



Allocation Package

Pursuant to the Budget Act of 2023

and

SB 125 Formula-Based Transit and Intercity Rail Capital Program (TIRCP) & Zero Emission Transit Capital Program (ZETCP) Final Guidelines



Prepared by Los Angeles County Metropolitan Transportation Authority (Metro)

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The contents of this allocation package follow the subsections of Section 6 of the SB 125 Formula-based Transit and Intercity Rail Capital Program (TIRCP) & Zero Emission Transit Capital Program (ZETCP) Final Guidelines, as released on September 29, 2023.

SECTION B: ALLOCATION PACKAGE NARRATIVE EXPLANATION

The Los Angeles County Metropolitan Transportation Authority (Metro), as the Regional Transportation Planning Agency (RTPA) for Los Angeles County, declares that none of the STA-eligible transit operators eligible to receive funding in Los Angeles County will need SB125 or additional discretionary or nonformula state funding for operations for fiscal years 2023 – 2027. Metro, as the RTPA for Los Angeles County, also declares that the STA-eligible transit operators in our region will not use the SB125 funding for operating transit service.

Each year, transit operators submit data to Metro to receive annual transit funding. The data provided by transit operators indicate that SB125, additional discretionary or nonformula state funding will not be needed to fund transit operations through fiscal year 2027. Transit operators in LA County rely on local sales taxes (Prop A, Prop C, Measure R and Measure M) for transit operating funding. LA County's local sales taxes have experienced unusual growth during the last couple years and are now slowing down, but the unusual growth has afforded the region unanticipated carryover revenues for transit operations. In addition, the federal stimulus funding (CARES, CRRSAA and ARPA) has allowed operators to utilize those funds for transit operations and as of December 4, 2023, LA County transit operators have a total of \$134 million left to be drawn. Furthermore, LA County transit operators have been fortunate in recent years to have been awarded TIRCP funding, and federal discretionary grants to help their capital funding needs, as well as receiving higher federal formula funding from the Infrastructure Investment and Jobs Act (IIJA) which combined helps free up local funding for transit operations.

SECTION C: TIRCP ALLOCATION PACKAGE DETAILED PROJECT DESCRIPTION

Metro's SB 125 TIRCP allocation request is for the Metro A (Gold) Line Foothill Light Rail Extension to Montclair Project and the West Santa Ana Branch Transit Corridor Project. In March 2023 the Metro Board of Directors reaffirmed their December 2022 action pertaining to these two existing TIRCP funded projects and recognized them as Metro's first and second priority projects, respectively, for any funding made available for existing TIRCP projects through current and/or future TIRCP funding cycles. The following are descriptions for both of these light rail transit (LRT) projects.

Metro A (Gold) Line Foothill Light Rail Extension to Montclair Project

Metro requests the full allocation of \$498,650,905 in SB 125 TIRCP funds the California State Transportation Agency estimates is available for distribution to our agency in Fiscal Year (FY) 2023-24 and an additional \$299,349,095 of the amount of \$499,909,177 it estimates will become available in FY 2024-25 for the Metro A (Gold) Line Foothill Light Rail Extension to Montclair Project (the “Foothill Extension Project”). The total SB 125 TIRCP funding allocation request is \$798,000,000. The Foothill Extension Project received a \$290,200,000 TIRCP grant award from Cycle 3 in 2018.

The Metro A (Gold) Line Foothill Extension Construction Authority (the “Construction Authority”) will use the SB 125 TIRCP funding allocation of \$798,000,000 to implement the 3.2-mile LRT segment of the Metro A (Gold) Line from the Pomona Station in the San Gabriel Valley Subregion of Los Angeles County to the Montclair Station in San Bernardino County. In addition to the construction of the Montclair Station, the funding will also be used for the construction of the Claremont Station in Los Angeles County. CalSTA’s approval of Metro’s SB 125 TIRCP funding allocation request will allow maintaining \$39,000,000 in local funds committed by the San Bernardino County Transportation Authority (SBCTA) and the \$41,000,000 TIRCP grant award from Cycle 3 to complete the last segment of the 12.3-mile extension of the Metro A (Gold) Line. Overall, the Construction Authority will have the \$878,000,000 it estimates it needs to implement the 3.2-mile LRT segment and two new transit stations.

The additional TIRCP funding is needed to address cost escalation and funding constraints. Implementing the Foothill Extension Project in two segments (Glendora Station- Pomona Station and Pomona Station- Montclair Station) separated by significant time between them has resulted in higher costs to complete the 3.2-mile LRT segment and two new transit stations, mainly due to inflation and additional overhead costs. The Construction Authority developed an independent cost estimate for the design-build scope to implement this segment as a standalone contract along with all the other costs, such as overhead and right-of way. The estimated revised total cost of \$878,000,000 assumes a contract award in April 2025.

Without CalSTA’s approval of Metro’s SB 125 TIRCP allocation request of \$798,000,000, the 3.2-mile LRT segment and two new transit stations will not be constructed within the revised schedule and budget. Additional delay in securing the funding will cause significant cost increases, primarily due to inflationary pressures and related cost escalations. Federal funding is not an option, as the Foothill Extension Project was not environmentally cleared following the National Environmental Policy Act process. Other local and state funds are not an option.

West Santa Ana Branch Transit Corridor Project

Metro requests the allocation of \$200,560,082 in SB 125 TIRCP funds for the West Santa Ana Branch (WSAB) Transit Corridor Project (the “WSAB Project”). The WSAB Project received a \$300,000,000 TIRCP grant award from Cycle 3 in 2018. The SB 125

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TIRCP funding allocation request is the balance of the \$499,909,177 the California State Transportation Agency estimates will be distributed to Metro in FY 2024-25.

Metro will use the SB 125 TIRCP funding allocation of \$200,560,082 to implement the WSAB Project's 14.8-mile Locally Preferred Alternative (LPA) that the Metro Board of Directors approved in January 2022. The LPA is a LRT system in the Gateway Cities Subregion of Los Angeles County that will extend from the Pioneer Station in the City of Artesia to the Slauson/A (Blue) Line Station in the unincorporated community of Florence-Firestone. It includes a total of nine stations.

The additional TIRCP funding is needed to address cost escalation and funding constraints, as well as to leverage a "New Starts" grant award estimate of \$3.4 billion from the Capital Investment Grants (CIG) Program to implement the WSAB Project's 14.8-mile LPA. Metro received approval from the Federal Transit Administration (FTA) for entry into the CIG Project Development (PD) Phase in February 2022. The WSAB Project's LPA is included in the FTA's Annual Report on Funding Recommendations for Fiscal Year 2024 Capital Investment Grants Program and Expedited Project Delivery Pilot Program that the Secretary of Transportation submitted to the US Congress in March 2023. The supplemental SB 125 TIRCP funding allocation is critical for Metro to complete FTA's CIG PD Phase deliverables and requirements, including commitment of at least 30% of non-CIG funding, before the WSAB Project's LPA can advance to the CIG Engineering Phase and secure the New Starts grant award through the execution of a Full Funding Grant Agreement. The supplemental TIRCP funding will also allow leveraging other federal grant awards. Metro is committed to provide about \$2.2 billion from four voter-approved local sales tax increases (Measures M and R and Propositions A and C) to complete the WSAB Project's LPA funding plan and its construction. With the funding contributions of cities and communities along the LRT corridor, the total local revenue committed for the WSAB Project's LPA is \$2.4 billion.

All cost categories of the WSAB Project's LPA have experienced growth. The primary reason are the early stages of planning and design used to develop the estimated total cost that was included in the TIRCP Cycle 3 application for the WSAB Project's 19.3-mile corridor. The basis for the revised cost estimate is the approval of Alternative 3 in the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) from the Pioneer Station to the Slauson/A (Blue) Line Station with a cost range between \$4.9 billion to \$5.1 billion due to options for a Maintenance and Storage Facility (MSF). The MSF was approved to be located in the City of Bellflower, aligning with the \$4.9 billion estimate (2020 \$). With FTA's approval of Metro's request to enter the CIG PD Phase, and based on recent experience with projects pursuing New Starts grant awards, Metro updated the cost estimate by applying the FTA's recommended contingency of 30% to 40% for projects that are between 15% and 30% design. Metro then applied a 3.5% year-on-year escalation rate. With increased contingencies, including inflation to year of expenditure, the revised cost of the WSAB Project's LPA is \$7.1 billion. This estimate assumes no scope changes from the Draft EIS/EIR.

SECTION C: ZETCP ALLOCATION PACKAGE DETAILED PROJECT DESCRIPTION

Metro's SB 125 ZETCP allocation request is for the Los Angeles Zero-Emission Buses and Charging Infrastructure Project (the "Project"). In July 2017 the Metro Board of Directors endorsed the Strategic Plan for the Transition to Zero Emission Buses by 2030. The transition from the operation of a compressed natural gas bus fleet to a zero-emission bus (ZEB) fleet is an aggressive target compared to the California Air Resources Board (CARB) Innovative Clean Transit Regulation's target date of 2040. The Metro Board of Directors prioritized the Project for funding from TIRCP Cycle 4 but CalSTA did not select it for a grant award. It reaffirmed its prioritization of this Project for funding from TIRCP Cycle 5 for which CalSTA awarded a grant for some of its proposed scope. The ZETCP funding allocation request is for the scope that CalSTA did not fund from Metro's TIRCP Cycle 5 grant application. Appendix A includes the ZETCP Allocation Package Detailed Project Description for the procurement and deployment of 66 battery-electric buses (BEB) along Tier 3 and Tier 4 Metro routes identified in the NextGen Bus Plan operating from Division 9 and Division 18, including supporting charging infrastructure. The BEB will replace compressed natural gas buses that had exceeded their useful life.

Metro requests the full allocation of \$119,494,973 in SB 125 ZETCP funds the California State Transportation Agency estimates is available for distribution to our agency in FY 2023-24 and an additional \$55,869,027 of the amount of \$67,033,765 it estimates will become available in FY 2024-25 for the Project. The total SB 125 ZETCP funding allocation will be used to pay all of the Project's estimated cost of \$175,364,000. Please see Appendices C – F for additional information related to the ZETCP allocation request.

SECTION D: PROPOSED USE OF TIRCP AND ZETCP FUNDS BY FISCAL YEAR

Appendix B includes a summary Excel table with the proposed uses of Metro's SB 125 TIRCP and ZETCP funds, by fiscal year of availability, without exceeding the levels estimated by the California State Transportation Agency and matching the information included in Section C of this funding allocation request.

SECTION E: REGIONALLY REPRESENTATIVE TRANSIT OPERATOR DATA

The Final Guidelines for the Budget Act of 2023 SB 125 Formula-Based TIRCP & ZETCP funding (Final SB 125 Guidelines) requires RTPAs to submit regionally representative transit operator data in coordination with transit operators providing service within their jurisdiction. This report presents the LA Metro's first data submission required to receive fiscal year 2023-24 funds due December 31, 2023. As required by the guidelines, the data includes all STA-receiving agencies that are also direct reporters to the National Transit Database (NTD). At this time, no other agencies are expected to receive SB 125 funds in Los Angeles County.

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In Los Angeles County, there are seventeen agencies that receive STA funding pursuant to SB 1755 (Calderon – 1996). The below list of agencies receive STA funding in Los Angeles County and directly report NTD data to the FTA.

Los Angeles County STA-Receiving Agencies

Antelope Valley Transit Authority (AVTA)
Arcadia Transit
Claremont
Commerce Transit
Culver City Municipal Bus Lines
Foothill Transit
Gardena Transit (GTrans)
La Mirada Transit
Long Beach Transit
Los Angeles Department of Transportation (LADOT)
Los Angeles County Metropolitan Transportation Authority (Metro)
Montebello Bus Lines
Norwalk Transit
Redondo Beach Transit
Santa Clarita Transit
Santa Monica Big Blue Bus
Torrance Transit

Those agencies that are STA-eligible and listed in the annual State Controllers report for STA allocations but do not receive those funds within Los Angeles County receive other funding from one or more local sales tax measures (Proposition A, Proposition C, Measure R and/or Measure M) per local agreement and approved by the Metro Board of Directors. Transit agencies submit various information and data to Metro, in order to receive their Los Angeles County formula funding allocations and this information was used to provide the regionally representative data required by SB 125. The information is included in the following sections:

- Existing Fleet & Asset Management Plans
- Revenue Collection Methods and Annual Revenue Collection Costs
- Service Plans, Planned Service Changes & Schedule Data
- Security & Safety Measure Expenditures
- Opportunities for Service Restructuring and Improvement

Existing Fleet & Asset Management Plans

The SB 125 Final Guidelines require RTPAs to report information on existing fleet and asset management plans including: 1. the Innovative Clean Transit (ICT) Plan and 2. the FTA Transit Asset Management Plans and reporting. The below sections provide information on these two fleet and asset management plans. Metro does not require any additional fleet and/or asset management plans to be submitted by operators, however fleet information is incorporated into the National Transit Database (NTD) reports, which are mandatory documents for receiving annual Los Angeles County formula funding.

Innovative Clean Transit (ICT) Plans

The California Air Resources Board (CARB) Innovative Clean Transit Regulation requires all public transit agencies that operate buses of a certain weight to gradually transition to a 100% zero-emission bus (ZEB) fleet by 2040. CARB requires agencies to submit ICT Rollout Plans that show how the transit agency plans to achieve the 2040 requirement, though exemptions are available depending on vehicle availability.

The SB 125 Final Guidelines requires RTPAs to provide status of ICT Rollout Plans for STA-receiving transit operators. Nine of the STA-receiving Los Angeles County transit operators are considered ICT large operators (operate 65+ buses in maximum service) and Rollout Plans for those agencies were due July 1, 2020. Two additional STA-eligible operators deemed small operators for ICT compliance have submitted their Rollout Plans which were due July 1, 2023. The ICT Rollout Plans for these agencies are available on the CARB website: [ICT-Rollout Plans | California Air Resources Board](#). The below table presents the status of the Rollout Plans for these agencies.

Los Angeles County ICT Rollout Plans	
Agency	Plan Submitted
Large Operators Receiving STA	
AVTA	NA - 100% ZEV
Foothill Transit	September 2019
Long Beach Transit	June 2020
LADOT	October 2020
Metro	March 2021
Montebello Bus Lines	October 2021
Santa Clarita Transit	June 2020
Santa Monica Big Blue Bus	June 2020
Torrance Transit	not available
Small Operators Eligible for STA	
Burbank	June 2023
Pasadena	November 2022

FTA Transit Asset Management (TAM) Plan & Data

The FTA requires all grant award recipients that own, operate or manage capital assets used for public transportation to submit TAM Plans and report related data to the NTD. There are two types of reporters, those that report directly to the FTA which is dependent on fleet size, and those that can participate through a Group Plan. To be eligible to participate in a Group Plan, the agency must not be a direct recipient of FTA grants and receive funds as a sub-recipient.

In addition to reporting to FTA, the Southern California Association of Governments (SCAG) requires all transit agencies developing TAM Plans within their jurisdiction to submit these plans, along with copies of their NTD reporting, to SCAG. Additionally, these agencies must update their asset information in SCAG's TAM database portal, known as TransAM.

In Los Angeles County, 16 of the STA-receiving agencies submit TAM Plans directly to FTA. In addition to its own Plan, Metro is responsible for preparing a Group TAM Plan for Los Angeles County. Metro has identified eligible subrecipients and continues to actively coordinate on an ongoing basis with the 33 subrecipient operators who are included in the Metro Group TAM Plan. One STA-receiving agency complies with the FTA TAM regulation through participating in the Metro Group TAM Plan. An additional two STA-eligible agencies participate in the Metro Group TAM Plan. The below table presents those LA County STA-receiving transit operators that submit TAM Plans to FTA directly with the date of their most recent Plan submittal date.

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Los Angeles County Transit Asset Management Plans	Plan Date
AVTA	September 2018
Arcadia Transit	Only NTD Data
Commerce Transit	December 2018
Culver City Municipal Bus Lines	October 2022
Foothill Transit	September 2018
GTrans	October 2022
La Mirada Transit	January 2019
Long Beach Transit	August 2022
LADOT	December 2022
Metro	October 2022
Montebello Bus Lines	October 2022
Norwalk Transit	June 2022
Redondo Beach Transit	November 2022
Santa Clarita Transit	June 2022
Santa Monica Big Blue Bus	October 2018
Torrance Transit	October 2022

The below table presents those LA County transit operators that either receive or are eligible for STA funds that participate in the Metro Group TAM Plan.

Los Angeles County Agencies Included in 2020 Metro Group Plan
Burbank
Claremont
Glendale

The 2022 Metro Transit Asset Management Plan and 2020 LA Metro Group Transit Asset Management Plan are available at the following link: [Enterprise Transit Asset Management - Home \(sharepoint.com\)](#)

Revenue Collection Methods and Annual Revenue Collection Costs

The SB 125 Final Guidelines require RTPAs to report information on available revenue collection methods and annual costs involved in collecting revenue for STA-eligible transit operators, by payment instrument. In addition, information on planned capital improvements over the next 4 years on fare collection must also be provided.

Metro has revolutionized fare payment for bus and rail services in Los Angeles County with the Transit Access Pass (TAP), exemplifying efficiency and adaptability. This innovative system, implemented through the TAP card, stands as a transformative force in transit fare management and a key component of Metro's fare collection strategy. Launched to modernize fare collection and minimize operational costs, the TAP card system, fully adopted by 2012, replaced traditional paper monthly passes with a more streamlined, eco-friendly approach. Embodying Metro's dedication to innovation and sustainability, the TAP card offers a consistent Metro base fare for all trips and features a user-centric, partial proof-of-payment system. This system is further enhanced by the strategic placement of fare machines at each station, ensuring maximum accessibility for commuters. As an advanced regional fare collection program, the TAP card facilitates a seamless multimodal transit experience, allowing easy payment for bus and rail travel, along with other transit services across Los Angeles County.

The TAP system connects 26 transit operators, in addition to Access Services, Metrolink, Angels Flight, Metro Bike Share and Metro Micro, through a unified fare collection system. Whether using a physical TAP card or a digital TAP card through the TAP app, customers are able to travel seamlessly across LA County

All TAP participating agency buses are deployed with TAP devices for validating TAP fare products. TAP actively oversees and manages the hardware and software of these devices, ensuring they are capable of validating the correct fare product. Through regular monitoring and updates, TAP staff ensures that the TAP devices remain operational for all TAP partners, enhancing the overall efficiency and reliability of public transportation services across the region.

The TAP system offers a multitude of features, benefitting both Metro and 26 regional TAP participating agencies and their customers. These features include the management of a regional fare table comprised of over 700 fare products, transfer on second boarding, reduced fares for seniors and disabled customers, free fares for students using GoPass (a free fare program for Students K12 and Community College), discounted pass products, mobile payment options, and fare capping (Metro only).

Various fare products are available to customers:

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- **Stored Value**, a cash amount that may be purchased for single rides and is valid on any of the 26 agencies that accept TAP. The correct fare is automatically deducted.
- **EZ transit pass**, a monthly calendar-based pass good for travel on TAP-enabled agencies.
- **Agency specific passes**, some agency specific passes are monthly calendar-based, while other passes are for a number of specific days (e.g., 30-Day Passes, 7-Day Passes). These are valid for that number of consecutive days from the first tap; these passes are known as rolling passes.
- **Local transfers**, loaded directly on the TAP card as an electronic transfer, with the transfer amount automatically deducted upon tapping.
- **Inter-Agency transfers**, exclusive to TAP, require sufficient Stored Value for transfer fare. The appropriate transfer fare will be automatically deducted from Stored Value when boarding a second transit agency within 2.5 hours from the first boarding.

Customers can effortlessly use their card or phone on TAP readers across buses, rail systems, and turnstiles, validating customers with a proper beep and a "GO" (or "ENTER") message displayed upon successful tapping. TAP provides customers with convenient benefits, offering a practical and secure method to manage travel across the expansive Los Angeles County region. Choosing TAP over cash enhances safety and expedites boarding, eliminating the need to search for cash. Registering a TAP card unlocks additional perks, including the ability to track ride history, access discounts and promotions, use the TAP app on iPhone or Android to tap and go, balance protection for lost or stolen registered TAP cards, participation in multimodal services such as Metro Bike Share, and upcoming programs like Microtransit, Scooters, Ride-Hailing, Parking, and Electric Vehicle car charging. Furthermore, TAP ensures flexible payment options, catering to both cash and non-cash riders, with alternatives such as PayNearMe, Google and Apple Pay, and PayPal. The below tables provide SB 125-required data.

TAP Operational and Capital Costs

TAP Operational and Capital Costs \$ in thousands	Actuals		Budget	
	FY 2023		FY 2024	
Metro	Cash	TAP	Cash	TAP
Operational Costs	\$ 20,455	\$ 16,072	\$ 27,485	\$ 21,595
Capital Costs	1,937	1,522	3,158	2,614
Grand Total	\$ 22,392	\$ 17,594	\$ 30,643	\$ 24,209

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Planned TAP Revenue Collection Capital Costs

Metro Capital Costs \$ in thousands	Planned					
	FY 2025		FY 2026		FY 2027	
	Cash	TAP	Cash	TAP	Cash	TAP
Fare Capping	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TAP Force Conversion	280	220	224	176	-	-
TVM Core Upgrade	5,750	4,518	-	-	-	-
TVM Software Upgrade	280	220	280	220	84	66
UFS Disaster Recovery	252	198	84	66	-	-
Muni TVM installation	224	176	-	-	-	-
Muni BMV Replacement	-	1,400	-	-	-	-
Mobility Wallet	-	222	-	280	-	-
TAP MPV Enhancements	-	300	-	100	-	-
Total Revenue	\$ 6,786	\$ 7,254	\$ 588	\$ 842	\$ 84	\$ 66

* TVM = Ticket Vending Machine

* UFS = Universal Fare System

* BVM = Bus Mobile Validator

Revenue

Revenue (in thousands)	Cash ¹	TAP ²	Total
Los Angeles County Metropolitan Transportation Authority (Metro)	\$ 63,592	\$ 49,965	\$ 113,557
LA County Transit Operators			
Antelope Valley Transit Authority	-	379	-
Culver City Municipal Bus Lines	-	543	-
Foothill Transit	-	2,124	-
Gardena Transit (GTrans)	-	203	-
Long Beach Transit	-	1,483	-
Los Angeles Department of Transportation (LADOT)	-	532	-
Montebello Bus Lines	-	326	-
Norwalk Transit	-	152	-
Redondo Beach Beach Cities Transit	-	27	-
Santa Clarita Transit	-	356	-
Santa Monica's Big Blue Bus	-	2,044	-
Torrance Transit	-	208	-
Small Operators Eligible for STA			
Burbank	-	48	-
Glendale	-	56	-
Pasadena	-	88	-
LA County Transit Operators Total	-	8,571	8,571
Total Revenue	\$ 63,592	\$ 58,536	\$ 122,128

Note:

1- Cash includes collection from cash fareboxes and TVMs

2- TAP includes collection from TAP card usage on fareboxes, bus mobile validators (BMV), mobile, rail

Service Plans, Planned Service Changes & Schedule Data

The SB 125 Final Guidelines require RTPAs to provide information on existing service plans and planned service changes, and schedule data in General Transit Feed Specification (GTFS) format for the STA-receiving agencies within their jurisdiction.

In Los Angeles County, the 17 STA-receiving agencies operate a broad range of transit services. Following is a summary of existing service plans and discussion of any planned service changes. These agencies provide their schedule information in GTFS-format and this section also provides information on that data.

Agency Service Plan Information

AVTA

- **New Standard Commuter Schedule:** Effective September 5, 2023, AVTA launched a new standard commuter schedule. This schedule was developed after studying the traffic patterns of three routes and is designed to better reflect the departure and likely arrival times for Route 785, 786, and 787, with an update to the morning times of Route 786.
- **Long Range Planning for Integrated Transportation:** AVTA is continually planning for its future transit needs with a strategic plan focused on integrated mobility. This plan aims to position the Antelope Valley as a sustainable, attractive, and forward-looking community.
- **Milestone in Zero-Emission Bus Operations:** AVTA has achieved a significant milestone in sustainable transportation. In January 2023, it was reported that their electric fleet passed the ten million electric mile mark, underscoring the agency's commitment to zero-emission bus operations.
- **The Antelope Valley Transit Authority (AVTA) provides a variety of services:**

Local Transit Services: AVTA provides supplemental routes that operate during peak times. Transfer Centers are located at Sgt. Steve Owen Memorial Park and at the Palmdale Transportation Center.

Supplemental Routes: AVTA's supplemental service is designed to alleviate overcrowding on local routes during peak hours.

Commuter Services: AVTA provides a variety of different routes and services for every kind of commuter.

Dial-A-Ride: Dial-A-Ride is a curb-to-curb transportation service that was developed to enhance mobility for the elderly and disabled, and for those living in the outlying regions with no access to public transportation.

On-Request Microtransit Ride Service: This is a pilot program.

- Operating Hours: Operating hours are from 5:00 a.m. to 12:45 a.m. on Monday through Friday, 6:00 a.m. to 11:45 pm on Saturdays and 6:30 a.m. to 8:45 p.m. on Sundays. AVTA's local routes are described below:

Route 1: Connects Lancaster and Palmdale, starting from Avenue S & 47th Street East, traveling through Palmdale Blvd, the Palmdale Transportation Center, and 10th Street West, serving key locations like the Antelope Valley Mall, Lancaster City Park, and ending at the Lancaster Metrolink Station.

Route 2: Operates within Palmdale from the Antelope Valley Mall to 47th Street East & Avenue S (Walmart), serving the Palmdale Regional Medical Center, Avenue R, Antelope Valley Medical Center, and the 47th & Avenue S retail corridor. It offers a 30-minute frequency and is interlined with Route 3.

Route 3: Provides service within Palmdale, connecting west and east areas of the city every 30 minutes through the Avenue R corridor, including the 47th St. East and Avenue S retail corridors, Palmdale City Hall, Palmdale Transportation Center, and Antelope Valley Mall.

Route 4: Services the City of Lancaster with an hourly frequency, connecting to most AVTA local and commuter lines at Lancaster City Park. Major stops include the Los Angeles County Social Services offices, Lancaster Metrolink Station, AVTA Operations and Maintenance Facility, and Michael D. Antonovich Courthouse.

Route 5: Links Quartz Hill with Lancaster, running hourly along Avenue L to various shopping centers and businesses, terminating at Lancaster City Park transit center. Key locations include Mayflower Gardens senior housing, the 50th St. West and Avenue M retail corridor, and the Kaiser Permanente Facility.

Route 6: Serves Little Rock and Sun Village, starting at 47th East/Avenue S, traveling east on SR-138 to 82nd St. East, north to Sun Village, and looping to serve Jackie Robinson Park and Littlerock High School. It operates on a 90-minute frequency.

Route 7: Connects the west side of Lancaster and Palmdale every 60 minutes, starting at Lancaster Metrolink Station, and covering areas like Rancho Vista and Quartz Hill, with key stops including Antelope Valley Mall, Highland and Quartz Hill High Schools, and the Lancaster Senior Center.

Route 10: A rapid service improving connections and speeds in Palmdale and along 10th St West, with new stops and concentrated service during peak AM and PM hours.

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Route 11: Services the City of Lancaster, operating every 30 minutes along Avenue J, Valley Central Way, 30th Street West, and Avenue K, connecting to the Lancaster Metrolink Station.

Route 12: Similar to Route 11, provides connectivity in Lancaster along the Avenue I corridor, with stops at key locations like Antelope Valley Hospital and the Lancaster Senior Center.

Arcadia Transit

- Arcadia Transit offers fixed route and dial-a-ride services. The fixed route service runs on three bus lines:
 - Green Line (Huntington Drive / Baldwin Avenue)
 - Green Line connects the LA Metro A (Gold) Line Arcadia Station with Santa Anita Park, City Hall, Methodist Hospital,
 - Westfield Santa Anita Mall and Los Angeles County Arboretum.
 - Blue Line: Blue Line (Holly Avenue / Duarte Road)
 - Blue Line runs east-west along Duarte Road and north-south along Holly Avenue, connecting communities in the southwest Arcadia to many local activity centers and the Gold Line Arcadia Station.
 - Red Line (First Avenue / Sixth Avenue)
 - Red Line runs north-south along First Avenue and Sixth Avenue connecting communities in the east of Arcadia to many local activity centers and the Gold Line Arcadia Station.
- Fare Schedule:
 - General (5 -62 years old) – \$0.50 with one free transfer between Arcadia Transit fixed-route lines
 - Seniors (62 & older) – Free
 - Persons with Disabilities – Free
 - Children (under 5) – Free with an accompanying adult
- Dial-A-Ride Service: Arcadia Transit Dial-A-Ride offers curb-to-curb shared transportation to seniors and persons with disabilities, responding to individual travel requests as they are received. Each Arcadia Transit van is clearly marked and features comfortable seating and is wheelchair accessible. Arcadia Transit Dial-A-Ride service will take you to any destination within City limits.
 - Eligibility: Seniors who are 62 or more years old; or People who are younger than 62 years, but with disabilities.

Claremont

- Claremont Dial-a-Ride offers transportation within the city limits and connects to regional services like Foothill Transit and Metrolink. It includes demand-responsive taxi services and scheduled group services, with a variety of fare options ranging from \$1.50 for seniors/disabled to \$4.00 for general public after-hours trips.

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- Claremont has been providing transit since 1975, evolving from a local taxi operation to the coordinated Pomona Valley Transportation Authority (PVRTA) formed with nearby cities. Service improvements and technological upgrades have been made over the years, leading to increased ridership, which required a fare restructure in 2013 to ensure financial sustainability. Service adjustments and modernization continued with electronic reporting and proposals for alternative service providers due to declining taxi availability.
- A comprehensive service assessment led to updated marketing, a revamped website, and streamlined phone services for information and reservations. Capital plans were also updated, with a vehicle replacement cycle completed in 2018.

Commerce Transit

- The Commerce Transit Service Plan, also known as the Commerce in Motion Transit Plan, is designed to meet the needs of the community through technical analysis and public input. The City's transit system consists of the following bus routes and commuter shuttle:

100 Veterans Park – Commerce Center
200 Commerce Center – Cal State LA
300 Veterans Park – Civic Center
400 Bandini Park – Commerce Center
500 Neighborhood Parks - Libraries - Connection Points
600 Civic Center - Citadel Outlets - Downtown LA

- Commerce Transit also offers a Micro Transit service, a new way to connect with the Commerce Metrolink Station. You can book a ride by calling a specific number.
- In addition, the City of Commerce is adding two zero-emission fixed-route buses and two zero-emission Dial-A-Ride shuttles to kickstart the City's commitment to a zero-emission fleet. This is part of the Commerce Moving Forward project, which also includes the construction of the first mile of Class II bike lanes in the city.
- Please note transit routes may not operate on City-recognized holidays such as New Year's Day, Independence Day, Labor Day, Thanksgiving Day, & Christmas Day.

Culver City Municipal Bus Lines

- The Culver City Transit Service Plan includes the following services:

Fixed Route Services: The Culver City Transportation Department provides fixed-route public services as the foundation of the Department's services.

On-Demand Services: The Department also provides on-demand public services.

Micro Mobility Services: The Department provides micro mobility public services.

Paratransit Service: This is a curb-to-curb public transportation service for people with disabilities who are unable to use "fixed route" forms of public

transportation. Paratransit is a shared-ride service operated with modern, accessible vehicles, and taxi cabs.

MOVE Culver City Project: This is a pilot implementation of mobility lanes on Culver and Washington Boulevards Downtown corridor, Sepulveda Boulevard, and Jefferson Boulevard bus riders, cyclists, and emergency vehicles will all benefit from increased speeds, ease of travel, and reliability of sustainable connections to key destinations and regional transit connections.

Foothill Transit

- Foothill Transit, serving the San Gabriel and Pomona Valleys in eastern Los Angeles County, California, is a public transit agency funded by 22 member cities and Los Angeles County. Here are key aspects of Foothill Transit's service plan and recent developments:
- Member Cities: The agency is supported by cities like Arcadia, Azusa, Baldwin Park, Claremont, Covina, Diamond Bar, El Monte, Glendora, La Puente, Monrovia, Pasadena, Pomona, San Dimas, and others.
- Fixed-Route Services: It operates various bus lines providing fixed-route services, with bus line maps and arrival times accessible on their website.
- Rose Bowl Shuttle Service: Foothill Transit offers shuttle services to live Rose Bowl events to help patrons avoid traffic.
- Board Meetings and Planning: The Foothill Transit Executive Board holds regular meetings to assess current needs and plans.
- Service Area: Covers the San Gabriel and Pomona Valleys, with a comprehensive map of all bus lines available on their website.
- Adjustment of Bus Routes (Effective October 29, 2023): Modifications to a dozen bus routes, including Lines 190 and 194 (El Monte to Pomona), ensuring all stops are served on every run by eliminating short line trips.
- Introduction of Hydrogen Fuel Cell Buses: New fleet of Hydrogen Fuel Cell buses will start on Line 291 from Pomona to La Verne. A total of 33 buses are ordered, and a 25,000-gallon hydrogen fueling tank has been installed in Pomona, replacing the existing battery electric buses.
- Foothill Transit Forward Project: Involves a Comprehensive Operational Analysis to evaluate and improve the current transit system, aiming to create a more convenient and useful service across the San Gabriel Valley.
- Funding for Zero Emissions Buses: \$4 million secured by Congresswoman Linda T. Sánchez for zero emissions buses, as part of the Consolidated Appropriations Act of 2023, focusing on reducing greenhouse gas emissions.
- Sustainability Efforts with Hydrogen Fuel Technology: The Governing Board has approved contracts to support sustainability goals and incorporate zero-emission technology into the fleet.

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- These initiatives demonstrate Foothill Transit's commitment to improving service efficiency, adopting sustainable technologies, and enhancing overall transit services in the region.

GTrans

- Gardena Transit, also known as GTrans, provides bus service for the City of Gardena and connects to neighboring cities and the County of Los Angeles. Here are some key aspects of the Gardena Transit Service Plan:
- Fixed Route Services: GTrans operates several bus lines providing fixed-route services. The buses can take you to the cities of Gardena, Hawthorne, Compton, Torrance, Carson, Harbor City, Lawndale, and Los Angeles. The service area stretches north to downtown LA, south to the Pacific Coast Highway, east to the Compton Transit Center, and west to the South Bay Galleria Mall.
- Service Restoration Plan: The Gardena City Council approved a set of service improvements following extensive public outreach in late 2019 that were to go into effect in early 2023. However, because of the pandemic, the approved service changes were not implemented at that time and instead a temporary modified schedule was set for each line.
- Holiday Services: Weekend service is provided on New Year's Day, Martin Luther King, Jr. Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

La Mirada Transit

- La Mirada Transit is a curb-to-curb shared ride transportation service available to the general public for trips originating within the City of La Mirada. The service includes the following:
 - Line 20 – Major Local Route: The plan is to reduce peak hour headways from 45-50 minutes to 30 minutes.
 - Line 30 – Minor Local Route: The plan includes reducing peak hour headways from 60-70 minutes to 45-50 minutes.
 - Line 40 – Major Local Route: The plan includes reducing peak service headways from the current 18-25 minutes to 10-15 minutes.
 - Line 10 – Major Local Route: The plan includes reducing peak service headways from the current 15 minutes to 10 minutes.
- These improvements are proposed for implementation, subject to staff availability. The goal is to improve service delivery to patrons, retain existing transit users, and bring back users who stopped utilizing the system due to service delivery issues.

Long Beach Transit

- LBT regularly updates its services with three scheduled changes each year, occurring in February, June, and August.
- Increased late-night service on routes 22, 23, 46, 61, 93, 94, 121, 173, 174, and 191, with Route 171 enhancing late-night services on weekends only.
- Route 22 will offer an earlier weekend northbound trip, plus an additional weekday northbound trip to better serve Paramount High School.
- Route 61 will reduce one northbound and one southbound trip during peak evening times, adjusting the frequency to every 20 minutes.
- Route 94 is set for a realignment to maintain a consistent route every day, including a new turnaround via Willow Street and Los Coyotes Diagonal.
- Routes 104 and 111 will no longer stop at Donald Douglas Drive when departing the airport, instead turning right onto Lakewood Boulevard.
- Route 141 will see a reduction in weekday frequency to every 30 minutes.
- Route 171/175 will have northbound trip adjustments to minimize overlap along Pacific Coast Highway during evening hours.
- Route 174 will discontinue its last northbound trip at 7:45 p.m., with Routes 172 or 173 covering the Pacific Coast Highway stretch instead.
- Route 181 will delay its early southbound weekend trip from Wardlow Station by 10 minutes.
- Route 191's last two northbound trips will terminate at Del Amo Boulevard and Cherry Avenue every day.
- Route 192's final two southbound weekday trips will depart five minutes earlier for improved connectivity with other LBT services.
- Currently paused routes include 52, 81, 96, and 176, pending further updates.

LADOT

- The strategic plan for the Los Angeles Department of Transportation (LADOT) aims to deliver a progressive and achievable mobility program while navigating significant changes. The plan includes 76 actions across five pillars to be achieved by 2023, reflecting LADOT's values and mission, especially in addressing current crises. It emphasizes the dedication of 1,400 LADOT staff and essential workers in keeping Los Angeles moving.
- Key strategies focus on addressing inequities in the community, ensuring access to dignified transportation for all, making progress on Vision Zero to end traffic deaths, and adhering to the Mayor's Green New Deal to cut carbon emissions. The plan also seeks creative economic solutions for resilience post-COVID-19, and includes ongoing strategies against the pandemic while recognizing LADOT's efforts during this time.
- The plan concludes with an optimistic outlook, believing in LADOT's contribution to a more equitable and thriving Los Angeles.

- For more information please refer to this link: ladot-strategic-plan-2021-2023.pdf (lacity.org)
- The Los Angeles Department of Transportation (LADOT) provides transit services across every Los Angeles City Council District and some areas adjacent to the City of Los Angeles, covering 472 square miles with a population of 3.89 million as of April 1, 2020. The transit service includes two fixed-route modes, and three demand response modes:

DASH: This is a community circulator service comprising 77% of total fixed-route weekday revenue hours and 69% of total fixed-route weekday revenue miles in the LADOT transit system. LADOT runs 32 DASH routes - 5 in Downtown and 27 in communities throughout the city. DASH routes typically operate on weekdays between 6:00 AM and 7:00 PM, with selected routes operating as late as 10:00 PM. Many DASH routes also operate on Saturdays and Sundays and a few offer services on holidays.

Commuter Express: This is a line-haul peak period bus service largely running between the suburbs and Downtown LA. LADOT operates 15 Commuter Express routes and the Union Station/Bunker Hill Shuttle. Service is provided primarily on weekdays during the AM and PM peak commute periods. Commuter Express Route 142 is the exception; it operates from 5:30 AM to 11:30 PM on weekdays and from 6:00 AM to 11:30 PM on weekends/holidays. Headways typically vary from 15 to 60 minutes among the thirteen Commuter Express routes.

Cityride: This is a user-side subsidy transportation program and dial-a-ride transportation service for older adults and persons with disabilities offered by the City to supplement the federally-mandated Access Services program provided by Metro. Cityride also runs two fixed-route shuttles. Additionally, Cityride participants ride free on DASH. Cityride participants can purchase a specific amount of subsidized fare value each quarter which is redeemable for trips on the Cityride dial-a-ride service and/or City-franchised taxicabs. Participants can now register for the program and make payments online and through a mobile application. There are currently 49,868 active participants in the Cityride program.

LAnow: This is a microtransit service operating in the Mar Vista, Venice, Del Rey, and Palms areas of the westside of Los Angeles. The service operates Monday through Friday from 6am to 7pm. Six 23' cut-a-way ADA accessible vehicles are deployed during peak hours (6am – 9am, 4pm – 7pm) and four vehicles are deployed during off-peak hours (9am-4pm). The service is based on a digital reservation system, which riders use to book a ride up to seven days in advance, through a phone application, webpage, or call center. Riders are then picked up at virtual pick-up/drop-off locations. There are over 600 virtual pick-up/drop-off locations throughout the service area, ensuring a rider will not have to walk more

than a quarter-mile to be picked up. LADOT began the LAnow on-demand pilot project on March 11, 2019.

Fixed-Route System: LADOT provides an extensive program of fixed-route services comprising 15 peak-period Commuter Express routes, 5 DASH Downtown LA routes and 26 Community DASH routes. LADOT also operates the Union Station/Bunker Hill Shuttle for Metrolink and Metro A (Gold) Line riders. LADOT runs fifteen Commuter Express routes as well as the Union Station/Bunker Hill Shuttle, which operates within Downtown Los Angeles using Commuter Express buses at the beginning or end of their runs. Commuter Express routes generally operate between 5:30 AM and 8:30 AM and then between 3:30 PM and 7:00 PM on weekdays only, with the exception of the 142 which runs all day every day. No service is provided on the following holidays (with the exception of the 142): New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

Metro

- Metro operates an extensive rail and fixed-route bus network plus a vanpool program. The following provides a summary of Metro Bus and Metro Rail Services.
- Metro Bus Operations System Overview: As of June 2023, the Metro Bus network consists of 117 routes, excluding Metro Busway routes. The fleet includes approximately 2,320 buses, with around 80% being standard length and 17% high-capacity articulated buses.

Route Classifications: The Metro Bus routes are categorized based on their service type, with line numbers indicating the type of service:

Line numbers lower than 100: Local routes to/from Downtown Los Angeles.

Line numbers in the 100s: Local east/west routes in other areas.

Line numbers in the 200s: Local north/south routes in other areas.

Line numbers in the 300s: Limited-stop routes.

Line numbers in the 400s: Freeway express routes to/from Downtown LA.

Line numbers in the 500s: Freeway express routes in other areas.

Line numbers in the 600s: Shuttle/circulator routes.

Line numbers in the 700s: Limited-stop rapid routes.

Line numbers in the 800s: Designating Metro Rail routes and supplementary shuttles for suspended rail service.

Line numbers in the 900s: Metro Busway routes.

Other Metro Bus Facts:

- Bus stops: 11,980 (as of June '23)
- Service area: 1,447 square miles
- Number of bus routes (directly operated & contracted): 120 (as of June '23)
- Directly operated bus fleet: 1,888 buses (as of June '23)
- Buses assigned contractors to provide service on Metro routes: 143
- Annual revenue service hours (directly operated) in FY23: 6,590,379
- Annual revenue service hours (contracted) in FY23: 498,656*
- Total revenue service hours in FY23: 7,089,035
- Annual revenue service miles (directly operated) in FY23: 69,192,547
- Annual revenue service miles (contracted) in FY23: 5,242,318*
- Total revenue service miles in FY23: 74,434,865

* The contract Revenue Service Hours and Revenue Service Miles includes five lines that Metro pays other operators to operate.

- Metro Rail System Overview: LA Metro Rail is an urban rail transit system serving Los Angeles County. It consists of six lines, including four light rail lines (A, C, E, and K lines) and two rapid transit (subway) lines (B and D lines), connecting 101 stations. The system integrates with the Metro Busway bus rapid transit system (G and J lines), the Metrolink commuter rail system, and several Amtrak lines. The following provide details on Metro Rail Lines:

A Line: 48.5 miles, 44 stations, running from APU/Citrus College (north) to Downtown Long Beach (south).

B Line: 14.7 miles, 14 stations, connecting North Hollywood (north) to Union Station (south).

C Line: 19.3 miles, 14 stations, from Redondo Beach (west) to Norwalk (east).

D Line: 5.1 miles, 8 stations, between Wilshire/Western (west) and Union Station (east).

E Line: 22 miles, 29 stations, from Downtown Santa Monica (west) to Atlantic (east).

K Line: 5.9 miles, 7 stations, linking Expo/Crenshaw (north) to Westchester/Veterans (south).

Other Metro Rail Facts:

- Stations: 108 stations
- Number of heavy rail cars: 100 heavy rail cars
- Number of light rail cars: 337 light rail cars
- Miles of service: 109 mi
- Annual revenue service hours in FY23: 1,340,907
- Annual revenue service miles in FY23: 29,014,299

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- Station elevators: 180
- Station escalators: 171

Montebello Bus Lines

- Montebello Transit, also known as Montebello Bus Lines (MBL), provides a variety of services to the community. Here are some key aspects of the Montebello Transit Service Plan:

Fixed Route Services: MBL operates several bus lines providing fixed-route services. The buses can take you to the cities of Gardena, Hawthorne, Compton, Torrance, Carson, Harbor City, Lawndale, and Los Angeles. The service area stretches north to downtown LA, south to the Pacific Coast Highway, east to the Compton Transit Center, and west to the South Bay Galleria Mall.

Dial-A-Taxi: MBL provides Dial-A-Taxi (DAT) services for seniors over 62 in age and qualified disabled residents of any age and their attendants. The service utilizes vehicles equipped with wheelchair lifts upon request at the time of scheduling. DAT provides transportation service within the City of Montebello and medical trips within the designated DAT boundary service area.

Montebello LINK: MBL is also responsible for the operation of “Montebello LINK,” which offers curb-to-curb shuttle service to and from the Montebello Metrolink Station and employment centers in Bell, Commerce, Montebello, Monterey Park, Pico Rivera, and Rosemead. The service is scheduled to meet each arriving and departing Metrolink train.

- Service Changes: There are occasional service changes due to various factors. You can stay updated about these changes from their website.

Norwalk Transit

- The Norwalk Transit System (NTS) provides fixed route and Dial-A-Ride service to Norwalk and surrounding communities. Currently, the fixed route service consists of six routes serving nearly 6,290 passengers each weekday from Norwalk and adjacent communities.
- The NTS Route 4 rail feeder service provides a direct connection between the Norwalk Santa Fe Springs Transportation Center (Metrolink Commuter Rail Station) and the Metro Green Line Studebaker/I-605 Station (Light Rail). The NTS Route 7 provides a direct connection between the El Monte Bus Station and the Metro Green Line Station.
- The service operates between 4:10 a.m. and 10:45 p.m. on weekdays, and between 6:45 a.m. and 6:59 p.m. on weekends. NTS’s demand-responsive, advance reservation, Dial-a-Ride serves over 800 passengers a month and is available for persons with disabilities and senior citizens.

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- The NTS is committed to providing superior service, and while ridership is hard to predict during these unprecedented times, the goal is ultimately to improve service rendered.

Redondo Beach Transit

- Redondo Beach Transit, also known as Beach Cities Transit (BCT), provides a variety of services to the community. Here are some key aspects of the Redondo Beach Transit Service Plan:
- Fixed Route Services: BCT operates several bus lines providing fixed-route services. The buses can take you to the cities of Redondo Beach, Hermosa Beach, Manhattan Beach, El Segundo, and LAX. The service area includes connections to Big Blue Bus, Commuter Express, Culver CityBus, GTrans, Lawndale Beat, Metro Bus and Rail, Palos Verdes Peninsula, and Torrance Transit.
- Line 102: Serves Redondo Beach Pier, Civic Center, Redondo Union High School, Beach Cities Health District, South Bay Galleria, Redondo Beach Transit Center, aerospace companies in North Redondo, and Redondo Beach C Line (Green) Station. Operates from 6:00am to 8:00pm.
- Line 109: Serves Riviera Village, Pier Avenue in Hermosa Beach, Downtown Manhattan Beach, Downtown El Segundo, Douglas C Line (Green) Station, The Pointe, Plaza El Segundo, Aviation/LAX C Line (Green) Station, and the LAX Bus Center. Operates from 6:00am to 10:00pm.
- Real-Time Information System: BCT offers a real-time information system that allows you to track your bus in real time.
- Trip Planner: BCT offers a trip planner that allows you to plan your trip using Google Maps.

Santa Clarita Transit

Santa Clarita Transit is developing their 2023 Transportation Development Plan (TDP) to address the transportation needs of the Santa Clarita Valley community over the next decade. Key elements of this plan include:

- Objective of the TDP: The main goal is to establish a framework to guide public mobility investment for the next ten years, focusing on ensuring effective transit service in newly-developed or changing areas of Santa Clarita Valley. The plan also aims to efficiently and responsibly utilize future operating and capital investments.
- Community and Demographic Analysis: The TDP is based on an analysis of the current transit network, travel patterns, and demographics, building upon the previous TDP from 2019. It also considers changes in the community, particularly those resulting from the COVID-19 pandemic's impact on public transit usage.
- Project Schedule and Phases: The TDP process, which started in August 2023, is expected to run through July 2024. It is structured into three phases:

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- Phase I (Aug – Dec 2023): Focuses on analyzing current Santa Clarita Transit services, community mobility needs, and planned future development, including gathering public input.
- Phase II (Dec 2023 – Mar 2024): Concentrates on developing recommendations for future transit service and presenting a draft TDP for community feedback.
- Phase III (Mar – July 2024): Involves refining the draft TDP based on community feedback, culminating in the presentation of the final plan to the City Council for adoption.
- Community Involvement and Feedback: In fall 2023, two surveys are being conducted to understand how riders use the system, identify the community's mobility needs, and explore potential improvements to services. These include an onboard rider survey and a broader community survey. Additionally, the agency is open to receiving feedback via email and phone calls from those who cannot participate in the surveys.
- Route 15: Operates every 60 minutes, connecting Pearblossom residents with the rest of the Antelope Valley. This route does not offer weekend service.
- Lake Los Angeles Express: Links Palmdale, Lancaster, and Lake Los Angeles, with service frequencies varying between 60 and 120 minutes.
- Supplemental Local Service: Comprises Route 94 and 98, providing tripper service during peak hours to alleviate overcrowding, particularly for students. Route 94 supports Route 1, while Route 98 terminates at the Palmdale Transit Center.
- General Commuter Service: Offered by AVTA from the Antelope Valley to downtown Los Angeles, Century City, and the San Fernando Valley, with significant discounts for senior and disabled passengers. The service has refined travel times for consistency.
- Route 785 to Los Angeles: Features 18 daily trips to downtown Los Angeles with an average trip time of approximately two hours in each direction.

Santa Monica Big Blue Bus

- The Santa Monica Department of Transportation (DOT) develops and manages a comprehensive multi-modal transportation network focused on connectivity, quality of life improvements, and environmental stewardship. Key elements of Santa Monica's Transit Service Plan include:
- Big Blue Bus (BBB), the main local fixed-route transit operator, serves Santa Monica and its adjacent Westside communities over a 58-square mile area with 21 routes. BBB offers a mix of services, including regional connections to LAX, various Metro rail lines, Union Station, Metrolink, and Amtrak. These services are elaborated on their website. Committed to sustainability, BBB has introduced a fleet of 40-foot battery electric buses and is working towards a zero-emission fleet by 2030 under its Zero-Emission infrastructure plan. Additionally, BBB participates in the Transit

Access Pass (TAP) program to enhance fare convenience and facilitate travel pattern analysis.

- BBB's 21 routes include both traditional local transit service and limited stop service. The traditional service features designated pickup and drop-off stops approximately every quarter mile, primarily along avenues and major boulevards. The limited stop service includes routes like Rapid 3 along Lincoln Blvd., connecting Santa Monica with LAX and the Metro Rail C Line; Rapid 7 and Express 7 on Pico Blvd., linking to the Metro Rail D Line; Rapid 10, facilitating travel to downtown Los Angeles and Union Station; and Rapid 12, connecting the Palms neighborhood with the Metro Rail E (Expo) Line at Westwood Station and UCLA. These routes are designed to enhance connectivity and efficiency across the Westside of Los Angeles County.
- Bike and Scooter Share: This program offers bikes, electric bikes, and electric scooters for shared use, providing flexible and eco-friendly transportation options.
- Biking: Santa Monica boasts over 100 miles of bikeways, making it an ideal city for cycling due to its mild climate and gentle topography.
- Walking: The city is pedestrian-friendly and continuously works towards enhancing walkability and safety for pedestrians.
- Parking: Comprehensive parking information, including locations and permit details for residential, beach, and other areas, is readily available.
- LA Metro Expansion: In the coming months, the expansion will enable transit users to travel from 4th Street in Santa Monica to Atlantic Avenue in East LA, thanks to reconfigured light rail lines with the new regional connector.
- Improvements to Wilshire Boulevard: Upgrades to bus stops will benefit Big Blue Bus Route 2, and Metro Routes 20 and 720, especially with the anticipated increase in transit ridership following the Metro Purple (D Line) subway extension to Westwood, expected to open between 2024-2027.
- The recent changes and current status of various routes are as follows:
 - Route 1
 - No service reductions due to the pandemic.
 - Improved frequency to every 10 minutes during the day.
 - Route 2
 - Reduced to weekend-level service during the pandemic; continues with 20-minute frequency.
 - Eastbound service rerouted to serve UCLA Wilshire Center.
 - Route 3
 - No service reductions due to the pandemic.
 - In 2024, the route will end at the new Airport Metro Connector (AMC) instead of the Aviation Station Green Line.
 - Rapid 3
 - Midday weekday and all weekend services discontinued.
 - In 2024, to end at AMC, no longer serving Aviation Station Green Line.
 - Route 5
 - Reduced to 60-minute frequency due to low demand.

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- Weekend service discontinued.
- Frequency improvement planned post-Metro D Line Century City/Constellation opening in 2025.

Route 7

- Extended to Wilshire/Western Metro D Line Station.
- Weekday frequency improved to every 14 minutes, and weekend frequency also enhanced.
- Will terminate at Rimpau Transit Center when Metro D Line extends to Wilshire/La Cienega Station in 2024.

Rapid 7

- Brief suspension at the pandemic's start; permanent weekend service discontinuation.
- Frequency changed to every 20 minutes.
- Select trips to terminate at different D Line stations from 2024 to 2027, with others ending at Rimpau Transit Center.

Express 7

- Introduced in August 2021 with nine stops and 20-minute frequency.
- Like Rapid 7, select trips to end at various D Line stations from 2024 to 2027, others at Rimpau Transit Center.

Route 8

- Reduced weekday service with varied frequencies; weekend frequencies unchanged.

Route 9

- Improved weekday frequencies for specific directions.
- Weekend frequency now every 40 minutes.

Rapid 10

- Most weekday trips discontinued, except for three morning and three evening trips.
- Fare aligned with local routes.

Rapid 12

- Altered weekday and weekend frequencies.

Route 14

- Extended to Inglewood via I-405, connecting with Metro K Line at Westchester/Veterans Station.
- Improved weekday frequencies.

Route 15

- Reduced weekday frequency; weekend service discontinued.

Route 16

- Reinstated in April 2021 after pandemic suspension.
- Operates with 25-30 minute weekday frequency; no weekend service.

Route 17

- Rerouted to serve UCLA Weyburn Commons, Ronald Regan Hospital, and McGowan Hall.
- Improved weekday and weekend frequencies.

Route 18

- Terminus changed to UCLA's Gateway Plaza; frequency unchanged.

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Route 41 & 42

- Route 41 has varied weekday and Saturday frequencies; Sunday service discontinued.
- Route 42 discontinued.

Route 43

- Unchanged due to the pandemic; operates with a 30-minute weekday frequency.

Route 44

- Suspended due to the pandemic and suspension of in-person classes at Santa Monica College.

Torrance Transit

- The Torrance Transit System has been serving the residents of the South Bay region for over 82 years. It operates a 12 fixed-route system along traffic corridors while providing connections to major transit generators in the South Bay region. The network coverage includes many areas outside of the City of Torrance itself, including neighboring cities and all unincorporated areas under the jurisdiction of Los Angeles County.
- Some of the regional connection hubs and transit service generators served by Torrance Transit include:

Del Amo Fashion Center
El Camino College
California State University - Dominguez Hills
South Bay Galleria
Artesia Transit Center
Harbor Freeway Station
Long Beach Transit Gallery
LAX Transit Center
Union Station

- The Transit Department's responsibilities include securing its own local, state, and federal funding for the department, preparing the annual operating and capital budgets, tracking and analyzing service statistics, providing staff for city and regional committees or task forces, monitoring and participating in regional and federal transportation legislation, issues, projects and activities, maintenance of its own fleet of buses, development and implementation of service changes, and general oversight of the bus operations for the City of Torrance.
- For the year 2023, there have been some service changes. You can find information on individual route maps and schedules, the system map, or the full version of the current Bus Book. The schedule was last updated on October 8, 2023, and the system map was last updated on June 11, 2023. You can plan a trip using the Trip Planner on their homepage.

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Agency General Transit Feed Specifications (GTFS) Data

Following are links to the Los Angeles County transit operator GTFS data and a confirmation that they are current. It is important to note that GTFS data is not available for Dial-A-Ride services operated by Claremont and La Mirada.

AVTA

[Monthly GTFS Quality Reports: September 2023 - Antelope Valley Transit Authority \(calitp.org\)](#)

Last update was September 2023.

Arcadia Transit

[Arcadia Transit GTFS - OpenMobilityData \(transitfeeds.com\)](#)

Last update was September 2021.

Commerce Transit

[Transitland • City of Commerce Municipal Bus Lines • GTFS feed details: f-9q5c-cityofcommercemunicipalbuslines](#)

Commerce Transit GTFS data is up to date.

Culver City Municipal Bus Lines

[Download GIS Data - City of Culver City](#)

Culver CityBus Transit GTFS data is up to date.

Foothill Transit

[Developer Resources | Foothill Transit](#)

Foothill Transit GTFS data is up to date.

GTrans

[Developer Resources \(ridegtrans.com\)](#)

Gardena Transit GTFS data is up to date.

Long Beach Transit

[GTFS Feed | ridelbt.com Long Beach Transit](#)

Long Beach Transit GTFS data is up to date.

LADOT

[Transitland • Los Angeles Department of Transportation \(LADOT\), LADOT, LADOT and additional operators • GTFS feed details: f-9q5-ladot](#)

LADOT GTFS data is up to date.

Metro

Metro is currently publishing Bus and Rail Services in separate Google Transit Exports. This change enables the agency to update these files more frequently. The data are now hosted on GitLab and GitHub.

GTFS data link: <https://developer.metro.net/gtfs-schedule-data/>

Bus schedules on GitLab: [LACMTA / gtfs_bus · GitLab](#)

Los Angeles Regional GTFS on GitHub: [GTFS Schedule Data – Metro Open Data](#)

Cal-ITP's assessment of Metro's current GTFS feed:

https://reports.calitp.org/gtfs_schedule/2023/10/182/

Metro GTSF data is up to date.

Montebello Bus Lines

[Monthly GTFS Quality Reports: January 2023 - City of Montebello \(calitp.org\)](#)

Last update was January 2023.

Norwalk Transit

[Public Information | Norwalk \(norwalktransit.com\)](#)

Norwalk Transit GTFS data is up to date.

Redondo Beach Transit

Real time information: [City of Redondo Beach - Real Time Information System](#)

GTFS data: [City of Redondo Beach - GTFS Data](#)

Redondo Beach Transit GTFS data is up to date.

Santa Clarita Transit

[Transitland • City of Santa Clarita Transit • GTFS feed details: f-santa~clarita](#)

Santa Clarita GTFS data is up to date.

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Santa Monica Big Blue Bus

[Big Blue Bus GTFS - OpenMobilityData \(transitfeeds.com\)](#)

Last update was August 2023.

Torrance Transit

[Developer Resources | City of Torrance \(torranceca.gov\)](#)

Torrance Transit GTFS data is up to date.

Security & Safety Measure Expenditures

The SB 125 Final Guidelines require RTPAs to provide information on agencies with current or changed levels of expenditure specific to security (including cybersecurity) and safety measures.

Los Angeles County operators that receive STA funding also receive local funding for security efforts. Following is the description of security and safety measures that these operators are implementing.

AVTA

- AVTA collaborates with the LA County Sheriff (LASD).
- LASD provides a dedicated officer and bomb-sniffing dog for patrolling.
- Monthly security reports from LASD to AVTA staff and the Board of Directors.
- AVTA contracts OPSEC Security:
 - One full-time guard for the lobby and facility.
 - Two armed guards for Lancaster and Palmdale centers during evenings.
- Joint community safety team with Palmdale and Lancaster cities emphasizing transit security.

Arcadia Transit

- The policy outlines the Arcadia Police Department's security plan for cooperating with Arcadia Transit, municipal operators, and Metro in policing transit activities within the City of Arcadia.
- Arcadia Police Department aims to promote safety in public transit systems operated by the City of Arcadia, Foothill Transit, and Metro Bus Operations by responding to service calls, investigating criminal activities, and collaborating with other jurisdictional police agencies.
- Assistance requests within Arcadia by transit agencies should be directed to the Arcadia Communications Center; priority of responses will be according to the nature of the reported issues.
- Arcadia Police will respond to various incidents such as traffic-related activities, emergencies, and criminal violations within the city, coordinating as necessary to address moving or stationary problems.
- Preliminary investigations, reports, and necessary follow-ups will be conducted by Arcadia Police officers, and additional support may be sought from the Los Angeles County Sheriff's Metro Unit as needed.
- The Arcadia Police Department will share reports pertaining to their actions with local transit or Metro Law Enforcement representatives, following applicable laws and policies.
- The Arcadia Police Department will ensure that its officers are trained in identifying transit routes, and proper techniques for stopping and approaching transit vehicles,

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and they may seek updated training from Metro Law Enforcement authorities as required.

- The Uniform Division Commander of the Arcadia Police Department will coordinate policing issues concerning transit operations, including Arcadia Transit, Foothill Transit, and Metro Bus Operations.

Claremont

- The City of Claremont is using funds allocated to Claremont from Prop C Security Funds to implement security measures at their transit facilities.
- Bay Alarm provides security alarm monitoring at the Claremont Transit Depot, Intermodal Transit Center Parking Garage, and the City Yard.
- Pomona Valley Transportation Authority contracts for alarm monitoring services for their facility in La Verne.
- The total cost to provide this service at the above-mentioned facilities exceeded the available Prop C Security Funds in FY21.
- The City of Claremont makes periodic repairs to locks at various facilities and security gates at the City Yard.

Commerce Transit

- The funds shall be used to cover labor costs for the City's transit service, as it relates to transit security.
- The City's Community Safety Specialist and Supervisory staff respond to non-threaten security-related matters aboard Commerce transit vehicles.
- The security funds shall be used to help mitigate these expenses

Culver City Municipal Bus Lines

- Culver City will use the FY23 Prop C 5% Security funds for Culver City Police Department transit security services.
- Culver CityBus, in compliance with the Federal Transit Administration (FTA) requirements, successfully implemented its Safety Management System (SMS) by the original deadline of July 20, 2020, despite the extension to 2022. This achievement makes it one of the few agencies to meet the initial deadline. The SMS approach represents a shift from traditional regulatory methods to a proactive risk management strategy, enhancing public transportation safety.
- Culver City's SMS encompasses four key components:
- Safety Management Policy: This component establishes clear accountability and responsibility for policy leaders and executive management. It involves a written commitment to develop and implement the necessary organizational structures and resources for managing the SMS effectively.

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- Safety Risk Management: This element includes processes, activities, and tools to assess safety risks. It evaluates whether adequate precautions are in place to minimize harm or if additional mitigations are required.
- Safety Assurance: This process focuses on performance monitoring and data analysis to ensure the SMS meets the agency's safety objectives and performance targets effectively.
- Safety Promotion: This aspect emphasizes communicating the organization's commitment to safety throughout the agency. It ensures that all employees receive appropriate training to perform their jobs with utmost safety consideration.
- The Safety and Training Coordinator is crucial in managing the Safety Management System and training programs, ensuring adherence to all local, state, and federal regulations. This role includes direct responsibility for educating Bus Operators, achieved through collaboration with Transit Safety Institute (TSI)-trained and Department of Motor Vehicles (DMV)-certified Transit Operations Supervisors and selected Bus Operators who serve as Line Instructors.
- Additionally, the Coordinator's responsibilities extend to training and assisting Bus Operations staff, Fleet Services personnel, and other city employees in obtaining and maintaining their commercial driver's licenses. They also play a key role in organizing and overseeing Maintenance training classes, which are vital for imparting technical skills, environmental awareness, and safety protocols. This holistic approach enhances the knowledge and skills of various departments, thereby contributing to the overall efficiency and safety of transit operations.
- The development and implementation of the Culver CityBus SMS are overseen by the Department's Training and Safety Coordinator, under the guidance of the Transportation Safety Management team. The team, led by the Chief Transportation Officer and including Operations and Fleet Services Managers as well as the Deputy Transportation Officer, ensures the involvement of all operational aspects in the SMS process.

Foothill Transit

- Prop C 5% Transit Security will be used to provide safety and security for Foothill Transit customers and personnel. This includes funding for the following:
- Funding for security personnel at our transit stores, maintenance facilities, and administration building.
- Funding for armored services for fare collection.
- Funding for repair and maintenance of our security vehicles and equipment.
- Funding for security uniforms and supplies.
- Funding for capital projects to fund security enhancements and equipment for our maintenance facilities, park & ride facilities, and administrative building.
- The Safety and Security Department represents the agency's commitment to improving and maintaining safety, security and emergency management functions across all operations and services and is designed to incorporate safety, security,

and emergency preparedness into every aspect of the organization. Safety and Security also administers both the Public Transportation Agency Safety Plan (PTASP) and the Security and Emergency Preparedness Plan (SEPP), oversees risk management, manages the safety and security training mandates, and monitors the law and supplemental security contractors. The department also manages security sensitive information (SSI) and maintenance of related equipment, and provides leadership promoting safety, security, and emergency preparedness throughout the organization and enforces related rules, policies, procedures, goals, and objectives.

- Foothill Transit, the agency has introduced the Foothill Transit Watch app. This app gives customers an easy way to report safety concerns or suspicious activities at a bus stop or while riding the bus. Customers can send photos, videos, text messages, and locations of an incident directly and instantaneously to the appropriate authorities. [Foothill Transit Watch: Free Safety and Security Mobile App | Foothill Transit](#)

GTrans

- Two Gardena Police Department full-time Transit Police Officers
- Security training and anti-terrorism program
- Off-hours facility security via InterCon Security
- Participating in the public outreach program to local schools and community organizations
- In-house security training for bus operators, supervisors, and staff
- The City of Gardena has implemented a Public Transit Agency Safety Plan (PTASP) which includes strategies to reduce exposure to infectious diseases and reduce the risk of accidents, injuries, and assaults. The plan also includes de-escalation strategies. [Gardena.PTASP Plan Update-Final-09192022.pdf \(ridegtrans.com\)](#)

La Mirada Transit

- Finance the cost of Transit Safety and Security meetings.
- Graffiti and crime prevention program
- Security Enhancement to La Mirada Transit facilities, vehicles, and equipment

Long Beach Transit

- The contracted LBPD policing program involves a team of sworn officers led by a sergeant. The team provides direct law enforcement services within the city of Long Beach, answers LBT-related calls for police service, conducts proactive policing activities on the LBT system and investigates serious LBT bus collisions.
- The contracted Allied Universal security program involves two teams: Facility and Field (or “Transit Ambassador”):

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- The Facility Team staffs the guard shacks at both facilities, performs access control and visitor processing services, inspects buses coming in from regular service, monitors CCTV cameras and performs foot patrols of each property during off hours.
- The Field (Transit Ambassador) Team conducts uniformed security bus rides throughout the LBT system, supports Bus Operators with challenging customers, inspects stops & zones for security-related challenges and reinforces the LBT Customer Code of Conduct, and makes positive contact with unhoused individuals camped out at LBT's bus stops and shelters in efforts to move them along.
- For the Long Beach Transit, the Los Angeles Metropolitan Transportation Authority has already seen better security and ridership on Long Beach lines after establishing a multilayered deployment of its public safety team to improve conditions. The multilayered deployment includes transit security officers, contract security, transit ambassadors, homeless outreach services, and law enforcement partners. Fare enforcement efforts by transit security officers have resulted in a decline of people riding the trains without fare, cleaner trains, and a fluctuation in the end-of-line non-destination. [Metro reports to Long Beach on security measures, new project developments – Press Telegram](#)

LADOT

- Using Prop C 5% funds, LADOT entered into an Agreement with the Los Angeles Police Department (LAPD). The primary purpose of the Agreement is to provide law enforcement services to the LADOT's transit buses, stations, and stops including Cityride, Commuter Express and DASH, with emphasis on DASH.
- The LAPD shall provide law enforcement services within the City of Los Angeles to include, Cityride, Commuter Express, and DASH, with an emphasis on DASH. LAPD may provide administrative support; however, LAPD shall not subcontract unless prior approval is obtained from LADOT.
- Uniformed officers will board LADOT buses citywide at varying locations and times. When school is in session, officers will board buses near school areas at the end of school hours to deter and apprehend suspects who commit crimes, with an emphasis on vandalism graffiti, alcohol and drug violations, sexual battery, hate crimes and battery.
- Undercover officer(s) may be used as decoys and/or observers as needed in buses or at bus stops/stations.
- The LAPD will provide a train-the-trainer counter-terrorism course for LADOT personnel.
- The LAPD will provide administrative support personnel to administer and support the provisions in this Agreement.
- The LAPD will be responsible, within existing funding resources and allocations, for the enforcement of local, state and federal laws, within the LADOT transit buses, stations and stops.

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- The LAPD will maintain an LAPD Program Manager who will be the single point-of-contact for all matters related to the Agreement.
- The LAPD will provide on a monthly basis a report on the hours expended for field and administrative duties, number of officers deployed, hourly rates and enforcement action taken.

Metro

Metro's safety and security measures, underpinned by a substantial budget, encompass a range of strategies and initiatives([Fiscal Year 2024 Adopted Budget Book.pdf](#) ([metro.net](#)):

- Reimagined Public Safety Framework:
 1. A multi-layered approach aligning operations with public needs.
 2. Deliberate, effective public safety initiatives.
 3. Investment in law enforcement services and Metro Ambassador pilot.
 4. Increased Transit Security Officers for code of conduct compliance.
- Infrastructure Enhancements:
 1. Enhanced security cameras, fare gates, and lighting.
 2. Installation of live look-in cameras, upgraded surveillance monitors, and new Blue Light Call boxes.
 3. Creation of an Integrated Public Safety Dashboard for improved safety data analysis.
- Law Enforcement Services Contract (2017):
 1. Five-year contract with LCPD, LAPD, and LASD for multi-agency law enforcement services.
 2. Responsibilities include emergency response, anti-terrorism drills, patrolling, and addressing homelessness impacts.
- Budget Allocations:
 1. Bus Safety: \$5,320,000.
 2. Rail Safety: \$9,585,000.
 3. LA Union Station Public Safety Address System: \$540,000.
 4. Overall Public Safety and Security: \$90,556,000.
 5. Transit Ambassador Program: \$6,200,000.
 6. Homeless Outreach: \$7,728,700.
- Ongoing Projects and Initiatives:
 1. Continued Metro Ambassador Pilot.
 2. Renovation of aging stations.
 3. Cleaning surge activities.
 4. New improvement opportunities.
- Customer Experience Focus:
 1. Additional cleaning staff.
 2. Physical station improvements, like the 7th Street/Metro Center renovation.
 3. Enhanced public safety measures.

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- Comprehensive Safety Strategy:
 1. \$315.3 million for public safety resource deployment.
 2. Implementation of Permanent Bus Riding Teams.
 3. Initiatives like Respect the Ride and Transit Watch app.
- Enhancing Public Safety:
 1. Law enforcement support and various interventions.
 2. Transit Ambassadors and additional Transit Security Officers.
 3. Targeted bus-riding teams.
- Homeless Outreach and Mental Health:
 1. Collaboration with LA County for resource provision.
 2. Mental health crisis response training.
 3. Community Health Ambassadors.
- Station Specific Improvements:
 1. Westlake/MacArthur Park Station upgrades for public safety.
 2. Installations like faregates, CCTV cameras, alarms, and new station kiosks.
- Collaboration and Tracking:
 1. Partnerships for short-term shelters and workforce.
 2. Tracking engagement and outreach via a homeless app.

Montebello Bus Lines

- The City of Montebello has been allocated \$425,185 from the FY2023 Prop C 5% Security funding .
- These funds will be used to pay for the transit security services provided by the Montebello Police Department for Montebello Bus Lines.
- Services include security administration of the Montebello security plan for on-board fixed route buses, security training expenses for bus operators, and crime suppression by law enforcement to provide high visibility of both undercover and uniformed patrol units at the bus stops, onboard buses and at transportation facilities, as appropriate.

Norwalk Transit

- Norwalk Transit has been allocated \$151,822 for security funding allocation from July 1st, 2022 to June 30, 2023.
- The funds will be used for operating costs, including on-going hardware/server maintenance of CCTV surveillance cameras located at the Transportation Facility and Auxiliary Parking Lot , and hardware maintenance of on-board surveillance cameras on 35 fixed route buses .
- As for the Norwalk Transit, the agency has implemented a Public Transit Agency Safety Plan (PTASP) which includes strategies to reduce exposure to infectious diseases and reduce the risk of accidents, injuries, and assaults. The plan also includes de-escalation strategies. [Safety & Security | Norwalk \(norwalktransit.com\)](https://www.norwalktransit.com/safety-security)

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- The Norwalk Transit System (NTS) actively participates in Homeland Security and Emergency Management policy implementation. NTS staff are involved in the Regional On-Board Security Surveillance work group and the Safety and Security committee of the General Managers group. They maintain communication with other transit agencies and the Los Angeles County Sheriff's Department Transit Services Bureau about crime and security issues in the greater Los Angeles area.
- A Baseline Assessment & Security Enhancement (BASE) Review was conducted by the U.S. Department of Homeland Security/Transportation Security Administration on November 8, 2016. This voluntary assessment, part of the BASE program, evaluated NTS's security procedures and infrastructure. The program helps develop risk mitigation priorities and guides the allocation of TSA resources. NTS is awaiting a report with recommendations and a security grading score.
- The Federal Transit Administration (FTA) published the Public Transportation Agency Safety Plan Final Rule in July 2018. This rule mandates that public transportation operators receiving federal funds develop safety plans based on Safety Management Systems (SMS) principles. These plans must include safety risk management and performance targets. The compliance deadline for this regulation was extended to July 20, 2021, due to COVID-19. NTS developed its Safety Plan in compliance with this rule, submitting it to FTA in July 2020.
- Recently, the Bipartisan Infrastructure Law amended the FTA's safety plan requirements, mandating the establishment of a Safety Committee. NTS formed this committee, which includes an equal number of frontline and management representatives, with its first meeting scheduled for Fall 2022 or by December 31, 2022. The plan must be updated and certified annually by the transit agency.

Redondo Beach Transit

- The City of Redondo Beach uses 100% of Proposition C 5% Transit Security Funds to partially fund the cost of transit security services at the current South Bay Galleria Transit Center and the new Redondo Beach Transit Center.
- The City uses Proposition A Local Return for the remaining cost.
- The Transit Center is served by Metro Bus Operations, Torrance Transit, GTrans, Lawndale BEAT and Beach Cities Transit.
- The City contracts with a private security company to provide transit security services at the transit center.

Santa Clarita Transit

- The City of Santa Clarita contracts directly with the Los Angeles County Sheriff's Department (LASD) for police services.
- The Santa Clarita Valley Sheriff's station shall be responsible for providing those dedicated transit-policing services as specified in this Service LOA for Santa Clarita Transit.

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- The City requests that its Prop C 5% Security Funds be dispersed to the City of Santa Clarita and not remain with the Los Angeles County Metropolitan Transportation Authority.
- Funds will cover one Deputy for specific assignments to Santa Clarita Transit on a regular business hour basis.
- Office and vehicle space is available at the new Transit Maintenance Facility (TMF).
- The intent is to establish a law enforcement oversight capability for all elements of the Transit program. Such oversight would include bus stops, parking issues, transit facilities (Transfer Station, Metrolink Stations, park-and-ride locations), onboard passenger activity, surveillance video, and Transit operations observation.

Santa Monica Big Blue Bus

- Santa Monica's Big Blue Bus Proposition C Security Plan is developed pursuant to SB 1755 (Calderon – 1995).
- The approval of this bill modified Public Utilities Code Section 99285(j), which defines funding policies regarding the Los Angeles County Municipal Operators.
- Specifically, the statute enables municipal operators to claim 90 percent of the Proposition C Transit Security funds allocated proportionately based on transit passengers served.
- State law also requires that each operator claiming these funds submit a cost-effective program to provide transit security services prior to receiving the dollars.
- In FY 2022-23, the Big Blue Bus will continue its program to improve transit security using Proposition C Security funding.
- Program funds will be used to fund a security contract with Inter-Con Security, a company hired to monitor the existing maintenance/administrative facility.
- The funds will fund the City of Santa Monica's Police Department for patrol services along our fixed route services.
- If available, the program will also continue to fund positions within the Big Blue Bus Transit Safety and Security Division that are responsible for the coordination of law enforcement activities and implementation of the security plan.
- For the Santa Monica Transit, the city has implemented measures such as the installation and/or upgrading of emergency lighting, fire alarm, and security systems. The city also leads the vision for a non-auto-centric future, ensuring safe, reliable, equitable, and sustainable access to streets through innovative bus, bike, pedestrian, micromobility, and first-last mile options. santamonica.gov

Torrance Transit

- Uniformed officers will patrol the routes most hours of the System's service day, every day and will also provide coverage at the Mary K. Giordano Regional Transit Center (MKG RTC).
- The officers will be expected to respond to any calls within the System service area, but they shall also make routine patrols of the following locations: the vicinity around

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the Del Amo Fashion Center, major bus stops, the MKG RTC and Junior High and High Schools along the Torrance routes.

- The officers shall also provide a presence on-board the System buses and will provide surveillance out on the routes from security vehicles.
- The officers will be expected to step in and offer assistance during violent or disruptive behavior, drinking and smoking, and fare disputes.
- If required, for chronic passenger problems, officers in plain clothes will ride selected trips, unannounced to observe the situation.
- The city also has measures in place for the enforcement and transport of hazardous materials, resolving any technical and practical barriers to communication, and providing technical assistance and regional training devoted to disaster preparedness and response. [Public Safety and Emergency Management and Operations | City of Torrance \(torranceca.gov\)](https://www.torranceca.gov/public-safety-and-emergency-management-and-operations)

Opportunities for Service Restructuring and Improvement

The SB 125 Final Guidelines require RTPAs to provide information related to opportunities for service restructuring, eliminating service redundancies, and improving coordination amongst transit operators. Following summarizes efforts by Los Angeles County transit operators to take advantage of such opportunities.

Metro

Metro Transit Expansion and Service Improvements: The FY23 budget includes the introduction of new transit lines and services. Notably, the K Line (Crenshaw/LAX Line) and the Regional Connector, which links the A (Blue), E (Expo), and L (Gold) Lines for quicker rail trips through downtown LA with fewer transfers. Continued construction on major projects like the Purple (D Line) Extension and the L Line Extension to Pomona is also part of the plan. Additionally, programs like the GoPass pilot, providing free transit rides to students, and the revamped Low-Income Fare is Easy (LIFE) program are being expanded.

The NextGen Bus Plan: The NextGen Bus Plan is a reimagined bus system for LA Metro that focuses on providing fast, frequent, reliable, and accessible service to meet the needs of today's riders. The plan aims to double the number of frequent Metro bus lines, providing more than 80% of current bus riders with 15-minute or better frequency service. The plan's implementation was also coordinated with the roll out of Metro's microtransit pilot known as "Metro Micro" where a number of Metro bus lines were replaced by 8 new Metro Micro zones.

The NextGen Bus Plan, a product of the NextGen Bus Study (2018-2019) was approved by the Metro Board of Directors in October 2020. Much of the plan's improvements were implemented in phases between December 2020 and December 2021 as part of the agency service recovery from the impacts on ridership and service of the COVID-19 pandemic.

LA Metro operates in LA County where there are a large number of municipal bus services. The NextGen Bus Plan was coordinated with these providers, to make sure Metro was not duplicating services already provided by these systems. There were also a small number of opportunities identified where the municipal systems took over Metro bus services as these bus lines fit better as part of the municipal systems. For example, Torrance Transit and Long Beach Transit each took over a segment of Metro Line 130 on Artesia Bl, while City of Commerce took over a segment of Metro Line 256. LADOT DASH took over a portion of Line 230 in Sylmar. Further changes are planned for two Metro bus lines to be transferred to Pasadena Transit by the end of 2024.

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Additional improvements to bus service frequencies are being made as the Metro bus services are made faster and more reliable through new bus priority lanes. Further improvements such as transit signal priority and all door boarding will further reduce travel times for Metro buses as they are rolled out in 2024-2025.

Metro is now focusing on improved rail service frequencies to help rail ridership recover. From December 10, 2023, the A and E light rail lines operating through Metro's new 1.9 mile underground light rail corridor in downtown LA will increase peak weekday frequency from every 10 to every 8 minutes, with off peak weekday and weekend frequency increased from every 12-15 to every 10 minutes on the Light Rail A, C, E, and K lines, with the same change occurring weekends for the A, C, and E lines (K Line will increase to every 10 minutes weekends by May 2024 after some construction and system tie in for the final segment of the K Line is complete. The B & D subway lines are currently running every 12 minutes daytime weekdays and weekends and our goal is to increase that to every 10 minutes around June 2024 once more operators and fleet are available. For more information please refer to this link: [NextGen Bus Plan - LA Metro](#)

Regional GTFS and the Cal-ITP Effort: Metro is supporting a statewide effort through Cal-ITP with the goal of establishing a statewide data standard that will improve the availability and sharing of transit information. The ultimate goal is to provide transit riders with a more accurate selection of service modes and service providers. Metro is working with the various regional partners to coordinate a unified dataset for LA County.

Metro GoPass initiative: The Metro GoPass initiative, is an innovative pilot program granting K-12 and community college students unlimited access to Metro buses and rails at no cost. This initiative allows students the freedom to travel without fare restrictions, enhancing their ability to reach various destinations across the city for educational, extracurricular, or personal purposes. The program extends beyond Metro services; an active GoPass TAP card opens the door to a multitude of transit agencies. Starting from September 2023, AVTA, as well as a range of other providers such as Commerce Transit, Culver CityBus, and many others are participating in this program.

AVTA

AVTA began operations with three services: Transit, Commuter, and Dial-A-Ride, and in September 2020, AVTA added two new service options: On-Request Microtransit Ride Service and Non-Emergency Medical Transport.

Commerce Transit

In October 2022, the City added the bus line number 500 in response to customer feedback received through the comprehensive operational analysis.

Culver City Municipal Bus Lines

Culver CityBus added a new route in response to customer feedback and continues to monitor feedback for potential further modifications.

GTrans

GTrans is using the outcome of the 2018 Line by Line Analysis to identify areas for improvement, including on-time performance, frequency, technology, service duplication, and addressing unproductive segments. Also the City will begin the implementation of new services such as the 7X service and a potential microtransit service. GTrans is continuing to dialogue with Metro Bus Operations as it fully implements its NextGen program, coordinating and streamlining services provided by transit agencies in the region.

LADOT

LADOT is reviewing and analyzing its services, including addressing unproductive segments and improving brand awareness. The City is implementing new services such as the microtransit service and adjustments to existing services in response to changes in ridership patterns due to the COVID-19 pandemic. LADOT is continuing to dialogue with Metro Bus Operations as it fully implements its NextGen program, coordinating and streamlining services provided by transit agencies in the region.

Long Beach Transit (LBT)

LBT partners with other organizations and has various committees to manage different aspects of its operations. LBT conducted an assessment of its existing infrastructure, operations, and program needs, resulting in the development of a Facility Master Plan to determine and outline LBT's programmatic needs through 2039. The System Wide Transit Analysis and Reassessment (STAR) Initiative, which included a route by-route analysis of LBT's network. The intent of the STAR Initiative was to provide LBT with the information, tools and data that would support the needs and opportunities for new and improved transit services and amenities in key corridors. Long Beach Transit is adopting Line 130 from Metro and it will now be called Long Beach Transit Route 141. The route will remain the same and the schedule will be very similar to help make transfers convenient to Torrance Transit at the A Line (Blue) Artesia Station.

Montebello Bus Lines

Montebello Bus Lines is embarking on the Montebello Moves Comprehensive Operational Analysis to look at the system's current conditions and create a more convenient, reliable, equitable, and sustainable system.

A line-by-line analysis is being conducted to see what lines may be optimized in order to carry out the service more efficiently and best serve patrons. The result of these planning efforts will be a series of recommendations that will help streamline services and provide more connectivity across the service area and beyond. [Montebello Bus Lines - Montebello Moves - Existing Conditions Report.pdf \(civiclive.com\)](#)

It is recommended that the following service improvements be made in sequential order:

- Line 20 – Major Local Route: Improvements to Line 20 shall include the reduction of headways during peak hours from 45-50 minutes down to 30 minutes. This will be the first step in order to get closer to the historic 20 minute headways during peak hours that Line 20 counted with before March 2020.
- Line 30 – Minor Local Route: Improvements to Line 30 include the reduction of headways from 60-70 minutes during peak hours to 45-50 minutes. This modification of service would be the first step to close the gap between Line 30's historic 40-minute headways during peak service.
- Line 40 – Major Local Route: Improvements to Line 40 include the reduction of headways from the current 18-25 minute peak service headway down to 10-15 minutes. This will ensure that enough service is being rendered to the public as well as ensuring that vehicle loads are not excessive during peak times.
- Line 10 – Major Local Route: Improvements to Line 10 include the reduction of headways from the current 15-minute peak service headway down to 10 minutes.

Additionally, it is recommended that off-peak headways do not exceed 20 minutes from the current standard of 15-25 minutes. This will ensure that enough service is being rendered to the public as well as ensuring that vehicle loads are not excessive at all times on the busiest route on the system.

Norwalk Transit

Norwalk Transit System (NTS) has postponed its regularly planned Comprehensive Operational Analysis (COA) in 2022 due to the continued traffic congestion and road closures caused by the I-5 Freeway Expansion Project along Valley View Avenue Bridge, along with the continued sporadic spikes in COVID-19 (C-19) cases. NTS expects to pursue its regularly planned COA in early 2023 subject to changing conditions, to further review the performance of routes 1 through 5 and 7 and make necessary adjustments to improve on-time performance and ridership ahead of NTS' fall service change (shake-up) in September 2023.

The most recent minor route changes (temporary) impacted Route 1 (weekday), Route 4 (weekday), and Route 7 (weekday) to enhance operational efficiencies; reduce/eliminate service disruptions/cancellations as well as restore service reliability. The reason for the temporary adjustments is mainly due to a pandemic-related bus operator shortage. This has become an increasing nationwide issue due to the surge of the COVID-19 omicron variant intensifying an already unprecedented situation. Service enhancements included more efficient layover/recovery times which made for a more seamless travel experience. These changes went into effect on February 20, 2022.

- Route 1 – Weekday: Frequency of service increased from buses arriving every 30 minutes to approximately every 37 minutes.

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- Route 4 – Weekday: Temporarily discontinuing the Express bus service between Norwalk/Santa Fe Springs Metrolink Rail Station and the Green Line Light Rail Station.
- Route 7 – Weekday: Temporarily discontinuing the shortline trips between the El Monte Bus Station and Rio Hondo College. Frequency of service increased from buses arriving every 30 minutes to approximately every 37 minutes.

Redondo Beach Transit

The City of Redondo Beach, collaborating with El Segundo, Hermosa Beach, and Manhattan Beach, provides Line 109 fixed route service, linking major activity centers in these cities. Beach Cities Transit (BCT) connects with multiple public transit systems, including Metro Bus Operations, Torrance Transit, GTrans, Lawndale Beat, Santa Monica Big Blue Bus, Culver CityBus, and LADOT Commuter Express.

Redondo Beach is committed to continuing collaborations with regional agencies like Metro, LAWA, and SCAG as part of BCT's strategic plan. This plan aims to enhance service effectiveness, operation efficiency, financial vitality, and capital procurement. Key initiatives include a Transit Study for route analysis and improvement, planning for a zero-emission rollout and a new transit operations facility, and potential service expansions to compensate for any Metro Bus Operations route cancellations in the area.

Santa Clarita Transit

Santa Clarita is developing a new Transportation Development Plan (TDP) for Santa Clarita Valley. The TDP effort will analyze the current transit network, travel patterns, and demographics. The TDP will include an engagement process with the community for input on transit network improvements. The TDP process began in August 2023 and is scheduled to be completed in July 2024.

Santa Monica Big Blue Bus

The Big Blue Bus (BBB) has made some service changes to improve service reliability and extend Route 16 service to Playa del Rey. The changes were implemented on August 13, 2023, and affected seven routes, including Route 2, Route 3, Route 7, Rapid 7, Route 14, Route 16, and Rapid 3. The changes were made to improve service reliability and frequency, and BBB is actively recruiting, hiring, and training bus operators to keep up with the demand.

Torrance Transit:

Starting October 8, 2023, Torrance Transit is making schedule adjustments to better serve customers. It is also changing the route for Line 5 to not operate on Del Amo Blvd, instead it will once again serve the Van Ness Blvd between Torrance Blvd., and Del Amo Blvd.