

FY2012-FY2014

Culver CITY BUS



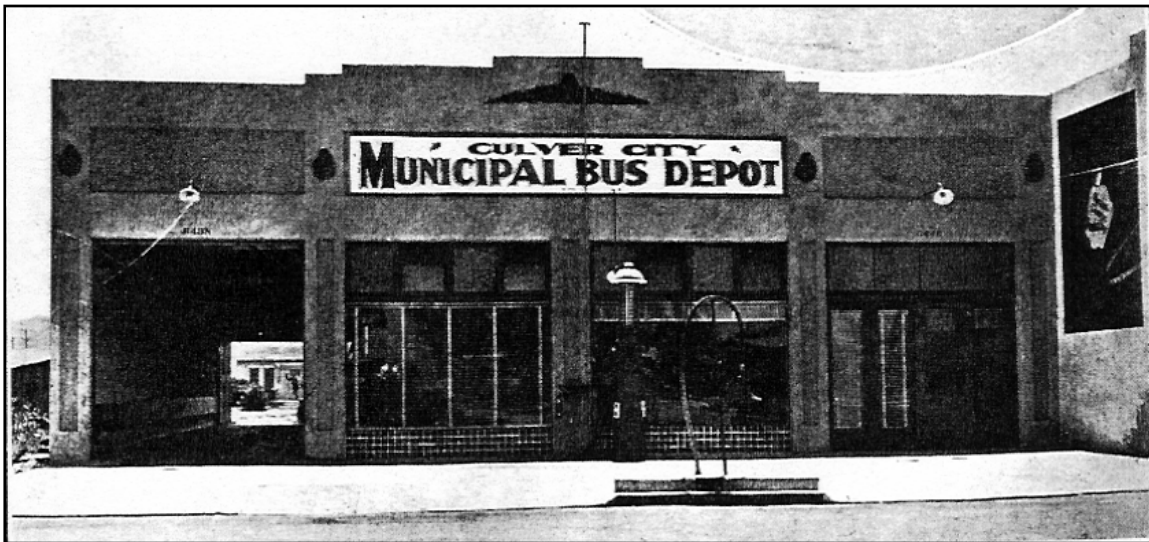
SHORT RANGE TRANSIT PLAN

November, 2011

CHAPTER 1: OVERVIEW OF THE TRANSIT SYSTEM

1.1 Culver CityBus History

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



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

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

1.2 Governance

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

1.3 Organizational Structure

Culver CityBus is led by the Transportation Director who supervises the work of an administrative staff of seven individuals: the Transit Operations Manager, Equipment Maintenance Manager, Senior Management Analyst / Transportation Planner, Senior Management Analyst/Finance, a Senior Computer Analyst, and two Management Analysts.



Some members of the Transportation Department

The Transit Operations Manager is responsible for the daily operations of Culver CityBus. This position also oversees the work of the Training & Safety Instructor, Transit Operations Supervisors, a Management Analyst, and Bus Operators. The Bus Operators are composed of full and part-time employees. The Training & Safety Instructor coordinates all Bus Operator education with the help of Transit Safety Institute (TSI) trained and Department of Motor Vehicles (DMV) certified Transit Operations Supervisors and appointed Bus Operators who serve as Line Instructors. The Training & Safety Instructor also trains and assists Bus Operations, Maintenance and other City staff in obtaining and maintaining their commercial driver licenses.

The Equipment Maintenance Manager is responsible for the Equipment Maintenance & Fleet Services Division, all rolling and non-rolling assets, the maintenance of the Transportation Facility, and a compressed natural gas refueling site. The position oversees the work of four Equipment Maintenance Supervisors, Management Analyst, Building Engineer and other administrative staff. Equipment Maintenance Supervisors



lead four self-managed work teams: Transit Buses, Sanitation/fire, General Service Admin/Police, and Welding/Fabrication. The Division is responsible for the capital improvement support of the Transportation Facility which

Staff from the Equipment Maintenance & Fleet Services Division

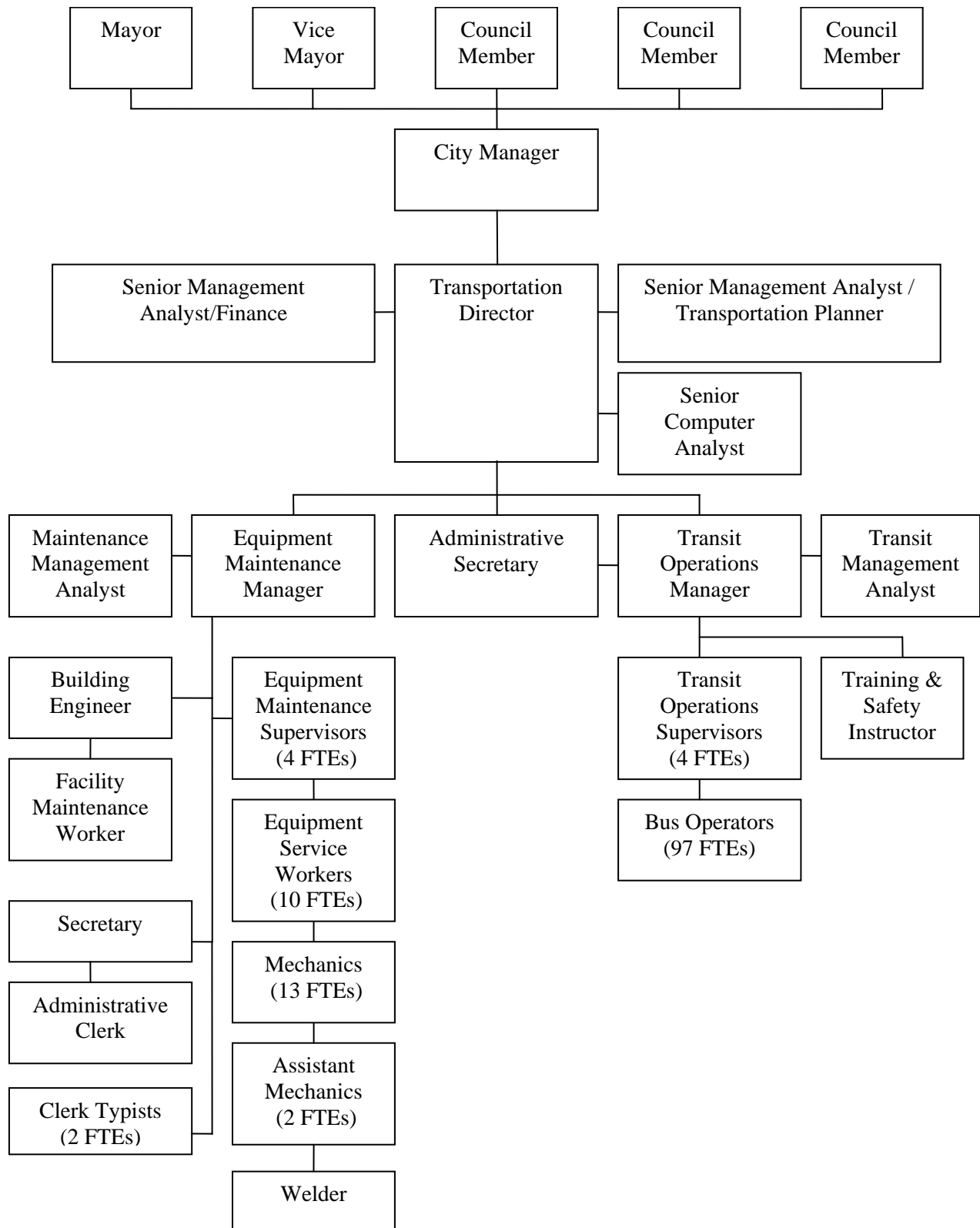
includes monitoring and ensuring compliance with all environmental legislation and requirements for local, State and Federal agencies. Activities related to Employee Rideshare and trip reduction efforts toward clean air requirements also reside in the Division.

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

The Senior Management Analyst/Finance is responsible for operating and capital budgets, grant administration, and long range financial planning.

Culver CityBus' organizational structure is as follows:

Five member City Council, Elected at Large



1.4 Transit Services Provided and Areas Served

Culver CityBus operates seven lines of fixed-route local bus service and one bus rapid transit line. Culver CityBus' service area encompasses Culver City and the Los Angeles communities of Century City, Marina del Rey, Mar Vista, Palms, Rancho Park, Venice, West Los Angeles, Westchester and Westwood. Service runs from the University of California at Los Angeles (UCLA) to the north, to the Metro Green Line Station to the south, and from Fairfax Avenue to the east, to Venice Beach to the west. Culver CityBus' service area encompasses approximately 40 square miles. The population of this area is approximately 342,000. The eight existing routes include five line-haul services and three community circulators. Route structure is summarized below. Schedules for each line can be found in the Appendix.

Line 1 (Washington Boulevard) runs east to west from Washington Boulevard and Fairfax Avenue to Venice Beach. This line, operating seven days a week, is the oldest and second most heavily used bus route in the Culver CityBus system. It serves residential, industrial, commercial, and recreational areas. Over the course of its 15.5 miles of round-trip travel, this line intersects with six Los Angeles County Metropolitan Transportation Authority (Metro) lines and five Santa Monica's Big Blue Bus (SMBBB) lines. It also intersects with all other Culver CityBus routes. The eastern terminus of Line 1 provides connections to Metro buses at the West Los Angeles Transit Center. This line will become a key route connecting downtown Culver City and Venice Beach to the future Exposition Light Rail Line at the Culver City Station when Phase 1 of the Exposition Light Rail Line connecting downtown Los Angeles to Culver City opens in 2012.

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



Line 2 (Inglewood Boulevard) is a weekday community circulator connecting Washington and Lincoln Boulevards with the Fox Hills Mall and Corporate Pointe. It also intersects with Metro and SMBBB lines. A round trip is 7.7 miles. Service on this line may be increased in the future if it continues to be interlined with Line 4 (see below).

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

Line 4 (Jefferson Boulevard) is a weekday community circulator route. This 11.1 mile route connects the Westfield-Culver City Transit Center with Culver City Park, West Los Angeles College, and the West Los Angeles Transit Center. Pending future funding availability, Culver CityBus may increase service on this line, which will connect with the future Exposition Light Rail Line at the La Cienega Station.

Line 5 (Braddock Drive) is a weekday community circulator route that connects Inglewood and Washington Boulevards with Blair Hills via Braddock Drive. Destinations include Culver City Junior and Senior High Schools, downtown Culver City, the Hayden Industrial Tract and La Cienega Boulevard. The route runs 9.7 miles round-trip.

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

Line Station, closing a regional gap in service. This line also connects to the heart of the UCLA campus near the Ackerman Union.

Rapid 6 (Sepulveda Boulevard Bus Rapid Transit) was implemented on January 4, 2010. This line is similar to the route of Line 6, traveling along the Sepulveda corridor from Westwood and UCLA to the Metro Green Line Aviation Station. However, it does not directly service the Howard Hughes Center and the Westfield-Culver City Transit Center. The total route length is 23.6 miles roundtrip. Rapid 6 operates during weekday morning and evening peak hours with 15 minutes headways. This BRT line has limited stops at major intersections along the route and has bus signal priority at intersections in the City of Los Angeles to achieve travel time savings. In the future, Culver CityBus will add bus signal priority at intersections along this route in the City of Culver City.



One of the Rapid 6 buses

Line 7 (Culver Boulevard) runs primarily along Culver Boulevard and connects Downtown Culver City with the Fisherman's Village in Marina Del Rey. It runs every hour from Monday through Saturday. The route runs 12.3 miles round-trip. Due to low ridership, Line 7 Saturday service will be eliminated beginning January 3, 2011. In

2012, the eastern terminus of Line 7 will be relocated from the Venice/Culver intersection to the Robertson/Venice intersection to connect to the future Exposition Light Rail at the Culver City Station. Pending future funding availability and service demand, service on Line 7 may be increased to service the future light rail station. This line is also being evaluated for potential service revision to enhance ridership and efficiency.

1.5 Ridership

Culver CityBus recorded slightly under 5 million unlinked passenger trips in FY 2011. Compared to the previous year's unlinked passenger trips, ridership has decreased by 2%. This decrease in ridership is likely due to the continuation of recession and high unemployment rate. However, the percentage of the decrease in ridership has reduced from 19% (between FY2009 and FY 2010) to 2% (between FY2010 and FY2011), indicating that the ridership has been gradually recovering.

1.6 Fare Structure

Fixed Route Fares

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

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

Local Transfer Arrangements

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

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

Inter-Agency Transfer Arrangements

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

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

TAP Program

In February 2008, Culver CityBus became the first of the Los Angeles County Municipal Operators to install and use the Region's TAP cash purse system. This program replaced all of the fareboxes with a new technology, where the rider would tap a TAP card onto the farebox and the fare would be deducted from a previously cash loaded fare card. The program has replaced the former Metro Card system, which used swipe

technology and was only shared with four other transit agencies in Los Angeles County. While six transit agencies (plus Metro) have since installed the new TAP fareboxes, several other transit agencies have yet to join the program. It is hoped that the remaining transit agencies in Los Angeles County will install the same technology in the next few years so that passengers can ride on each of the transit systems without having to carry cash or paper transfers.

BruinGO! Program

In September 2003, Culver CityBus began participating in *BruinGO!*, a fare subsidy program with the University of California at Los Angeles (UCLA). This arrangement allows UCLA students, faculty, and staff who carry a Bruin identification card to ride at a reduced fare. Upon entering the bus, Bruin cardholders would need to deposit either a \$0.35 co-payment or show a pre-paid Flash pass, purchased at UCLA. It has been a tremendous success and UCLA has renewed its contract with Culver CityBus through FY2013. Starting in June 2008, the BruinGO! program was expanded to include the summer quarter allowing pre-paid Flash pass riders. The ridership for the first summer quarter exceeded previous estimates.

Other Fare Media

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

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

1.7 Fleet, Facility, and Equipment

Fleet



The Culver CityBus fleet is comprised of forty-six (46) 40-foot and six (6) 30-foot New Flyer low-floor Compressed Natural Gas (CNG) buses. In 2004, Culver CityBus became the first public transit system in the Los Angeles Metropolitan area, and the second in the State, to be comprised of a 100% CNG fleet.. Since 1998, Culver City's Transportation Department has developed and maintained an aggressive strategy to attain clean air goals in conjunction with the California Air Resources Board's mandates for reduced emissions.

Facilities and Equipment

Culver CityBus' operations (*i.e.* administration, operations, and maintenance) are based at the Culver City Transportation Department Facility, located at 4343 Duquesne Avenue in the City of Culver City. The Department includes administrative offices, conference rooms, a Bus Operators' room, break areas, a maintenance service area with eight service bays and a welding shop, , a refueling and cleaning area for all buses, a CNG compressor station, a parts warehouse, a fare cash recovery room, an

automatic bus washer, and a split level employee parking garage. All buses are stored on site.

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

CHAPTER II: FUNDING, FINANCES AND REGULATIONS

2.1 Operations and Capital Budget

Operations Summary

Operating expenses increased by 6% from \$15,986,061 in FY 2010 to \$16,894,554 in FY2011. Cost increases were primarily due to increasing personnel costs, including funding for previous liabilities associated with OPEB (Other Post Employment Benefits) for retiree health insurance. In future years, cost increases will depend on the trends in health care, natural gas, and other cost drivers.

Capital Improvement Program Summary

Culver CityBus follows strict Federal Transit Administration (FTA) guidelines regarding Capital Projects. Some future capital projects include the Real-Time Next Bus Arrival Information System, Bus Signal Priority Project within the City of Culver City, Robertson Boulevard Pedestrian/Transit Connection Improvements Project at the future Exposition Light Rail Culver City Station, and the Compressed Natural Gas (CNG) Compressor Replacement Project. Other regular capital programs include the funding of a Tire Lease Program and Certificates of Participation (COPs) payments for the Transportation Facility. In 2016, the last payment will be made on the COPs.

2.2 Financial Resources

Financial Resource Overview

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

Federal funding is based on the annual appropriation of FTA 5307 Discretionary funds to the region as well as the awarding of FTA 5309 funds through the Federal

Reauthorization process as well as earmarks. Funding from these fund sources are project based and on a reimbursement-basis and varies from year to year according to the project schedules. Recently, the availability of “earmarks” through FTA 5309 funds has been decreased due to the fiscal condition of the federal government.

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

Farebox

Fare revenue is generated from cash fares, the sale of interagency transfers, EZ transit pass sales and riders, Metrocard/TAP sales and riders, Access Services receipts, token receipts, and BruinGo program receipts. In FY 2011, approximately \$3.6 million was collected from passenger fares. In FY 2011, the average cash fare was \$0.73.

Proposition A & C Funds

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

Proposition A 40% Discretionary

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

Proposition C 40% Discretionary

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

distributed by formula for each program. These funds are usually used to meet fixed route operating expenses.

Proposition A & C Local Return

In addition to the Proposition A and C given to transit operators, the Local Return portion of Proposition A & C funds are distributed to cities according to population in order to promote public transit. Culver CityBus receives both Proposition A & C Local Return funds to use for both capital and operating expenses as well as other transit and transportation related projects for the city, such as the PRCS dial-a-ride program for senior citizens.

Measure R Funds

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

American Recovery and Reinvestment Act of 2009 (ARRA) Funds

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

Transportation Development Act (TDA)

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

Local Return Fund (LTF)

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

State Transit Assistance (STA)

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

Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA)

The Public Transportation Modernization, Improvement, and Service Enhancement Account Program (PTMISEA) was created by Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Of the \$19.925 billion available to Transportation, \$3.6 billion dollars was allocated to PTMISEA to be available to transit operators over a ten-year period. PTMISEA funds may be used for transit rehabilitation, safety or modernization improvements, capital service enhancements or expansions, new capital projects, bus rapid transit improvements, or rolling stock (buses and rail cars) procurement, rehabilitation or replacement. Funds in this account are appropriated annually by the Legislature to the State Controller's Office (SCO) for allocation in accordance with Public Utilities Code formula distributions: 50% allocated to Local Operators based on fare-box revenue and 50% to Regional Entities based on population.

Federal Transit Assistance

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

2.3 Regulatory Requirements

Federal Transit Administration Triennial Review

The FTA has 24 areas of requirements for review for the eligibility of use for Federal funds. Culver CityBus' most recent FTA Triennial Review was completed in 2011 and will host another one in FY 2014.

Federal Transit Administration Financial Management Oversight Review

Culver CityBus will undergo an in depth financial review in early 2012. Most transit agencies in the FTA Region 9 area have or will undergo such a review.

State TDA Performance Audit

A Performance Audit is performed every three years on the requirements for usage of state funding. Requirements for state funding include annual STA tests for the increase in Operating Expense compared to the Consumer Price Index and also a 20% farebox recovery ratio. The Performance Audit would provide suggestion for improvement to the transit system. All Los Angeles County transit agencies were audited in 2007.

Annual Financial Audits

An annual audit report is generated for the Culver CityBus by an independent auditor. The annual financial report is a requirement for local, state, and federal funds. The

financial report is the backbone for all other annual reporting requirements such as for the State Controller's Report and the National Transit Database.

Civil Rights Requirements

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

Americans with Disabilities Act (ADA)

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

Alternative Fuel Fleet Requirements

Culver CityBus was the first public transit provider in the Los Angeles basin to have a 100% alternatively-fueled bus fleet. In addition to operating a 100% CNG fleet, Culver CityBus maintains its own on-site refueling station, and is in full compliance with the California Air Resources Board (CARB) alternative fuel path. 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.

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.

CHAPTER III: ACCOMPLISHMENTS AND GOALS

3.1 Fiscal Year 2011 Accomplishments

In Fiscal Year 2011, Culver CityBus/Culver City Transportation Department has the following accomplishments:

- Conducted a line-by-line analysis in FY2011;
- Implemented the exterior bus advertisement program on part of the bus fleet;
- Maintained the certification with the State of California Dept. of Toxic Substances Control as a “Certified Green Model Shop” ;
- Earned the rank of #5 of the 100 Best Fleets in North America for 2011 out of 38,000 public fleets;
- Managed \$860,000 in grant funding awarded from the AQMD for the purchase of alternatively fueled equipment;
- Equipment Maintenance Manager Paul Condran is recognized as the #2 Finalist for the National Fleet Manager of the Year Award out of 38,000 public fleet managers;
- Completed the 12-bus Repower Project using grant funds awarded by the AQMD;
- Engaged in direct dialogue with the Federal Transportation Administration (FTA) and received 100% support from the American Public Transit Association (APTA) CEO to institute a change in the current federal regulation mandate of fleet spare ratio; presented comprehensive analysis to the California Transit Association (CTA), Transit Cooperative Research Program (TCRP) and APTA;
- Continued to work with Metro and other transit agencies towards implementing the region-wide Transit Access Pass (TAP). Culver CityBus is the first of the Los Angeles County Municipal Operators to implement the “Cash Purse” option on the TAP card;
- FY 2011 was the eighth year of Culver CityBus’ participation in the successful UCLA BruinGO! Program;

- Through Metro's 2011 Call for Projects, competed and was awarded grant funding for the Articulated-Bus Maintenance Facility and Bus Stop Enhancements;
- Competed and was awarded grant funding for future bus replacement under the FTA 5307 15% Capital program; and,
- Worked with other Westside Cities staff to establish a bicycle coordination program to promote bicycle network infrastructure gap closure and bicycle awareness/education.

3.2 Goals and Objectives for Fiscal Years 2011-2013

Culver CityBus' primary goal is to continue offering excellent cost-effective public transit service at a low price to the passenger. Goals and objectives for Fiscal Years 2012 – 2014 include the following:

- Pending funding availability and demand, implement possible service change on Line 2/4 and Line 7 to provide enhanced service to/from the Exposition Light Rail Stations at Culver City and La Cienega;
- Continue to monitor the TAP program to ensure that it meets both operational and customer needs, including but not limited to, day pass and electronic transfer capability;
- Continue to implement the exterior bus advertisement program;
- Evaluate system performance and the possibility of service changes to improve system efficiency and performance;
- Plan and implement transit service to service the Playa Vista Development Phase 2;
- Pursue the possibility of placing advertisements at the bus stops in the City of Culver City;
- Obtain approval from the Federal Transit Administration on using Automated Passenger Counting method for data sampling purposes;
- Plan for the implementation of the Real-Time Bus Arrival Information System Project;

- Plan for the implementation of the Citywide Bus Signal Priority Project;
- Continue to pursue transportation funding and grants on local, regional, and federal levels;
- Continue to monitor regional and regional legislations, activities, and issues that relate to transportation;
- Continue to work with other local, regional, and national agencies and organizations to promote and advance public transportation;
- Continue to work with other Westside Cities on the bicycle coordination efforts;
- Maintain ranking within the top 10 of Best 100 Fleets in North America and Best 100 Green Fleets in North America;
- Accomplish transit bus procurement of twenty (20) heavy-duty CNG transit buses to replace those coming out of revenue service;
- Develop a Technical Apprenticeship Program to teach new technical skills to through high schools and community colleges;
- Identify potential funding sources to design, purchase, and install new bus stop amenities throughout the City of Culver City;
- Working with State and Federal legislators on transportation financing.
 - Working with Federal legislators and other local transit agencies to receive funding from the Transportation Reauthorization Bill; and,
 - Working with State legislators and other local transit agencies to stop the raiding of transit funds.
- Plan for the future acquisition and deployment of six articulated buses to enhance service on the Bus Rapid Transit service along Sepulveda Blvd;
- Plan for the design and construction of maintenance facility enhancements to accommodate the maintenance and parking of the six articulated buses that will be procured in the future to enhance service on the Bus Rapid Transit service along Sepulveda Blvd;
- Identify funding for the purchase and implementation of the Transit Scheduling software and Transit Management System software; and,

- Analyze the feasibility of enhancing the Transportation Facility with more sustainability and environmental compliance, including the installation of solar panels.

3.3 Service and System Evaluation

Service Improvement Goals

Culver CityBus will be finalizing its Line-by-Line Analysis by the beginning of 2012. This information will provide Culver CityBus with an opportunity to evaluate its service. However, the current constraints with funding for operating costs may preclude service expansion, such as headway reduction. By examining on-time performance, passengers per mile and other relevant data, Culver CityBus is looking at ways to improve service without increasing costs by reallocating resources from unproductive lines and times of day when passenger demand is low.

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

3.4 Operations Plan

Overview

Culver CityBus has been evaluating ways of restructuring its service to make it more efficient from a cost perspective and more effective in providing a service that generates satisfactory demand. This endeavor in conjunction with regional mitigation efforts programmed for the next few years give Culver CityBus a unique opportunity to alter and expand its service to meet the needs of the growing and changing Westside.

Fare Changes

Culver CityBus implemented a fare increase in August 2009. While the operating expenses continue to increase each year, the base fare of \$.75 for over many years had remained constant; and the fare increase was necessary to offset the rapidly rising operating expenses. The base fare was changed from \$.75 to \$1.00, and the local transfer fare was changed from free-of-charge to \$.25, and the inter-agency transfer fare is changed from \$.25 to \$.40.

System-wide Changes

Culver CityBus installed TAP fareboxes in February 2008 and is the first municipal operator in Los Angeles County to use the “cash purse” feature on the TAP cards. Currently, there are six other transit agencies using TAP. As the other Municipal Operators install their TAP fareboxes and other TAP features are developed, administrative costs could decline as more customers use smart card technology instead of cash.

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

The Metro Rapid Expansion Program identified Sepulveda Boulevard as a Bus Rapid Transit Corridor. Recognizing the need for improved service along the Sepulveda corridor, Culver CityBus implemented BRT service beginning on January 4, 2010. This BRT service (Rapid 6) operates during weekday peak (morning and evening) hours with 15 minute headways. The service has limited stops and incorporates the Transit Signal Priority (TSP) system. The TSP system gives signal priority at certain intersections along the route to the BRT buses to reduce the travel time along the congested roads.

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

The western terminus of the first phase of the Exposition Light Rail Project will be in Culver City. There will be an aerial station (Culver City Station) adjacent to the Washington National Transit-Oriented Development (in Culver City), which may include a transit pull-out to accommodate passenger transfers from bus to rail. The line will

eventually extend to Santa Monica in the second phase, and there is a lot of potential to develop important connections between rail and bus transit. Construction on the Exposition Light Rail Project has begun in September 2006 and the first phase of the Exposition Light Rail Line is anticipated to open in the beginning of 2012 (to La Cienega Station) and in spring, 2012 (to Culver City Station).

Culver CityBus is currently evaluating potential service enhancements and a new shuttle service that will connect the Exposition Light Rail stations with major destinations and employee centers. The enhanced service will provide better feeder service to/from the light rail stations in effort to accommodate the anticipated higher demand for transit feeder service as well as attracting potential new riders by adding more convenient transit service in the Westside sub-region.

Playa Vista

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

The Playa Capital Company (PCC) has negotiated mitigation measures that approved by Culver City. It includes the purchase of five additional buses to be used as follows: two (2) additional vehicles will be used to increase service on the line 6 route, two (2) buses will be operated by Culver CityBus to provide limited stop express service from the Playa Vista development and major area trip generators, and one (1) remaining bus will be used to operate on an extended line 4 route with 30-minute headways. PCC will also fund the net operating and maintenance costs associated with these buses for a period of three years and compensate for the unsubsidized portion of the operations

and maintenance costs for an additional seven years. PCC would also provide Transit Priority System (TPS) components for up to 12 intersections along Washington Boulevard, between the Lincoln Boulevard and Berryman Avenue. PCC will also provide bus fare subsidies for residents and employees of Playa Vista for a period of ten years.

West Los Angeles College Expansion

West Los Angeles College, located in unincorporated Los Angeles County, is serviced by Culver CityBus Lines 3 and 4. The College has revised its master plan in an attempt to accommodate the increase in student enrollment and an expansion of all facilities. Culver CityBus continues to provide service to the college.

LAX Expansion

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

3.5 Capital Improvement Program

Culver City Aerial Station

Culver City will also provide local match funding through Federal, State, and Local resources towards the construction of an Aerial Station in Culver City. This would allow for the terminus of the first phase to have a permanent station at the intersection of Venice Boulevard, a regional arterial route, and Robertson Boulevard. According to the Exposition Light Rail Final Environmental Impact Statement/Report, the Aerial station will function as a multi-modal station for the area including such modes as light rail, buses, automobiles, bicycles and pedestrians; the aerial station was planned to include a Clean Mobility Center that will accommodate bicycles and car-sharing. On-street transit center is planned to accommodate buses servicing the station and ensure convenient passenger connection to/from the light rail station. The Culver City aerial station will be an important terminus of the Exposition Light Rail Line since it will temporarily be the Western-most terminus of those traveling in and from Downtown to the Westside of Los Angeles prior to the completion of the line to Santa Monica in Phase 2.

Facility Expansion

Solar Panels

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

Facility Surveillance

Utilizing State bond security funding, a project to enhance surveillance of the Transportation Facility is almost completed.

Bus Replacements

Culver CityBus has twenty (20) forty (40)-foot CNG buses purchased and placed into service in 1998 that have reached their useful lives in 2010. This will replace 43% of

the current bus fleet of 40' buses. They are scheduled to be replaced with 40' CNG buses.

Bus Expansion

In anticipation of the higher demand for transit feeder service resulting from the Exposition Light Rail Project operation, Culver CityBus is looking into providing a feeder shuttle service that will connect the Expo Light Rail Culver City Station with downtown Culver City and major employment centers in and around Culver City. The City is in the process of identifying the funding source for the operation of such feeder shuttle service.

The initial rollout the new Bus Rapid Transit route along Sepulveda Blvd. calls for six additional buses to be used. Depending on future demand, the service may need additional buses. Sixty-foot articulated buses may be purchased in the future as awarded in the 2007 Call for Projects. This would provide additional passenger capacity without adding to the congestion on the already congested Sepulveda Boulevard.

Articulated-Bus Maintenance Facility and Bus Stop Enhancements

In order to implement the articulated bus project, additional maintenance equipments are required, and maintenance facility and bus stop enhancements need to be done prior to putting the articulated buses in service. Culver CityBus has successfully secured the grant funding for this project through Metro's 2011 Call for Projects. The implementation of this project will allow the articulated bus project to move forward and will lead to enhanced transit capacity along the Rapid 6 route connecting from UCLA to the LAX and the Green Line Aviation Station.

AVL – Phase II

With the completion of the installation of the AVL system on the buses, the next phase would be to develop tools for the customers to be able to track the location of the buses and inform them of the time for the next bus' arrival in real-time (Real-Time Next Bus

Arrival Information System). Culver CityBus, through Metro's 2009 Call for Projects, competed and successfully obtained funding for the Real-Time Next Bus Arrival Information System. The project will include web technology and dynamic message signs at select bus stops to communicate the real-time arrival information to the passengers.

CNG Compressor Replacement

The Transportation Department plans to replace two of our three CNG fueling compressors. The two compressors are original units and have reached the end of their useful life, now approaching 13 years of use. The new compressor system will complement the third recently installed compressor and will have fully electronic controls, solid state operation and enhanced natural gas fueling capabilities.

PROJECT OVERVIEW TABLES

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

Table L - 1		
Current Fare Structure: FY 2012		
Fare Categories	Type of Service	
	Fixed Route	Demand Responsive
<i>Cash/Token</i>		
Regular	\$1.00	N/A
Token		
Elderly	\$0.35	
Disabled/Medicare	\$0.35	
Student	\$0.75	
College	N/A	
Express - Specify Zone Structure	N/A	
<i>Cash Transfers</i>		
Regular within System	\$0.25	
Regular to other System	\$0.40	
Elderly Within System / Elderly to other System	\$0.10/\$0.20	
Disabled/Medicare Within System / Disabled/Medicare to other System	\$0.10/\$0.20	
<i>Multi-use Cards (specify number of uses)</i>		
Regular	N/A	
Elderly	N/A	
Disabled/Medicare	N/A	
<i>Metro Card</i>		
Discounts	N/A	
Other	N/A	
<i>Passes</i>		
Regular	N/A	
Elderly	N/A	
Disabled	N/A	
Student	N/A	
College	N/A	
Express - Specify Zone Stamp	N/A	
<i>Joint Passes</i>		
Regular	\$84.00	
Elderly	\$35.00	
Disabled	\$35.00	
Student	N/A	
College	N/A	
Not Listed above (please describe)	BruinGo! Fare subsidy program in coordination with UCLA (for students, faculty, & staff). UCLA pays \$0.82 or \$0.47 per ride to Culver CityBus dependent on whether BruinGo! Cardholder provides a co-pay (\$0.35) or shows a pre-paid flash pass.	

Table L - 3

HISTORICAL & PROJECTED FLEET CHARACTERISTICS

	FIXED ROUTE		
	FY 2010 Actual	FY 2011 Estimated	FY 2012 Planned
Peak-Hour Fleet	38	37	37
Spares For Maint.	14	15	15
Spare Ratio*	0.37	0.4	0.4
Emergency Contingency Reserve			
Inactive Fleet			
Total Vehicles	52	52	52
New Expansion Vehicles			
New Replacement Vehicles			
	DEMAND RESPONSIVE SERVICE		
	FY 2010 Actual	FY 2011 Estimated	FY 2012 Planned
Peak-Hour Fleet			
Spares For Maint.			
Spare Ratio*			
Emergency Contingency Reserve			
Inactive Fleet			
Total Vehicles			
New Expansion Vehicles			
New Replacement Vehicles			
	SYSTEM TOTAL		
	FY 2010 Actual	FY 2011 Estimated	FY 2012 Planned
Peak-Hour Fleet	38	37	37
Spares For Maint.	14	15	15
Spare Ratio*	0.37	0.4	0
Emergency Contingency Reserve			
Inactive Fleet			
Total Vehicles	52	52	52
New Expansion Vehicles			
New Replacement Vehicles			
*Spare Ratio = Spares for Maint/Peak-Hour Fleet			

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

MODE:			
SOURCE OF CAPITAL FUNDS:	2010 Audited	2011 Estimated	2012 Planned
FEDERAL CAPITAL GRANTS			
FTA Sec. 5309 (Sec. 3)			\$ 1,132,586
FAU Grants			
FTA Sec. 5307(Sec. 9)		\$ 1,000,419	\$ 810,000
Other Federal (Assume 80/20 match) (Specify source)			
STATE CAPITAL GRANTS AND SUBVENTIONS			
TDA (ART 4) current from unallocated			
TDA from prior years reserves			
TDA (ART 8)			
STA current from unallocated - N/A			
STA from prior years reserve		\$ 752,683	
Other State (Specify) AQMD, Prop 1 B PTMISEA		\$ 510,000	\$ 573,687
LOCAL CAPITAL GRANTS			
System Generated			
General Fund			
Prop. A Local Return			
Prop. A Discretionary Carry Over			
Prop. C Discretionary	\$ 52,915		
Prop. C Local Return			
Prop. C 5% Security		\$ 78,767	
Measure R 15% Local Return			
Measure R Capital			
Prop 1B PTMISEA Bridge Funds		\$ 71,456	
Prop 1B Transit Security Bridge Funds			
Prop. C Other (Specify)			
Other Local (Specify)			
TOTAL CAPITAL REVENUE	\$ 52,915	\$ 2,413,325	\$ 2,516,273
TOTAL CAPITAL EXPENSES	\$ 52,915	\$ 2,413,325	\$ 2,516,273

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

SOURCE OF OPERATING FUNDS:	2010 Audited	2011 Estimated	2012 Planned
FEDERAL CASH GRANTS AND REIMBURSEMENTS			
FTA Sec. 5307 (Sec. 9) Operating	\$ 150,268	\$ 2,507,939	\$ 2,500,000
CMAQ (Operating)			
STATE CASH GRANTS AND REIMBURSEMENTS			
TDA Current from unallocated	\$ 3,302,201	\$ 3,035,386	\$ 3,751,394
STA Current from unallocated	\$ 492,425	\$ 814,602	\$ 927,459
Other State (Specify)			
LOCAL CASH GRANTS AND REIMBURSEMENTS			
Passenger Fares	\$ 3,257,360	\$ 3,595,784	\$ 3,521,000
Special Transit Service			
Charter Service Revenues			
Auxiliary Transportation Revenues			
Non-transportation Revenues	\$ 699,067	\$ 673,464	\$ 341,990
Prop. A 40% Discretionary	\$ 3,023,590	\$ 2,713,145	\$ 2,886,504
Prop. A 25% Local Return	\$ 689,899	\$ 547,971	\$ 560,498
Prop. A Incentive fund			
Prop. A Interest	\$ 625,664	\$ -	\$ -
BSIP	\$ 158,062	\$ 146,487	\$ 149,042
TSE	\$ 204,611	\$ 209,624	\$ 213,796
Base	\$ 85,795	\$ 97,659	\$ 124,733
MOSIP	\$ 815,954	\$ 810,809	\$ 839,521
Prop. C 40% Discretionary	Incl above	Incl above	Incl above
Prop. C 20% Local Return	\$ 274,525	\$ 210,835	\$ 464,919
Prop. C 5% Security	\$ 278,763	\$ 157,535	\$ 217,016
Prop. C Interest			
Measure R 20% Operating	\$ 1,161,116	\$ 1,418,901	\$ 1,813,240
Other Local (Specify)			
TOTAL OPERATING REVENUES	\$ 15,219,300	\$ 16,940,141	\$ 18,311,112
TOTAL OPERATING EXPENSES	\$ 15,219,300	\$ 16,940,141	\$ 18,311,212

**Table L - 5A
TPM / TDA REPORT FORM**

FY2010 Audited

Annual Weekday	FAP Funded				Non-FAP Funded						System Total
	Local Service	Express Service	Dial-A- Ride ¹	FAP Subtotal	Dedicated Funding ²				Dial-A- Ride	Other Codes ³	
					TSE	Base Restructuring	BSIP	MOSIP			
Total Vehicle Miles (000)	1,250,062			1,250,062	16,580		11,478	78,534	34,626		1,391,280
Vehicle Service Miles (000)	1,158,193			1,158,193	15,196		10,520	74,068	30,145		1,288,123
Total Vehicle Hours (000)	114,642			114,642	1,536		1,063	7,266	3,730		128,237
Vehicle Service Hours (000)	108,002			108,002	1,446		1,001	6,940	2,909		120,299
Peak Vehicles				0							0
Unlinked Passengers (000)	3,836,896			3,836,896	65,949		45,657	243,679	14,717		4,206,899
Linked Passengers (000)	3,606,682			3,606,682	62,226		43,080	229,920			3,941,909
Passenger Revenue (000)	2,512,414			2,512,414				159,562	8,933		2,680,909
Aux. Rev/Local Subs. (000)											0
Op. Cost Less Depr. (000)	12,314,791			12,314,791	165,295		114,435	766,997	366,877		13,728,395
Full Time Equiv. Employees				121					4		125
Base Fare	\$ 0.75			\$ 0.75							\$ 0.75

Total System: Annual Saturday Sunday & Holiday & Weekdays	FAP Funded				Non-FAP Funded						System Total
	Local Service	Express Service	Dial-A- Ride ¹	FAP Subtotal	Dedicated Funding ²				Dial-A- Ride	Other Codes ³	
					TSE	Base Restructuring	BSIP	MOSIP			
Total Vehicle Miles (000)	1,515,738			1,515,738	19,738		13,664	83,547	41,719		1,674,406
Vehicle Service Miles (000)	1,395,414			1,395,414	18,091		12,524	78,796	36,320		1,541,145
Total Vehicle Hours (000)	138,123			138,123	1,828		1,266	7,730	4,494		153,441
Vehicle Service Hours (000)	130,123			130,123	1,722		1,192	7,383	3,505		143,925
Peak Vehicles	38			38							38
Unlinked Passengers (000)	4,622,767			4,622,767	78,511		54,354	259,234	17,742		5,032,608
Linked Passengers (000)	4,345,400			4,345,400	74,079		51,286	244,596			4,715,361
Passenger Revenue (000)	3,027,005			3,027,005	35,814		24,794	169,747	10,763		3,268,123
Aux. Rev/Local Subs. (000)											0
Op. Cost Less Depr. (000)	14,837,098			14,837,098	196,780		136,232	815,954	442,021		16,428,085

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

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

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

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

**Table L - 5B
TPM REPORT FORM**

Fiscal Year : 2011

Agency Name: CULVER CITYBUS

Status: Audited

Annual Totals	FAP Funded				Measure R	FAP Total	Proposition C 40% Discretionary				Total MTA Funded	Other Codes ²	System Total
	TDA, STA & Proposition A Discretionary						TSE	Base Restructuring	BSIP	MOSIP			
	Local	Express	Dial-A-Ride ¹	Sub-total									
Total Vehicle Miles	1,372,689			1,372,689	144,737	1,517,426	19,738		13,664	83,547	1,634,375	25,827	1,660,202
Vehicle Service Miles	1,246,235			1,246,235	133,248	1,379,483	18,091		12,524	78,796	1,488,894	22,376	1,511,270
Total Vehicle Hours	127,826			127,826	13,188	141,014	1,828		1,266	7,730	151,838	3,114	154,952
Vehicle Service Hours	121,051			121,051	12,425	133,476	1,722		1,192	7,383	143,773	2,504	146,277
Unlinked Passengers	4,089,019			4,089,019	441,430	4,530,449	78,511		54,354	259,234	4,922,548	11,665	4,934,213
Linked Passengers	3,911,648			3,911,648	414,943	4,326,591	74,079		51,286	244,596	4,696,552	--	4,696,552
Passenger Revenue	3,077,179			3,077,179	289,050	3,366,229	35,014		24,794	169,747	3,595,784	7,186	3,602,970
Aux. Rev/Local Subs.	0			-							-		-
Op. Cost Less Depr.	14,308,733			14,308,733	1,418,901	15,727,634	209,624		146,487	810,809	16,894,554	344,673	17,239,227
Full Time Equiv Employees	111					111						4	115
Active Vehicles	52			52		52					52	3	55
Peak Vehicles	37			37		37					37	3	40
DAR Seat Capacity				-		-					-	16	16
Base Fare	1												
Effective Date	08/24/2009												

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

² Please Describe:

This is non-FAP funded Dial-A-Ride. No fare is charged but donations are accepted.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

**Table L - 5C
TPM REPORT FORM**

Fiscal Year : 2012

Agency Name: CULVER CITYBUS

Status: Preliminary

Annual Totals	FAP Funded				Measure R	FAP Total	Proposition C 40% Discretionary				Total MTA Funded	Other Codes ²	System Total
	TDA, STA & Proposition A Discretionary						TSE	Base Restructuring	BSIP	MOSIP			
	Local	Express	Dial-A-Ride ¹	Sub-total									
Total Vehicle Miles	1,421,543				89,344	1,510,887	19,738		13,664	86,053	1,630,342	35,241	
Vehicle Service Miles	1,291,738				82,252	1,373,990	18,091		12,524	81,160	1,485,765	31,582	
Total Vehicle Hours	130,572				8,141	138,713	1,828		1,266	7,962	149,769	3,947	
Vehicle Service Hours	123,486				7,670	131,156	1,722		1,192	7,604	141,674	3,257	
Unlinked Passengers	4,393,714				272,488	4,666,202	78,511		54,354	267,011	5,066,078	15,492	
Linked Passengers	4,200,051				256,138	4,456,189	74,079		51,286	251,934	4,833,488	--	
Passenger Revenue	3,107,927				178,426	3,286,353	35,014		24,794	174,839	3,521,000	7,702	
Aux. Rev/Local Subs.	--												
Op. Cost Less Depr.	18,950,626				850,000	19,800,626	215,912		150,881	835,133	21,002,552	413,320	
Full Time Equiv Employees	111											4	115
Active Vehicles	52			52		52					52	3	55
Peak Vehicles	37			37		37					37	3	40
DAR Seat Capacity				-		-					-	16	16
Base Fare	1												
Effective Date	08/24/2009												

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

² Please Describe:

This is non-FAP funded Dial-A-Ride. No fare is charged but donations are accepted.

**Table L - 7
CAPITAL PROJECT SUMMARY**

FY 2011

Project Name	Funding Source Federal	State Local	Total Project Cost
Culver City Aerial Station	\$1,975,000	\$2,025,000	\$4,000,000
Tire leasing	\$80,000	\$20,000	\$100,000
COPs	\$810,000	In Kind	\$810,000
Bus replacements for 20 CNG buses	\$8,000,000	\$3,107,950	\$11,107,950
Facility Maintenance	\$0	\$150,000	\$150,000
Total	\$10,865,000	\$5,302,950	\$16,167,950

FY 2012

Project Name	Funding Source Federal	State Local	Total Project Cost
Tire leasing	\$100,000	\$20,000 (TC)	\$100,000
COPs	\$810,000	In Kind	\$810,000
Facility Maintenance	\$0	\$150,000	\$150,000
Pedestrian Improvements for Intersections with Bus Stops	\$693,000	\$373,000	\$1,066,000
Total	\$1,603,000	\$523,000	\$2,126,000

FY 2013

Project Name	Funding Source Federal	State Local	Total Project Cost
Tire leasing	\$100,000	\$20,000 (TC)	\$100,000
COPs	\$810,000	In Kind	\$810,000
Facility Maintenance	\$0	\$150,000	\$150,000
Real Time Next Bus Arrival System	\$2,018,000	\$504,000	\$2,522,000
Replacement of 6 - 30' CNG buses from the 2003 fleet	\$3,606,000	\$721,000 (TC)	\$3,606,000
Total	\$6,534,000	\$654,000	\$7,188,000

FY 2014

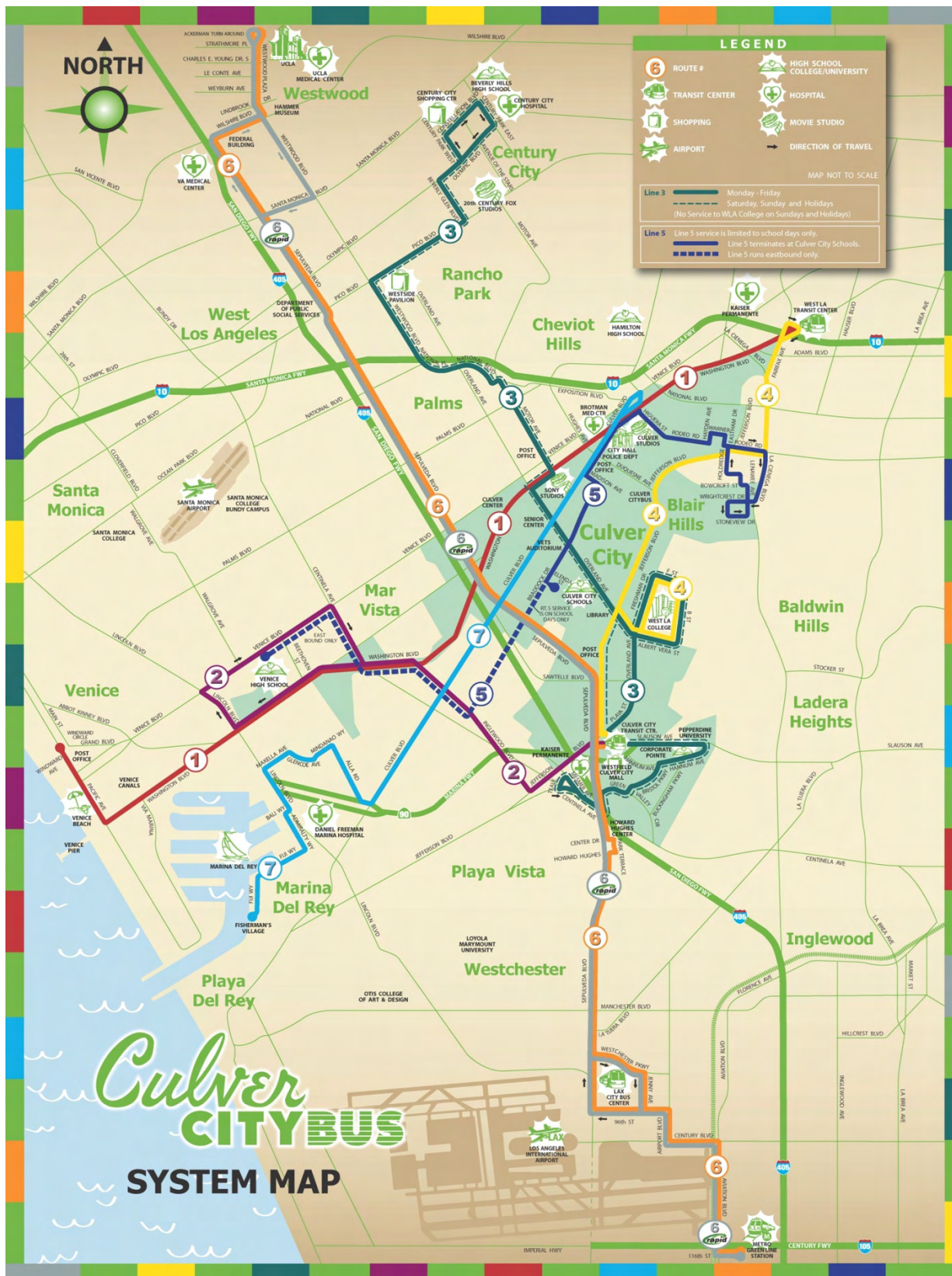
Project Name	Funding Source Federal	State Local	Total Project Cost
Tire leasing	\$100,000	\$20,000 (TC)	\$100,000
COPs	\$810,000	In Kind	\$810,000
Facility Maintenance	\$0	\$150,000	\$150,000
Bus Signal Priority	\$3,828,000	\$550,000	\$4,378,000
Total	\$ 4,738,000	\$ 700,000	\$ 5,438,000

THESE TABLES SHOULD MATCH THE TIP SHEETS

* TC represents "Toll Credit"

APPENDIX: SYSTEM MAP AND ROUTE SCHEDULES

System Map



Schedule - Line 1

1 WASHINGTON BLVD.

Monday - Friday



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

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

Times are approximate and may vary due to traffic and weather conditions. Times shown are subject to change without notice.

March 2010

1 WASHINGTON BLVD.

Saturday, Sunday, Holiday



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

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

Times are approximate and may vary due to traffic and weather conditions. Times shown are subject to change without notice.

March 2010

Schedule - Line 2

2 INGLEWOOD BLVD.

Monday - Friday



Westbound		
Culver City Transit Center	Washington & Inglewood	Venice High School
6:12 AM	6:22 AM	6:33 AM
7:05*	7:16*	7:26*
7:12	7:22	7:33
8:12	8:22	8:33
9:12	9:22	9:33
10:12	10:22	10:33
11:12	11:22	11:33
12:12 PM	12:22 PM	12:33 PM
1:12	1:22	1:33
2:12	2:22	2:33
3:12	3:22	3:33
4:12	4:22	4:33
5:12	5:22	5:33
6:12	6:22	-

Eastbound		
Venice High School	Washington & Inglewood	Culver City Transit Center
-	5:50 AM	6:00 AM
6:36 AM	6:45	6:55
7:36	7:45	7:55
8:36	8:45	8:55
9:36	9:45	9:55
10:36	10:45	10:55
11:36	11:45	11:55
12:36 PM	12:45 PM	12:55 PM
1:36	1:45	1:55
2:36	2:45	2:55
3:30	3:35	-
3:36	3:45	3:55
4:36	4:45	4:55
5:36	5:45	5:55

* Only operates when School is in session.

Sorry, no weekend or holiday service.

Times are approximate and may vary due to traffic and weather conditions. Times shown are subject to change without notice.

March 2010

Schedule - Line 3

3 CROSSTOWN Monday - Friday



Northbound						
		West L.A. College				
Mesmer & Centinela	Culver City Transit Center	Monday - Thursday	Friday	Oversland & Washington	Pico & Westwood	Century City
5:30 AM	5:42 AM	-	-	-	-	6:20 AM**
5:50	6:02	-	-	6:17	6:29	6:40**
6:10	6:22	-	-	6:37	6:49	7:00
6:30	6:42	-	-	6:57	7:09	7:20
6:50	7:02	-	7:09	7:17	7:29	7:40
7:10	7:22	7:29	-	7:37	7:49	8:00
7:30	7:42	-	-	7:57	8:09	8:20
7:50	8:02	8:09	8:09	8:17	8:29	8:40
8:10	8:22	-	-	8:37	8:49	9:00
8:30	8:42	8:49	-	8:57	9:09	9:20
8:50	9:02	-	9:09	9:17	9:29	9:40
9:10	9:22	9:29	-	9:37	9:49	10:00
9:30	9:42	-	-	9:57	10:09	10:20
9:50	10:02	10:09	10:09	10:17	10:29	10:40
10:10	10:22	-	-	10:37	10:49	11:00
10:30	10:42	10:49	-	10:57	11:09	11:20
10:50	11:02	-	11:09	11:17	11:29	11:40
11:10	11:22	11:29	-	11:37	11:49	12:00 PM
11:30	11:42	-	-	11:57	12:09 PM	12:20
11:50	12:02 PM	12:09 PM	12:09 PM	12:17 PM	12:29	12:40
12:10 PM	12:22	-	-	12:37	12:49	1:00
12:30	12:42	12:49	-	12:57	1:09	1:20
12:50	1:02	-	1:09	1:17	1:29	1:40
1:10	1:22	1:29	-	1:37	1:49	2:00
1:30	1:42	-	-	1:57	2:09	2:20
1:50	2:02	2:09	2:09	2:17	2:29	2:40
2:10	2:22	-	-	2:37	2:49	3:00
2:30	2:42	2:49	-	2:57	3:09	3:20
2:50	3:02	-	-	3:17	3:29	3:40
3:10	3:22	3:29	-	3:37	3:49	4:00
3:30	3:42	-	-	3:57	4:09	4:20
3:50	4:02	4:09	-	4:17	4:29	4:40
4:10	4:22	-	-	4:37	4:49	5:00
4:30	4:42	4:49	-	4:57	5:09	5:20
4:50	5:02	-	-	5:17	5:29	5:40
5:10	5:22	-	-	5:37	5:49	6:00
5:30	5:42	5:49	-	5:57	6:09	6:20
5:50	6:02	-	-	6:17	6:29	6:40
6:10	6:22	-	-	6:37	6:49	7:00
6:30	6:42	6:49	-	6:57	7:09	7:20
6:50	7:02	-	-	7:17	7:29	7:40
7:10	7:22	-	-	7:37	7:49	8:00
7:40	7:52	7:59	-	8:07	8:19	8:30
8:10	8:22	-	-	8:37	8:49	9:00
8:40	8:52	8:59	-	9:07	9:19	9:30
9:10	9:22	-	-	9:37	9:49	10:00
9:40	9:52	9:59	-	10:07	10:19	10:30**
10:10	10:22	10:29	-	10:37	10:49	11:00**

Southbound						
			West L.A. College			
Century City	Pico & Westwood	Oversland & Washington	Monday - Thursday	Friday	Culver City Transit Center	Mesmer & Centinela
5:20 AM**	5:32 AM	5:44 AM	-	-	6:00 AM	6:12 AM
5:40**	5:52	6:04	-	-	6:20	6:32
6:00**	6:12	6:24	-	-	6:40	6:52
6:20**	6:32	6:44	-	-	7:00	7:12
6:40	6:52	7:04	-	7:12	7:20	7:32
7:00	7:12	7:24	7:32	-	7:40	7:52
7:20	7:32	7:44	-	-	8:00	8:12
7:40	7:52	8:04	8:12	8:12	8:20	8:32
8:00	8:12	8:24	-	-	8:40	8:52
8:20	8:32	8:44	8:52	-	9:00	9:12
8:40	8:52	9:04	-	9:12	9:20	9:32
9:00	9:12	9:24	9:32	-	9:40	9:52
9:20	9:32	9:44	-	-	10:00	10:12
9:40	9:52	10:04	10:12	10:12	10:20	10:32
10:00	10:12	10:24	-	-	10:40	10:52
10:20	10:32	10:44	10:52	-	11:00	11:12
10:40	10:52	11:04	-	11:12	11:20	11:32
11:00	11:12	11:24	11:32	-	11:40	11:52
11:20	11:32	11:44	-	-	12:00 PM	12:12 PM
11:40	11:52	12:04 PM	12:12 PM	12:12 PM	12:20	12:32
12:00 PM	12:12 PM	12:24	-	-	12:40	12:52
12:20	12:32	12:44	12:52	-	1:00	1:12
12:40	12:52	1:04	-	1:12	1:20	1:32
1:00	1:12	1:24	1:32	-	1:40	1:52
1:20	1:32	1:44	-	-	2:00	2:12
1:40	1:52	2:04	2:12	2:12	2:20	2:32
2:00	2:12	2:24	-	-	2:40	2:52
2:20	2:32	2:44	2:52	-	3:00	3:12
2:40	2:52	3:04	-	-	3:20	3:32
3:00	3:12	3:24	3:32	-	3:40	3:52
3:20	3:32	3:44	-	-	4:00	4:12
3:40	3:52	4:04	4:12	-	4:20	4:32
4:00	4:12	4:24	-	-	4:40	4:52
4:20	4:32	4:44	4:52	-	5:00	5:12
4:40	4:52	5:04	-	-	5:20	5:32
5:00	5:12	5:24	-	-	5:40	5:52
5:20	5:32	5:44	5:52	-	6:00	6:12
5:40	5:52	6:04	-	-	6:20	6:32
6:00	6:12	6:24	-	-	6:40	6:52
6:20	6:32	6:44	6:52	-	7:00	7:12
6:40	6:52	7:04	-	-	7:20	7:32
7:00	7:12	7:24	-	-	7:40	7:52
7:30	7:42	7:54	8:02	-	8:10	8:22
8:00	8:12	8:24	-	-	8:40	8:52
8:30	8:42	8:54	9:02	-	9:10	9:22
9:00	9:12	9:24	-	-	9:40	9:52
9:30	9:42	9:54	10:02	-	10:10	-
10:00	10:12	10:24	10:32	-	10:40	-
11:00**	11:10	11:19	-	-	11:32	-

West L.A. College Summer Session Service - Regular Session resumes August 8, 2011

**Prior to 7:00 AM and after 10:00 PM, board bus at Constellation & Avenue of the Stars.

Signs on buses going into West Los Angeles College will display "West LA College."

Times are approximate and may vary due to traffic and weather conditions.

Times shown are subject to change without notice.

3 CROSSTOWN

Saturday, Sunday, Holiday

Effective March 28, 2011



Northbound					
Mesmer & Centinela	Culver City Transit Center	West L.A. College*	Overland & Washington	Pico & Westwood	Century City
-	5:42 AM	-	6:01 AM	6:11 AM	6:22 AM**
-	6:12	-	6:31	6:41	6:52**
-	6:42	-	7:01	7:11	7:22
7:00 AM	7:12	-	7:27	7:39	7:50
7:30	7:42	7:52	7:57	8:09	8:20
8:00	8:12	-	8:27	8:39	8:50
8:30	8:42	8:52	8:57	9:09	9:20
9:00	9:12	-	9:27	9:39	9:50
9:30	9:42	9:52	9:57	10:09	10:20
10:00	10:12	-	10:27	10:39	10:50
10:30	10:42	10:52	10:57	11:09	11:20
11:00	11:12	-	11:27	11:39	11:50
11:30	11:42	11:52	11:57	12:09 PM	12:20 PM
12:00 PM	12:12 PM	-	12:29 PM	12:41	12:52
12:30	12:42	12:54	12:59	1:11	1:22
1:00	1:12	-	1:29	1:41	1:52
1:30	1:42	1:54	1:59	2:11	2:22
2:00	2:12	-	2:29	2:41	2:52
2:30	2:42	-	2:59	3:11	3:22
3:00	3:12	-	3:29	3:41	3:52
3:30	3:42	-	3:59	4:11	4:22
4:00	4:12	-	4:29	4:41	4:52
4:30	4:42	-	4:59	5:11	5:22
5:00	5:12	-	5:29	5:41	5:52
5:30	5:42	-	5:59	6:11	6:22
6:00	6:12	-	6:27	6:39	6:50
6:30	6:42	-	6:57	7:09	7:20
7:00	7:12	-	7:27	7:39	7:50
-	7:45	-	8:04	8:14	8:24
-	8:15	-	8:34	8:44	8:54
-	8:45	-	9:04	9:14	9:24
-	9:15	-	9:34	9:44	9:55
-	10:15	-	10:34	10:44	10:55**

Southbound					
Century City	Pico & Westwood	Overland & Washington	West L.A. College*	Culver City Transit Center	Mesmer & Centinela
5:53 AM**	6:05 AM	6:17 AM	-	6:32 AM	6:44 AM
6:23**	6:35	6:47	-	7:02	7:14
6:53**	7:05	7:17	-	7:32	7:44
7:23	7:35	7:47	7:52	8:02	8:14
7:53	8:05	8:17	-	8:32	8:44
8:23	8:35	8:47	8:52	9:02	9:14
8:53	9:05	9:17	-	9:32	9:44
9:23	9:35	9:47	9:52	10:02	10:14
9:53	10:05	10:17	-	10:32	10:44
10:23	10:35	10:47	10:52	11:02	11:14
10:53	11:05	11:17	-	11:32	11:44
11:23	11:35	11:47	11:52	12:02 PM	12:14 PM
11:53	12:05 PM	12:17 PM	-	12:34	12:46
12:23 PM	12:35	12:47	12:52	1:04	1:16
12:53	1:05	1:17	-	1:34	1:46
1:23	1:35	1:47	1:52	2:04	2:16
1:53	2:05	2:17	-	2:34	2:46
2:23	2:35	2:47	-	3:04	3:16
2:53	3:05	3:17	-	3:34	3:46
3:23	3:35	3:47	-	4:04	4:16
3:53	4:05	4:17	-	4:34	4:46
4:23	4:35	4:47	-	5:04	5:16
4:53	5:05	5:17	-	5:34	5:46
5:23	5:35	5:47	-	6:04	6:16
5:53	6:05	6:17	-	6:32	6:44
6:23	6:35	6:47	-	7:02	7:14
6:53	7:04	7:14	-	7:33	-
7:23	7:34	7:44	-	8:03	-
7:53	8:04	8:14	-	8:33	-
8:24	8:34	8:44	-	9:03	-
8:54	9:04	9:14	-	9:33	-
9:24	9:36	9:46	-	10:05	-
10:00	10:10	10:20	-	10:39	-
11:00**	11:10	11:20	-	11:34	-

*Line 3 does not service West L.A. College on Sundays or holidays.
 **Prior to 7:00 AM and after 10:00 PM, board bus at Constellation & Avenue of the Stars.
 Signs on buses going into West Los Angeles College will display "West LA College."
 Times are approximate and may vary due to traffic and weather conditions.
 Times shown are subject to change without notice.

March 2011

Schedule - Line 4

4 JEFFERSON BLVD.

Monday - Friday



Westbound				
		West L.A. College		
Washington & Fairfax	La Cienega & Rodeo	<i>Monday - Thursday</i>	<i>Friday</i>	Culver City Transit Center
6:43 AM	6:48 AM	-	-	7:10 AM
7:42	7:48	7:58	7:58	8:10
8:42	8:48	8:58	8:58	9:10
9:43	9:48	9:58	9:58	10:10
10:43	10:48	10:58	10:58	11:10
11:43	11:48	11:58	11:58	12:10 PM
12:42 PM	12:48 PM	12:58 PM	12:58 PM	1:10
1:42	1:48	1:58	1:58	2:10
2:41	2:47	2:57		3:10
3:40	3:47	3:57		4:10
4:38	4:46	4:56		5:10
5:37	5:46	5:56		6:10

Eastbound				
	West L.A. College			
Culver City Transit Center	<i>Monday - Thursday</i>	<i>Friday</i>	La Cienega & Rodeo	Washington & Fairfax
6:02 AM	-	-	6:21 AM	6:26 AM
6:56	7:06	7:06	7:16	7:22
7:56	8:07	8:07	8:17	8:23
8:56	9:07	9:07	9:17	9:22
9:56	10:06	10:06	10:16	10:21
10:56	11:06	11:06	11:15	11:20
11:56	12:06 PM	12:06 PM	12:15 PM	12:20 PM
12:56 PM	1:06	1:06	1:15	1:20
1:56	2:06	2:06	2:15	2:20
2:56	3:07		3:16	3:21
3:56	4:07		4:16	4:21
4:56	5:07		5:17	5:23
5:56	6:07		6:18	6:24

West L.A. College Summer Session Service - Regular Session resumes August 8, 2011

Signs on buses going into West Los Angeles College will display "West LA College."

Sorry, no weekend or holiday service.

Times are approximate and may vary due to traffic and weather conditions.

Times shown are subject to change without notice.

August 2011

Schedule - Line 5

5 BRADDOCK DRIVE

Monday - Friday



Westbound				
Rodeo & La Cienega	Washington & Main	Braddock & Overland	Culver City Schools	Washington & Inglewood
7:16 AM	7:28 AM	7:33 AM	7:36 AM	-

Eastbound					
Venice High School	Washington & Inglewood	Culver City Schools	Braddock & Overland	Washington & Main	Rodeo & La Cienega
-	-	2:45 PM	2:48 PM	2:53 PM	2:59 PM
3:30 PM	3:35 PM	-	3:45	3:50	3:56

Service available on school days only.

See Line 7 for alternate service

Times are approximate and may vary due to traffic and weather conditions. Times shown are subject to change without notice.

March 2010

Schedule - Line 6 Weekdays

6 SEPULVEDA BLVD.

Monday - Friday



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

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

Times are approximate and may vary due to traffic and weather conditions. Times shown are subject to change without notice.

March 2010

Schedule - Line 6 Weekend

6 SEPULVEDA BLVD.

Saturday, Sunday, Holiday



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

Southbound							
UCLA	Westwood & Wilshire	Sepulveda & Pico	Sepulveda & Washington	Culver City Transit Center	Sepulveda & Manchester	LAX Transit Center	Metro Green Line Station
-	-	-	-	5:40 AM	5:51 AM	5:56 AM	6:06 AM
-	-	-	-	6:05	6:16	6:21	6:31
5:50 AM	5:57 AM	6:06 AM	6:16 AM	6:26	6:37	6:42	6:52
6:20	6:27	6:36	6:46	6:56	7:07	7:12	7:22
6:50	6:57	7:06	7:16	7:26	7:37	7:42	7:52
7:10	7:17	7:26	7:36	7:46	7:57	8:02	8:12
7:30	7:37	7:46	7:56	8:06	8:17	8:22	8:32
7:50	7:57	8:06	8:16	8:26	8:37	8:42	8:52
8:10	8:17	8:26	8:36	8:46	8:57	9:02	9:12
8:30	8:37	8:46	8:56	9:06	9:17	9:22	9:32
8:50	8:57	9:06	9:16	9:26	9:37	9:42	9:52
9:10	9:18	9:30	9:40	9:50	10:01	10:06	10:16
9:30	9:38	9:50	10:00	10:10	10:21	10:26	10:36
9:50	9:58	10:10	10:20	10:30	10:41	10:46	10:56
10:10	10:18	10:28	10:38	10:48	10:59	11:04	11:14
10:30	10:38	10:50	11:00	11:10	11:21	11:26	11:36
10:50	10:58	11:10	11:20	11:30	11:41	11:46	11:56
11:10	11:18	11:30	11:40	11:50	12:01 PM	12:06 PM	12:16 PM
11:30	11:38	11:50	12:00 PM	12:10 PM	12:21	12:26	12:36
11:50	11:58	12:10 PM	12:20	12:30	12:41	12:46	12:56
12:10 PM	12:18 PM	12:30	12:40	12:50	1:01	1:06	1:16
12:30	12:38	12:50	1:00	1:10	1:21	1:26	1:36
12:50	12:58	1:10	1:20	1:30	1:41	1:46	1:56
1:10	1:18	1:30	1:40	1:50	2:01	2:06	2:16
1:30	1:38	1:50	2:00	2:10	2:21	2:26	2:36
1:50	1:58	2:10	2:20	2:30	2:41	2:46	2:56
2:10	2:18	2:30	2:40	2:50	3:01	3:06	3:16
2:30	2:38	2:50	3:00	3:10	3:21	3:26	3:36
2:50	2:58	3:10	3:20	3:30	3:41	3:46	3:56
3:10	3:18	3:30	3:40	3:50	4:01	4:06	4:16
3:30	3:38	3:50	4:00	4:10	4:21	4:26	4:36
3:50	3:58	4:10	4:20	4:30	4:41	4:46	4:56
4:10	4:18	4:30	4:40	4:50	5:01	5:06	5:16
4:30	4:38	4:50	5:00	5:10	5:21	5:26	5:36
4:50	4:58	5:10	5:20	5:30	5:41	5:46	5:56
5:10	5:18	5:30	5:40	5:50	6:01	6:06	6:16
5:30	5:38	5:50	6:00	6:10	6:21	6:26	6:36
5:50	5:58	6:10	6:20	6:30	6:41	6:46	6:56
6:20	6:28	6:38	6:48	6:58	7:09	7:15	7:20
6:50	6:57	7:06	7:16	7:26	7:37	7:42	7:50
7:20	7:27	7:36	7:46	7:56	8:07	8:12	8:20
7:50	7:57	8:06	8:16	8:25	8:34	8:39	8:50
8:50	8:57	9:06	9:16	9:24	9:33	9:38	9:45
9:50	9:57	10:06	10:15	10:23	10:32	10:37	10:45
11:01	11:08	11:17	11:26	11:34	11:43	11:48	11:56

Times are approximate and may vary due to traffic and weather conditions. Times shown are subject to change without notice.

March 2010

Schedule - Rapid 6

6-rapid SEPULVEDA BLVD.

Monday - Friday



rapid 6 service operates every 15 minutes on weekdays only between 5:50 AM to 9:57 AM and 2:20 PM to 7:35 PM

rapid 6 First and Last Bus Departure Times

Northbound

Leaving from Green Line Station

5:50 AM (first AM bus)
8:50 AM (last AM bus)

2:25 PM (first PM bus)
6:25 PM (last PM bus)

Southbound

Leaving from UCLA

6:00 AM (first AM bus)
9:00 AM (last AM bus)

2:20 PM (first PM bus)
6:35 PM (last PM bus)

rapid 6 Bus Stop Locations

Northbound

Leaving from Green Line Station

Metro Green Line Station
LAX City Bus Center
Sepulveda / Manchester
Sepulveda / Centinela
Sepulveda / Playa
Sepulveda / Sawtelle
Sepulveda / Washington
Sepulveda / Venice
Sepulveda / Palms
Sepulveda / National
Sepulveda / Pico
Sepulveda / Santa Monica
Westwood / Lindbrook
Westwood / Weyburn
UCLA

Southbound

Leaving from UCLA

UCLA
Westwood / Weyburn
Westwood / Lindbrook
Sepulveda / Santa Monica
Sepulveda / Pico
Sepulveda / National
Sepulveda / Palms
Sepulveda / Venice
Sepulveda / Washington
Sepulveda / Sawtelle
Sepulveda / Slauson
Sepulveda / Centinela
Sepulveda / Manchester
LAX City Bus Center
Metro Green Line Station

Sorry, no weekend or holiday service.

Times are approximate and may vary due to traffic and weather conditions. Times shown are subject to change without notice.
March 2010

Schedule - Line 7

7 CULVER BLVD.

Monday - Friday

Effective Monday, January 3, 2011



Westbound				
Venice & Culver	Culver & Overland	Culver & Centinela	Lincoln & Maxella	Fisherman's Village
6:00 AM	6:07 AM	6:12 AM	6:20 AM	6:25 AM
7:00	7:07	7:12	7:20	7:25
8:00	8:07	8:12	8:20	8:25
9:00	9:07	9:12	9:20	9:25
10:00	10:07	10:12	10:20	10:25
11:00	11:07	11:12	11:20	11:25
12:00 PM	12:07 PM	12:12 PM	12:20 PM	12:25 PM
1:00	1:07	1:12	1:20	1:25
2:00	2:07	2:12	2:20	2:25
3:00	3:07	3:12	3:20	3:25
4:00	4:07	4:12	4:20	4:25
5:00	5:07	5:12	5:20	5:25
6:00	6:07	6:12	6:20	6:25
7:00	7:07	7:12	7:20	7:25

Eastbound				
Fisherman's Village	Lincoln & Maxella	Culver & Centinela	Culver & Overland	Venice & Culver
5:25 AM	5:30 AM	5:38 AM	5:43 AM	5:50 AM
6:25	6:30	6:38	6:43	6:50
7:25	7:30	7:38	7:43	7:50
8:25	8:30	8:38	8:43	8:50
9:25	9:30	9:38	9:43	9:50
10:25	10:30	10:38	10:43	10:50
11:25	11:30	11:38	11:43	11:50
12:25 PM	12:30 PM	12:38 PM	12:43 PM	12:50 PM
1:25	1:30	1:38	1:43	1:50
2:25	2:30	2:38	2:43	2:50
3:25	3:30	3:38	3:43	3:50
4:25	4:30	4:38	4:43	4:50
5:25	5:30	5:38	5:43	5:50
6:25	6:30	6:38	6:43	6:50

Sorry, no weekend or holiday service.

Times are approximate and may vary due to traffic and weather conditions. Times shown are subject to change without notice.

January 2011