	**6:43**	**6:58**	–	**7:16**	–	**7:16**	**7:34**
6:49	**7:03**	**7:17**	–	**7:32**	–	**7:32**	**7:49**
7:12	**7:25**	**7:38**	–	**7:52**	–	**7:52**	**8:07**
7:37	**7:50**	**8:03**	–	**8:17**	–	**8:17**	**8:31**
8:02	**8:13**	**8:25**	–	**8:39**	–	**8:39**	**8:51**
8:30	**8:41**	**8:53**	–	**9:07**	–	**9:07**	**9:19**
9:00	**9:10**	**9:22**	–	**9:35**	–	**9:35**	**9:47**
9:30	**9:40**	**9:52**	–	**10:02**	–	**10:02**	–
10:00	**10:10**	**10:21**	–	**10:30**	–	**10:30**	–
11:00	**11:09**	**11:19**	–	**11:28**	–	**11:28**	–

APPENDIX A.2 *(CONTINUED)*

3 Crosstown — Saturday Sábado

EFFECTIVE JANUARY 6, 2020

Northbound Norte

Mesmer & Centinela	Culver City Transit Center	West L.A. College** Winter Invierno	Overland & Washington	Westwood/ Expo Line	Century City
–	5:40AM	–	5:51AM	6:03AM	6:12AM
–	6:20	–	6:31	6:43	6:52
–	6:53	–	7:04	7:16	7:25
7:06AM	7:15	–	7:26	7:38	7:47
7:34	7:45	–	7:57	8:09	8:19
8:04	8:15	–	8:27	8:39	8:49
8:33	8:45	–	8:57	9:09	9:19
9:03	9:15	–	9:28	9:40	9:50
9:28	9:40	–	9:53	10:05	10:15
9:58	10:10	–	10:23	10:35	10:45
10:28	10:40	–	10:53	11:05	11:15
10:57	11:09	–	11:23	11:35	11:45
11:27	11:40	–	11:54	12:06PM	12:16PM
11:57	12:10PM	–	12:24PM	12:37	12:48
12:27PM	12:40	–	12:54	1:07	1:18
12:57	1:10	–	1:24	1:37	1:48
1:27	1:40	–	1:54	2:07	2:18
2:02	2:15	–	2:29	2:42	2:53
2:32	2:45	–	2:59	3:12	3:23
3:02	3:15	–	3:29	3:42	3:53
3:32	3:45	–	3:59	4:12	4:23
4:03	4:15	–	4:29	4:42	4:53
4:33	4:45	–	4:59	5:12	5:23
5:03	5:15	–	5:29	5:42	5:53
5:31	5:43	–	5:56	6:07	6:18
6:01	6:13	–	6:26	6:37	6:48
6:31	6:43	–	6:56	7:07	7:18
7:01	7:13	–	7:26	7:37	7:48
–	7:55	–	8:07	8:17	8:27
–	8:25	–	8:37	8:47	8:57
–	8:55	–	9:07	9:17	9:27
–	9:25	–	9:37	9:47	9:57
–	10:25	–	10:37	10:47	10:57
–	–	–	–	–	–

Southbound Sur

Century City	Westwood/ Expo Line	Overland & Washington	West L.A. College** Winter Invierno	Culver City Transit Center	Mesmer & Centinela
5:50AM	6:00AM	6:10AM	–	6:20AM	–
6:20	6:30	6:40	–	6:50	–
6:58	7:08	7:18	–	7:28	7:40AM
7:31	7:41	7:52	–	8:05	8:17
7:53	8:03	8:14	–	8:27	8:39
8:29	8:39	8:50	–	9:03	9:15
8:55	9:05	9:16	–	9:29	9:41
9:29	9:39	9:52	–	10:05	10:17
9:56	10:06	10:19	–	10:32	10:44
10:26	10:38	10:51	–	11:06	11:18
10:51	11:03	11:16	–	11:31	11:43
11:26	11:38	11:51	–	12:06PM	12:18PM
11:51	12:03PM	12:16PM	–	12:31	12:43
12:26PM	12:38	12:51	–	1:06	1:18
12:55	1:07	1:20	–	1:35	1:47
1:31	1:43	1:56	–	2:11	2:23
1:55	2:07	2:20	–	2:35	2:47
2:31	2:43	2:56	–	3:11	3:23
3:00	3:12	3:25	–	3:40	3:52
3:30	3:42	3:55	–	4:10	4:22
4:00	4:12	4:25	–	4:40	4:52
4:30	4:42	4:55	–	5:10	5:22
5:00	5:12	5:25	–	5:40	5:52
5:30	5:42	5:55	–	6:10	6:22
6:00	6:12	6:25	–	6:40	6:52
6:30	6:42	6:53	–	7:07	7:19
7:00	7:12	7:23	–	7:35	–
7:30	7:40	7:51	–	8:02	–
8:00	8:10	8:21	–	8:30	–
8:30	8:40	8:51	–	9:00	–
9:00	9:10	9:19	–	9:28	–
9:30	9:40	9:49	–	9:58	–
10:00	10:10	10:20	–	10:31	–
11:00	11:10	11:19	–	11:28	–

3 Crosstown — Sunday, Holiday Domingo y Dias Festivos

EFFECTIVE JANUARY 6, 2020

Northbound Norte

Mesmer & Centinela	Culver City Transit Center	West L.A. College** Winter Invierno	Overland & Washington	Westwood/ Expo Line	Century City
–	5:40AM	–	5:51AM	6:01AM	6:13AM
–	6:20	–	6:31	6:41	6:53
–	6:50	–	7:01	7:11	7:23
7:10AM	7:20	–	7:31	7:41	7:53
7:40	7:50	–	8:01	8:11	8:23
8:09	8:20	–	8:32	8:42	8:54
8:39	8:50	–	9:02	9:12	9:24
9:09	9:20	–	9:32	9:42	9:54
9:39	9:50	–	10:02	10:12	10:24
10:08	10:20	–	10:34	10:44	10:56
10:38	10:50	–	11:04	11:14	11:26
11:08	11:20	–	11:34	11:44	11:56
11:38	11:50	–	12:04PM	12:14PM	12:26PM
12:08PM	12:20PM	–	12:34	12:44	12:56
12:38	12:50	–	1:04	1:14	1:26
1:08	1:20	–	1:34	1:44	1:56
1:38	1:50	–	2:04	2:14	2:26
2:08	2:20	–	2:34	2:44	2:56
2:38	2:50	–	3:04	3:14	3:26
3:08	3:20	–	3:34	3:44	3:56
3:38	3:50	–	4:04	4:14	4:26
4:08	4:20	–	4:34	4:44	4:56
4:38	4:50	–	5:04	5:14	5:26
5:08	5:20	–	5:34	5:44	5:56
5:38	5:50	–	6:04	6:14	6:26
6:08	6:20	–	6:34	6:44	6:56
6:38	6:50	–	7:04	7:14	7:26
7:08	7:20	–	7:34	7:44	7:56
–	7:55	–	8:06	8:16	8:26
–	8:25	–	8:36	8:46	8:56
–	8:55	–	9:06	9:16	9:26
–	9:25	–	9:36	9:46	9:56
–	10:28	–	10:37	10:46	10:56
–	–	–	–	–	–

Southbound Sur

Century City	Westwood/ Expo Line	Overland & Washington	West L.A. College** Winter Invierno	Culver City Transit Center	Mesmer & Centinela
5:50AM	5:59AM	6:09AM	–	6:20AM	–
6:20	6:29	6:39	–	6:50	–
7:00	7:09	7:19	–	7:30	7:42AM
7:30	7:39	7:49	–	8:00	8:12
8:00	8:09	8:21	–	8:32	8:44
8:30	8:39	8:51	–	9:02	9:14
9:00	9:10	9:24	–	9:35	9:47
9:30	9:40	9:54	–	10:05	10:17
10:00	10:10	10:24	–	10:35	10:47
10:30	10:40	10:54	–	11:05	11:17
11:00	11:11	11:25	–	11:38	11:50
11:30	11:41	11:55	–	12:08PM	12:20PM
12:00PM	12:11PM	12:25PM	–	12:38	12:50
12:30	12:41	12:55	–	1:08	1:20
1:00	1:11	1:25	–	1:38	1:50
1:30	1:41	1:55	–	2:08	2:20
2:00	2:11	2:25	–	2:38	2:50
2:30	2:41	2:55	–	3:08	3:20
3:00	3:11	3:25	–	3:38	3:50
3:30	3:41	3:55	–	4:08	4:20
4:00	4:11	4:25	–	4:38	4:50
4:30	4:41	4:55	–	5:08	5:20
5:00	5:11	5:25	–	5:38	5:50
5:30	5:41	5:55	–	6:08	6:20
6:00	6:11	6:25	–	6:38	6:50
6:30	6:40	6:52	–	7:03	7:15
7:00	7:10	7:22	–	7:33	–
7:30	7:40	7:52	–	8:03	–
8:00	8:09	8:21	–	8:30	–
8:30	8:39	8:50	–	8:59	–
9:00	9:09	9:20	–	9:29	–
9:30	9:39	9:48	–	9:57	–
10:00	10:09	10:18	–	10:27	–
11:00	11:09	11:18	–	11:27	–

APPENDIX A.2 *(CONTINUED)*

4 Jefferson Blvd.

Monday - Friday

Lunes - Viernes

EFFECTIVE JANUARY 6, 2020

Westbound Oeste

West L.A. Transit Center	La Cienega & Obama	West L.A. College Winter Inverno	Culver City Transit Center	Jefferson & E.A. Way
Mon-Thurs Lunes - Jueves				
6:00AM	6:04AM	–	6:21AM	6:36AM
6:28	6:32	–	6:49	7:04
7:00	7:04	7:20AM	7:33	7:48
7:00	7:04	–	–	–
7:43	7:50	–	8:08	8:25
8:23	8:30	8:45	8:58	9:15
8:23	8:30	–	–	–
9:03	9:10	9:25	9:38	9:55
9:03	9:10	–	–	–
9:44	9:49	–	10:07	10:23
10:25	10:30	10:45	10:58	11:14
10:25	10:30	–	–	–
11:06	11:11	–	11:30	11:46
11:46	11:51	12:06PM	12:19PM	12:35PM
11:46	11:51	–	–	–
12:27PM	12:32PM	12:47	1:00	1:17
12:27	12:32	–	–	–
1:08	1:15	1:30	1:44	2:01
1:08	1:15	–	–	–
1:51	1:58	–	2:20	2:37
2:34	2:41	2:56	3:10	3:27
2:34	2:41	–	–	–
3:16	3:23	–	3:45	4:02
3:58	4:07	4:21	4:35	4:52
3:58	4:07	–	–	–
4:42	4:51	–	5:13	5:30
5:26	5:35	–	5:55	6:12
6:10	6:19	–	6:39	6:56
6:55	7:02	–	7:22	7:35
7:40	7:47	–	8:07	8:20
8:20	8:25	–	8:41	8:54
–	–	–	–	–
Friday Viernes				
–	–	–	6:21AM	6:36AM
–	–	–	6:49	7:04
–	–	–	–	–
–	–	–	7:22	7:37
–	–	–	8:08	8:25
–	–	–	–	–
–	–	–	8:48	9:05
–	–	–	–	–
–	–	–	9:28	9:45
–	–	–	10:07	10:23
–	–	–	–	–
–	–	–	10:48	11:04
–	–	–	11:30	11:46
–	–	–	–	–
–	–	–	12:10PM	12:26PM
–	–	–	–	–
–	–	–	12:54	1:11
–	–	–	–	–
–	–	–	1:37	1:54
–	–	–	2:20	2:37
–	–	–	–	–
–	–	–	3:03	3:20
–	–	–	3:45	4:02
–	–	–	–	–
–	–	–	4:29	4:46
–	–	–	5:13	5:30
–	–	–	5:55	6:12
–	–	–	6:39	6:56
–	–	–	7:22	7:35
–	–	–	8:07	8:20
–	–	–	8:41	8:54
–	–	–	–	–

Eastbound Este

Jefferson & E.A. Way	Culver City Transit Center	West L.A. College Winter Inverno	La Cienega & Obama	West L.A. Transit Center
Mon-Thurs Lunes - Jueves				
5:37AM	5:51AM	–	6:06AM	6:15AM
6:12	6:26	–	6:41	6:50
6:45	6:59	–	–	–
6:45	6:59	7:10AM	7:23	7:32
7:25	7:39	–	–	–
7:25	7:39	7:50	8:03	8:12
8:05	8:19	–	–	–
8:05	8:19	8:30	8:43	8:52
8:47	9:01	–	9:19	9:28
9:25	9:39	–	–	–
9:25	9:39	9:50	10:03	10:12
10:05	10:19	–	10:36	10:45
10:45	10:59	–	–	–
10:45	10:59	11:10	11:23	11:32
11:25	11:39	–	11:56	12:05PM
12:05PM	12:19PM	–	–	–
12:05	12:19	12:31PM	12:45PM	12:54
12:47	1:01	1:13	1:28	1:37
12:55	1:09	–	–	–
1:29	1:43	–	–	–
1:29	1:43	1:55	2:10	2:19
2:11	2:25	–	2:44	2:53
2:53	3:07	3:19	3:35	3:45
2:53	3:07	–	–	–
3:35	3:49	–	4:09	4:19
4:17	4:31	–	4:51	5:01
5:02	5:16	–	5:38	5:50
5:46	6:00	–	6:21	6:32
6:26	6:40	–	7:01	7:12
7:12	7:26	–	7:43	7:52
7:52	8:06	–	8:23	8:32
8:32	8:46	–	9:01	9:10
Friday Viernes				
–	–	–	6:06AM	6:15AM
–	–	–	6:41	6:50
–	–	–	7:14	7:23
–	–	–	–	–
–	–	–	7:57	8:06
–	–	–	–	–
–	–	–	8:37	8:46
–	–	–	–	–
–	–	–	9:19	9:28
–	–	–	9:56	10:05
–	–	–	–	–
–	–	–	10:36	10:45
–	–	–	11:16	11:25
–	–	–	–	–
–	–	–	11:56	12:05PM
–	–	–	12:36PM	12:45
–	–	–	–	–
–	–	–	–	–
–	–	–	1:28	1:37
–	–	–	2:02	2:11
–	–	–	–	–
–	–	–	2:44	2:53
–	–	–	–	–
–	–	–	3:27	3:37
–	–	–	4:09	4:19
–	–	–	4:51	5:01
–	–	–	5:38	5:50
–	–	–	6:21	6:32
–	–	–	7:01	7:12
–	–	–	7:43	7:52
–	–	–	8:23	8:32
–	–	–	9:01	9:10

Sorry, no Sunday or holiday service.
Lo sentimos, no hay servicio el domingo o días festivos.

Signs on buses going into West Los Angeles College will display "West L.A. College."
Anuncios en los autobuses que entran a West Los Angeles College exhibirán "West L.A. College."

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.

APPENDIX A.2 *(CONTINUED)*

4 Jefferson Blvd.

Saturday Sábado

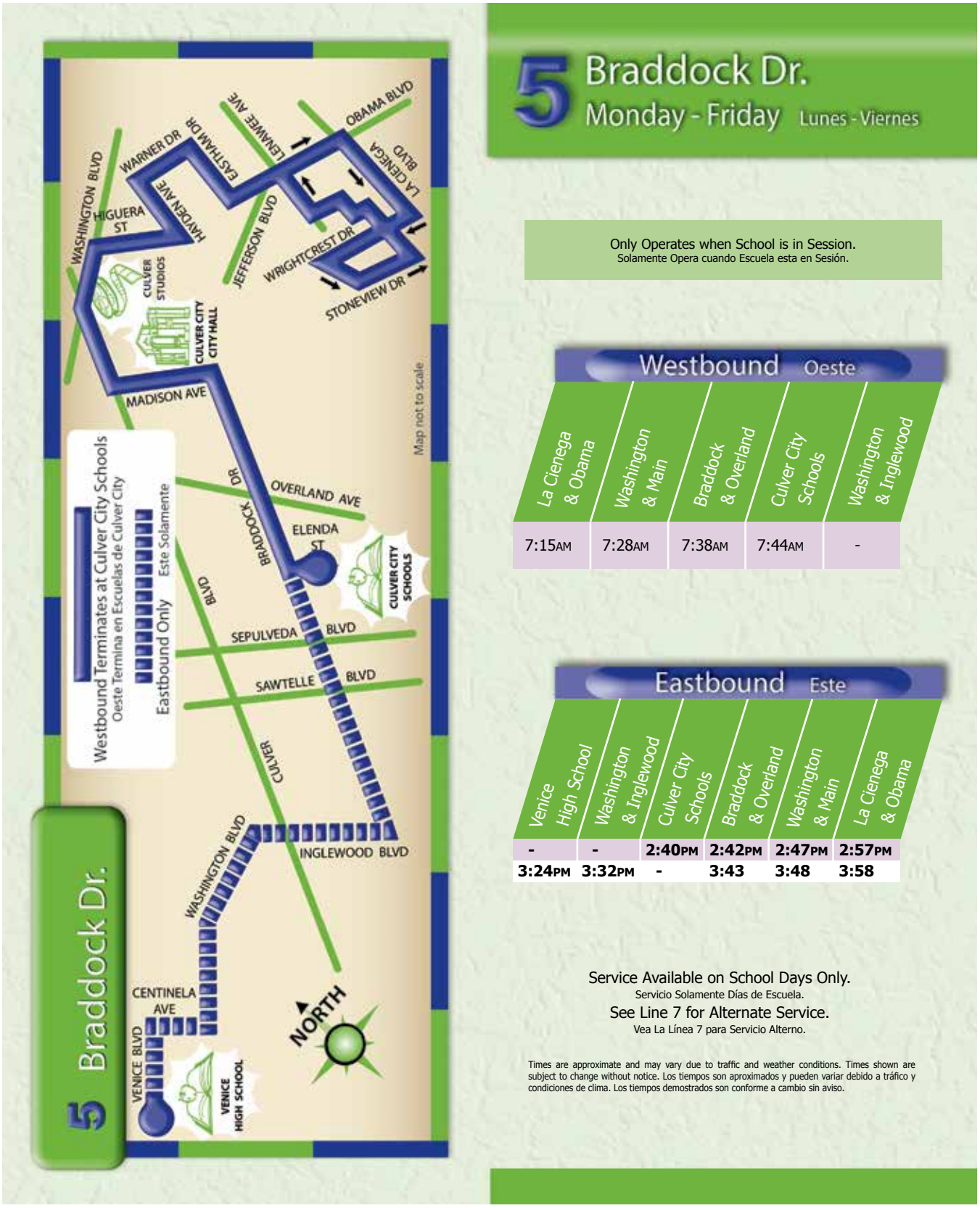
Westbound Oeste

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**

APPENDIX A.2 *(CONTINUED)*



APPENDIX A.2 *(CONTINUED)*

6 Sepulveda Blvd.

Monday - Friday Lunes - Viernes

EFFECTIVE SEPTEMBER 16, 2019

Northbound Norte

Green Line Station	LAX Transit Center	Sepulveda & Manchester	Culver City Transit Center	Sepulveda & Washington	Sepulveda & Expo Line	Westwood & Wilshire	UCLA Gateway Plaza
–	4:59AM	5:04AM	5:13AM	5:22AM	5:30AM	–	5:46AM
–	5:19	5:24	5:33	5:42	5:50	–	6:06
5:31AM	5:39	5:44	5:53	6:02	6:10	6:19AM	6:24
5:42	5:50	5:55	6:04	6:13	6:21	6:30	6:39
5:56	6:04	6:09	6:18	6:27	6:35	6:44	6:53
6:10	6:20	6:24	6:34	6:43	6:52	7:01	7:10
6:24	6:34	6:38	6:48	6:57	7:06	7:15	7:24
6:38	6:48	6:52	7:03	7:13	7:23	7:34	7:44
6:52	7:03	7:07	7:19	7:30	7:41	7:53	8:03
7:06	7:17	7:22	7:34	7:45	7:57	8:10	8:21
7:20	7:31	7:36	7:49	8:01	8:14	8:28	8:39
7:36	7:48	7:53	8:06	8:19	8:33	8:48	9:00
7:52	8:04	8:09	8:23	8:36	8:51	9:07	9:19
8:11	8:21	8:26	8:40	8:53	9:05	9:21	9:30
8:29	8:39	8:47	9:01	9:14	9:26	9:42	9:51
8:47	8:57	9:05	9:19	9:32	9:43	9:59	10:08
9:05	9:15	9:23	9:35	9:48	9:58	10:12	10:21
9:25	9:35	9:43	9:53	10:06	10:15	10:28	10:37
9:45	9:55	10:03	10:13	10:26	10:35	10:48	10:57
10:05	10:15	10:23	10:33	10:46	10:55	11:08	11:17
10:25	10:35	10:43	10:53	11:06	11:15	11:28	11:37
10:45	10:55	11:03	11:13	11:26	11:35	11:48	11:57
11:08	11:19	11:26	11:38	11:51	**12:00PM**	**12:13PM**	**12:22PM**
11:31	11:42	11:49	**12:01PM**	**12:14PM**	**12:25**	**12:38**	**12:47**
11:59	**12:10PM**	**12:17PM**	**12:29**	**12:42**	**12:53**	**1:06**	**1:15**
12:28PM	**12:39**	**12:46**	**12:58**	**1:11**	**1:22**	**1:35**	**1:44**
12:53	**1:04**	**1:11**	**1:23**	**1:36**	**1:47**	**2:00**	**2:09**
1:18	**1:29**	**1:36**	**1:48**	**2:01**	**2:12**	**2:25**	**2:34**
1:43	**1:54**	**2:01**	**2:13**	**2:26**	**2:37**	**2:49**	**2:58**
2:08	**2:19**	**2:26**	**2:38**	**2:51**	**3:02**	**3:14**	**3:23**
2:34	**2:45**	**2:52**	**3:04**	**3:17**	**3:30**	**3:45**	**3:54**
3:00	**3:11**	**3:18**	**3:30**	**3:43**	**3:56**	**4:11**	**4:20**
3:25	**3:36**	**3:43**	**3:55**	**4:08**	**4:21**	**4:36**	**4:45**
3:47	**3:58**	**4:05**	**4:17**	**4:30**	**4:43**	**4:58**	**5:07**
4:10	**4:21**	**4:28**	**4:40**	**4:53**	**5:06**	**5:21**	**5:30**
4:30	**4:41**	**4:48**	**5:00**	**5:13**	**5:26**	**5:41**	**5:50**
4:54	**5:05**	**5:12**	**5:24**	**5:37**	**5:50**	**6:05**	**6:14**
5:14	**5:25**	**5:32**	**5:44**	**5:57**	**6:10**	**6:25**	**6:34**
5:40	**5:50**	**5:57**	**6:08**	**6:21**	**6:32**	**6:41**	**6:50**
6:02	**6:12**	**6:19**	**6:30**	**6:43**	**6:54**	**7:03**	**7:12**
6:24	**6:34**	**6:41**	**6:51**	**7:04**	**7:15**	**7:24**	**7:31**
6:49	**6:58**	**7:05**	**7:15**	**7:26**	**7:36**	**7:46**	**7:53**
7:11	**7:20**	**7:27**	**7:37**	**7:48**	**7:58**	**8:08**	**8:15**
7:29	**7:38**	**7:45**	**7:55**	**8:06**	**8:16**	**8:26**	**8:33**
7:51	**8:00**	**8:07**	**8:17**	**8:28**	**8:38**	**8:48**	**8:57**
8:24	**8:33**	**8:40**	**8:49**	**8:59**	**9:09**	–	**9:25**
9:14	**9:23**	**9:30**	**9:39**	**9:49**	**9:59**	–	**10:15**
10:05	**10:14**	**10:19**	**10:28**	**10:37**	**10:45**	–	**11:00**
10:55	**11:03**	**11:08**	**11:17**	**11:26**	**11:34**	–	**11:49**
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Southbound Sur

UCLA Gateway Plaza	Westwood & Wilshire	Sepulveda & Pico (Expo Line)	Sepulveda & Washington	Culver City Transit Center	Sepulveda & Manchester	LAX Transit Center	Green Line Station
–	–	–	–	5:15AM	5:24AM	5:31AM	5:43AM
5:17AM	–	5:32AM	5:40AM	5:50	5:59	6:06	6:18
–	–	–	–	5:30	5:39	5:46	5:58
5:36	–	5:51	6:00	6:10	6:21	6:28	6:40
5:54	–	6:09	6:18	6:28	6:40	6:47	7:00
6:12	6:17AM	6:26	6:35	6:45	6:58	7:05	7:18
6:30	6:35	6:45	6:54	7:04	7:18	7:26	7:39
6:47	6:52	7:02	7:11	7:21	7:35	7:43	7:56
7:03	7:09	7:20	7:31	7:42	7:56	8:04	8:17
7:19	7:25	7:36	7:47	7:59	8:13	8:21	8:34
7:37	7:44	7:56	8:07	8:20	8:34	8:42	8:55
7:55	8:02	8:14	8:25	8:38	8:52	9:00	9:13
8:13	8:20	8:32	8:43	8:56	9:09	9:17	9:29
8:31	8:38	8:50	9:01	9:14	9:27	9:35	9:47
8:50	8:57	9:09	9:20	9:33	9:46	9:54	10:06
9:10	9:17	9:29	9:40	9:53	10:06	10:14	10:26
9:29	9:36	9:48	9:59	10:12	10:25	10:33	10:45
9:48	9:55	10:07	10:18	10:32	10:45	10:53	11:05
10:07	10:15	10:28	10:39	10:53	11:06	11:15	11:29
10:27	10:35	10:48	10:59	11:13	11:26	11:35	11:49
10:52	11:00	11:13	11:24	11:38	11:51	**12:00PM**	**12:15PM**
11:17	11:25	11:38	11:50	**12:04PM**	**12:17PM**	**12:26**	**12:40**
11:42	11:50	**12:03PM**	**12:15PM**	**12:29**	**12:42**	**12:51**	**1:05**
12:07PM	**12:15PM**	**12:28**	**12:40**	**12:54**	**1:07**	**1:16**	**1:30**
12:32	**12:40**	**12:53**	**1:05**	**1:19**	**1:32**	**1:41**	**1:55**
12:57	**1:05**	**1:18**	**1:30**	**1:44**	**1:57**	**2:06**	**2:20**
1:22	**1:30**	**1:43**	**1:55**	**2:09**	**2:22**	**2:31**	**2:45**
1:47	**1:55**	**2:09**	**2:21**	**2:34**	**2:49**	**2:58**	**3:12**
2:07	**2:15**	**2:30**	**2:42**	**2:55**	**3:10**	**3:19**	**3:33**
2:27	**2:35**	**2:51**	**3:04**	**3:17**	**3:32**	**3:42**	**3:56**
2:47	**2:55**	**3:12**	**3:25**	**3:38**	**3:53**	**4:03**	**4:17**
3:07	**3:15**	**3:33**	**3:46**	**4:00**	**4:15**	**4:25**	**4:41**
3:27	**3:35**	**3:53**	**4:06**	**4:20**	**4:35**	**4:45**	**5:01**
3:47	**3:55**	**4:13**	**4:27**	**4:43**	**4:59**	**5:09**	**5:25**
4:08	**4:16**	**4:34**	**4:49**	**5:05**	**5:21**	**5:31**	**5:49**
4:30	**4:38**	**4:56**	**5:11**	**5:27**	**5:43**	**5:53**	**6:11**
4:55	**5:03**	**5:21**	**5:36**	**5:52**	**6:08**	**6:18**	**6:36**
5:17	**5:25**	**5:43**	**6:00**	**6:14**	**6:30**	**6:40**	**6:58**
5:40	**5:48**	**6:05**	**6:22**	**6:33**	**6:47**	**6:57**	**7:13**
6:02	**6:10**	**6:26**	**6:41**	**6:52**	**7:06**	**7:15**	**7:28**
6:24	**6:32**	**6:46**	**7:00**	**7:11**	**7:25**	**7:33**	**7:46**
6:44	**6:51**	**7:04**	**7:18**	**7:29**	**7:43**	**7:51**	**8:02**
7:03	**7:10**	**7:22**	**7:35**	**7:46**	**7:58**	**8:06**	**8:17**
7:23	**7:30**	**7:42**	**7:53**	**8:04**	**8:16**	**8:24**	**8:35**
7:43	**7:50**	**8:02**	**8:13**	**8:24**	**8:36**	**8:44**	**8:55**
8:03	**8:10**	**8:21**	**8:32**	**8:43**	**8:55**	**9:03**	**9:14**
8:23	**8:30**	**8:41**	**8:52**	**9:03**	**9:15**	**9:23**	**9:34**
8:41	**8:48**	**8:59**	**9:10**	**9:21**	**9:33**	**9:41**	**9:52**
9:05	–	**9:21**	**9:32**	**9:42**	**9:54**	**10:02**	**10:13**
9:30	–	**9:46**	**9:55**	**10:05**	**10:16**	**10:23**	**10:33**
10:20	–	**10:36**	**10:45**	**10:55**	**11:06**	**11:13**	**11:23**
11:10	–	**11:24**	**11:32**	**11:42**	**11:51**	**11:58**	12:08AM
11:55	–	12:07AM	12:15AM	12:22AM	12:31AM	12:38AM	12:48

APPENDIX A.2 *(CONTINUED)*

6 Sepulveda Blvd. — EFFECTIVE SEPTEMBER 16, 2019

Saturday — Sábado

Northbound							Southbound							Northbound							Southbound						
Green Line Station	LAX Transit Center	Sepulveda & Manchester	Culver City Transit Center	Sepulveda & Washington	Sepulveda & Expo Line	UCLA Gateway Plaza	UCLA Gateway Plaza	Sepulveda & Pico (Expo Line)	Sepulveda & Washington	Culver City Transit Center	Sepulveda & Manchester	LAX Transit Center	Green Line Station	Green Line Station	LAX Transit Center	Sepulveda & Manchester	Culver City Transit Center	Sepulveda & Washington	Sepulveda & Expo Line	UCLA Gateway Plaza	UCLA Gateway Plaza	Sepulveda & Pico (Expo Line)	Sepulveda & Washington	Culver City Transit Center	Sepulveda & Manchester	LAX Transit Center	Green Line Station
5:50AM	5:59AM	6:04AM	6:13AM	6:23AM	6:29AM	6:43AM	–	–	–	5:40AM	5:49AM	5:56AM	6:06AM	5:50AM	5:59AM	6:03AM	6:12AM	6:20AM	6:28AM	6:40AM	–	–	–	5:40AM	5:50AM	5:55AM	6:05AM
6:30	6:39	6:45	6:54	7:04	7:12	7:26	5:50AM	6:04AM	6:14AM	6:23	6:32	6:39	6:49	6:25	6:34	6:38	6:47	6:55	7:03	7:15	5:50AM	6:03AM	6:12AM	6:22	6:32	6:37	6:47
6:50	6:59	7:05	7:14	7:24	7:32	7:46	–	–	–	6:05	6:14	6:21	6:31	6:50	6:59	7:03	7:12	7:20	7:28	7:40	–	–	–	6:05	6:15	6:20	6:30
7:10	7:19	7:25	7:34	7:44	7:52	8:06	6:20	6:34	6:44	6:53	7:02	7:09	7:19	7:10	7:19	7:23	7:32	7:40	7:48	8:00	6:20	6:33	6:42	6:52	7:02	7:07	7:17
7:30	7:39	7:45	7:54	8:04	8:12	8:26	6:50	7:04	7:14	7:24	7:35	7:42	7:52	7:30	7:39	7:43	7:52	8:00	8:08	8:20	6:50	7:03	7:12	7:22	7:32	7:37	7:47
7:50	7:59	8:05	8:14	8:24	8:32	8:46	7:10	7:24	7:34	7:44	7:56	8:03	8:13	7:50	7:59	8:03	8:13	8:21	8:29	8:42	7:10	7:23	7:32	7:42	7:52	7:57	8:07
8:08	8:17	8:23	8:32	8:42	8:50	9:04	7:30	7:45	7:55	8:05	8:17	8:24	8:34	8:10	8:19	8:23	8:33	8:41	8:49	9:02	7:30	7:43	7:52	8:02	8:12	8:19	8:29
8:27	8:36	8:42	8:52	9:02	9:11	9:25	7:50	8:05	8:15	8:25	8:37	8:44	8:54	8:30	8:39	8:43	8:53	9:01	9:09	9:22	7:50	8:03	8:12	8:22	8:32	8:39	8:50
8:47	8:56	9:02	9:12	9:23	9:32	9:50	8:10	8:25	8:36	8:46	8:58	9:05	9:16	8:53	9:02	9:06	9:16	9:25	9:34	9:49	8:10	8:25	8:35	8:45	8:55	9:02	9:13
9:07	9:16	9:22	9:32	9:43	9:52	10:10	8:30	8:45	8:56	9:07	9:19	9:26	9:37	9:13	9:22	9:26	9:36	9:45	9:54	10:10	8:30	8:45	8:55	9:05	9:15	9:22	9:33
9:27	9:36	9:42	9:52	10:04	10:13	10:31	8:50	9:05	9:16	9:28	9:40	9:47	9:58	9:33	9:42	9:46	9:56	10:05	10:14	10:30	8:50	9:05	9:15	9:25	9:35	9:42	9:53
9:47	9:56	10:02	10:12	10:24	10:33	10:51	9:10	9:26	9:38	9:50	10:02	10:09	10:20	9:53	10:02	10:06	10:16	10:25	10:34	10:50	9:10	9:25	9:36	9:47	9:57	10:04	10:15
10:07	10:16	10:22	10:32	10:45	10:54	11:12	9:30	9:47	9:59	10:11	10:23	10:30	10:42	10:12	10:22	10:26	10:36	10:45	10:54	11:10	9:30	9:45	9:56	10:07	10:19	10:26	10:37
10:27	10:36	10:42	10:52	11:05	11:14	11:32	9:55	10:12	10:24	10:36	10:49	10:56	11:08	10:32	10:42	10:46	10:56	11:05	11:14	11:30	9:55	10:10	10:21	10:32	10:44	10:51	11:02
10:47	10:56	11:02	11:12	11:26	11:36	11:54	10:17	10:34	10:46	10:58	11:11	11:18	11:30	10:52	11:02	11:07	11:17	11:26	11:35	11:51	10:15	10:30	10:41	10:52	11:04	11:11	11:22
11:06	11:15	11:23	11:33	11:47	11:57	**12:15PM**	10:37	10:54	11:06	11:18	11:31	11:38	11:50	11:12	11:22	11:27	11:37	11:46	11:55	**12:11PM**	10:35	10:50	11:01	11:12	11:24	11:31	11:43
11:27	11:36	11:44	11:54	**12:08PM**	**12:18PM**	**12:36**	10:57	11:14	11:26	11:38	11:52	11:59	**12:11PM**	11:32	11:42	11:47	11:57	**12:06PM**	**12:15PM**	**12:31**	10:55	11:10	11:21	11:32	11:44	11:53	12:05
11:48	11:57	**12:05PM**	**12:15PM**	**12:29**	**12:39**	**12:57**	11:17	11:34	11:46	11:58	**12:12PM**	**12:21PM**	**12:33**	11:53	**12:03PM**	**12:08PM**	**12:18PM**	**12:29**	**12:38**	**12:54**	11:15	11:31	11:43	11:55	**12:07PM**	**12:16PM**	**12:28PM**
12:09PM	**12:18PM**	**12:26**	**12:36**	**12:50**	**1:00**	**1:18**	11:38	11:57	**12:09PM**	**12:21PM**	**12:35**	**12:44**	**12:56**	**12:15PM**	**12:25**	**12:30**	**12:40**	**12:51**	**1:00**	**1:17**	11:35	11:51	**12:03PM**	**12:15PM**	**12:27**	**12:36**	**12:48**
12:30	**12:39**	**12:47**	**12:57**	**1:11**	**1:21**	**1:39**	11:59	**12:18PM**	**12:30**	**12:43**	**12:57**	**1:06**	**1:18**	**12:37**	**12:47**	**12:52**	**1:02**	**1:13**	**1:22**	**1:39**	11:56	**12:12PM**	**12:24**	**12:36**	**12:48**	**12:57**	**1:09**
12:51	**1:00**	**1:08**	**1:18**	**1:32**	**1:42**	**2:00**	**12:20PM**	**12:39**	**12:51**	**1:06**	**1:20**	**1:29**	**1:41**	**12:59**	**1:09**	**1:14**	**1:24**	**1:35**	**1:44**	**2:01**	**12:16PM**	**12:32**	**12:44**	**12:56**	**1:08**	**1:17**	**1:29**
1:12	**1:21**	**1:29**	**1:39**	**1:53**	**2:03**	**2:21**	**12:41**	**1:00**	**1:12**	**1:27**	**1:42**	**1:51**	**2:03**	**1:21**	**1:31**	**1:36**	**1:46**	**1:57**	**2:06**	**2:23**	**12:36**	**12:52**	**1:04**	**1:16**	**1:28**	**1:37**	**1:49**
1:33	**1:42**	**1:49**	**2:01**	**2:14**	**2:24**	**2:42**	**1:02**	**1:21**	**1:34**	**1:49**	**2:04**	**2:13**	**2:25**	**1:43**	**1:53**	**1:58**	**2:08**	**2:19**	**2:28**	**2:45**	**1:00**	**1:16**	**1:28**	**1:40**	**1:52**	**2:01**	**2:13**
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6 Sepulveda Blvd. — EFFECTIVE SEPTEMBER 16, 2019

Sunday and Holiday — Domingo y Días Festivos

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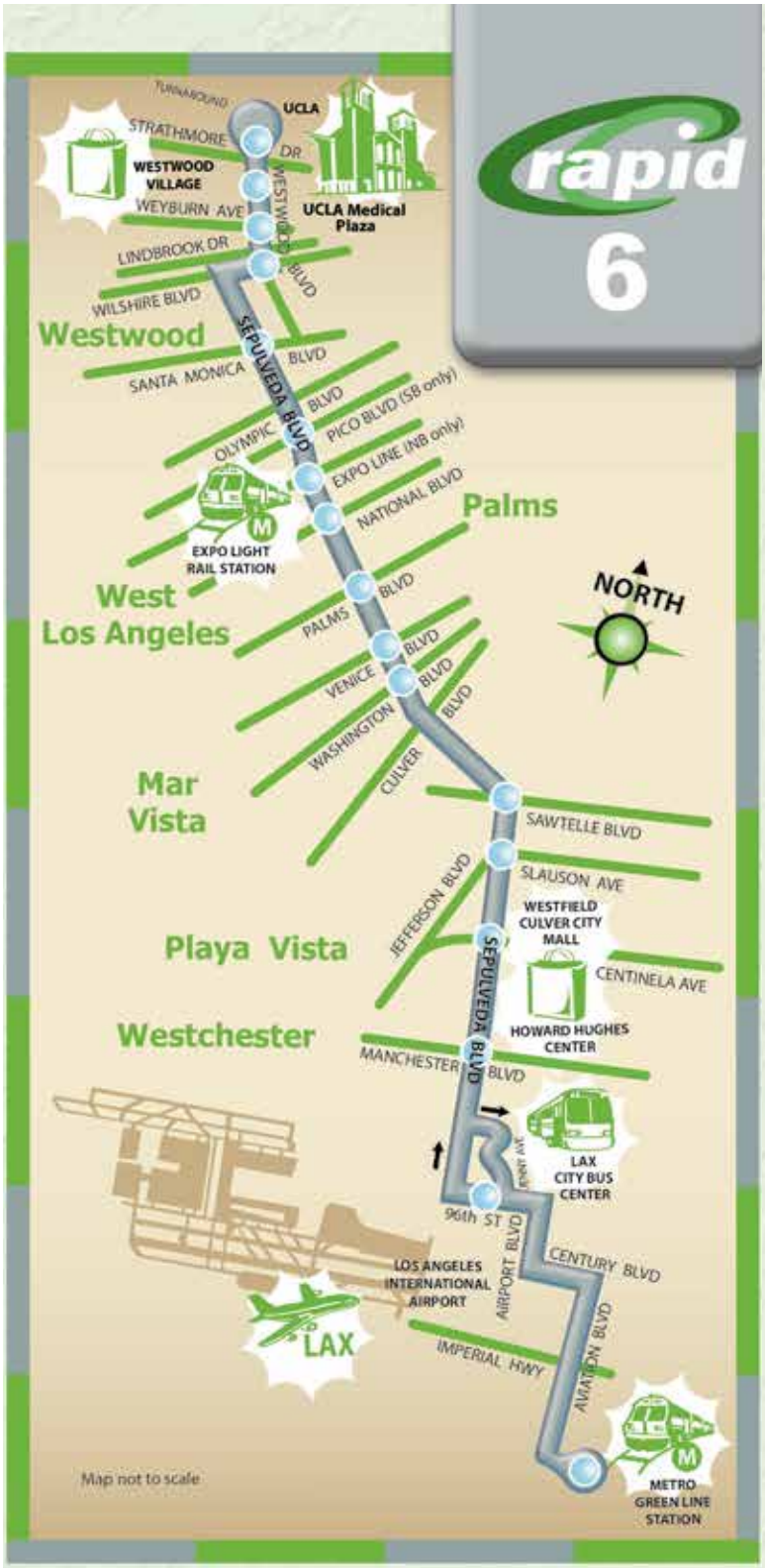
5:13	**5:22**	**5:29**	**5:39**	**5:51**	**6:01**	**6:19**	**4:32**	**4:50**	**5:02**	**5:15**	**5:30**	**5:38**	**5:49**	**5:18**	**5:28**	**5:33**	**5:43**	**5:54**	**6:03**	**6:19**	**4:40**	**4:56**	**5:07**	**5:17**	**5:29**	**5:37**	**5:49**
5:43	**5:52**	**5:59**	**6:09**	**6:21**	**6:30**	**6:48**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

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.

APPENDIX A.2 *(CONTINUED)*

7 Culver Blvd.

Monday - Friday

Lunes - Viernes

EFFECTIVE SEPTEMBER 18, 2017

Route Map

7 Culver Blvd.

Westbound Oeste						Eastbound Este					
Robertson & Venice	Washington/ Expo Line	Culver & Overland	Culver & Centinela	Lincoln & Maxella	Fisherman's Village	Fisherman's Village	Lincoln & Maxella	Culver & Centinela	Culver & Overland	Robertson & Venice
5:55AM	5:58AM	6:04AM	6:11AM	6:19AM	6:25AM	5:20AM	5:27AM	5:36AM	5:42AM	5:49AM
6:30	6:33	6:39	6:46	6:54	7:00	5:55	6:02	6:11	6:17	6:24
7:11	7:15	7:28	7:36	7:44	7:50	6:35	6:42	6:51	6:57	7:04
7:56	8:00	8:13	8:21	8:29	8:35	7:13	7:20	7:29	7:37	7:49
8:41	8:45	8:58	9:06	9:14	9:20	7:55	8:02	8:11	8:22	8:34
9:23	9:27	9:40	9:48	9:56	10:02	8:40	8:48	8:57	9:05	9:17
10:08	10:11	10:19	10:27	10:35	10:41	9:24	9:32	9:41	9:49	10:01
10:44	10:47	10:55	11:03	11:11	11:17	10:06	10:13	10:22	10:30	10:37
11:23	11:26	11:34	11:42	11:50	11:56	10:45	10:52	11:01	11:09	11:16
12:00PM	12:03PM	12:11PM	12:19PM	12:27PM	12:33PM	11:21	11:28	11:37	11:45	11:52
12:40	12:43	12:51	12:59	1:07	1:13	12:01PM	12:08PM	12:17PM	12:25PM	12:32PM
1:20	1:23	1:31	1:39	1:47	1:53	12:41	12:48	12:57	1:05	1:12
2:00	2:03	2:15	2:23	2:31	2:37	1:21	1:28	1:37	1:45	1:52
2:42	2:46	2:58	3:08	3:17	3:24	2:01	2:08	2:17	2:25	2:36
3:30	3:34	3:46	3:56	4:05	4:12	2:45	2:52	3:01	3:09	3:20
4:19	4:23	4:35	4:45	4:54	5:01	3:32	3:39	3:48	3:56	4:09
5:09	5:13	5:25	5:35	5:44	5:51	4:20	4:27	4:36	4:45	5:01
5:59	6:03	6:15	6:25	6:34	6:41	5:10	5:17	5:26	5:35	5:51
6:49	6:53	7:05	7:15	7:24	7:31	6:00	6:07	6:16	6:25	6:41
7:37	7:41	7:48	7:55	8:04	8:10	6:50	6:57	7:06	7:15	7:31
8:15	8:17	8:23	8:29	8:36	8:42	7:38	7:45	7:53	8:00	8:07
8:55	8:57	9:03	9:09	9:16	9:22	8:20	8:27	8:35	8:42	8:49

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Culver CITY
Transportation Department
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