

**Board Report**

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**File #:** 2025-1013, **File Type:** Motion / Motion Response**Agenda Number:** 9.

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**PLANNING AND PROGRAMMING COMMITTEE  
NOVEMBER 18, 2025****Motion by:****DIRECTORS HORVATH, NAJARIAN, BARGER, AND PADILLA****Warner Center Microtransit Pilot Program Motion**

LA Metro's Microtransit Program was in part implemented to replace underperforming fixed route bus service discontinued as part of the NextGen bus network redesign project. Customers seeking travel within an established zone, previously serviced by fixed-route bus, are matched with drivers using a smartphone application, phone dispatch service, and/or website. The goals of Metro's Microtransit Program include a focus on customer experience and ease of use, improved connections to the larger Metro system, addressing inequities in the availability and affordability of on-demand ride-share service by private companies, and providing service in areas with low-performing Metro bus lines removed as part of the NextGen redesign.

Today, Metro's Microtransit Program provides coverage in 21 cities as well as several unincorporated Los Angeles County communities across 165 square miles, including Watts/Willowbrook and LAX/Inglewood, Compton/Artesia, El Monte, and North Hollywood/Burbank, Highland Park/Eagle Rock/Glendale and Altadena/Pasadena/Sierra Madre, the Northwest San Fernando Valley, and UCLA/Westwood/VA Medical Center.

The Warner Center Community in the West San Fernando Valley is interested in piloting a Microtransit service that can provide a good case study for the utilization of alternative transit models that are tailored to the communities they serve. Warner Center is a unique mixed-use community consisting of 1100 acres of residential, retail, entertainment, commercial office, corporate headquarters and manufacturing uses. Over 14,000 people call Warner Center their home while another approximately 40,000 arrive daily to their place of business.

Between the implementation of the Warner Center 2035 Plan ("WC 2035 Plan" or "the Plan") in 2013 and today, approximately 7,933 dwelling units and over 6 million square feet of non-residential space have been approved and/or built. Warner Center is a community that has embraced thoughtful change and supports the development of new, innovative, and exciting technologies and solutions designed to enhance the community's quality of life. In 2020, the City of Los Angeles designated Warner Center as the city's first Transportation Technology and Innovation Zone (TTIZ) and the Warner Center Association continues to be active in working to provide convenient, frequent and reliable transportation to and around Warner Center.

The Warner Center Circulator (Line 601) is a fixed route bus line that runs daily between DeSoto Ave/Burbank Blvd and Canoga Ave/Vanowen St, serving, on average, 352 weekday riders, 250 Saturday, and 240 Sunday riders for a total of approximately 116,770 annual trips. The 601 is currently the least productive line in the Metro system with a yearly operating cost of approximately \$2.9M - roughly \$25 per ride. Given the unique character, geography, and quickly growing residential, retail and entertainment uses in Warner Center that are not directly connected to the existing fixed route line (Line 601), ridership has waned. The Warner Center Association (WCA), along with municipal partners and the Los Angeles Cleantech Incubator (LACI) are interested in piloting a zero emission, on-demand service more tailored to the residents, workers and visitors in Warner Center could result in better ridership, reduced costs, and a service more reflective of the community it serves.

The WCA and LACI have been successful in advocating for state and local funding to support innovative transportation and technology use in Warner Center, specifically for a demand responsive, zero emission vehicle pilot program that could address the ridership needs in the Warner Center community. State funding in the amount of \$1.25M and local funding in the amount of \$250k provided by the City of Los Angeles' Third Council District have been secured to operate the one-year pilot program. Additionally, LACI, WCA and the County of Los Angeles' Third Supervisorial District have been working to solicit bids and execute contracts with a service provider, and develop program parameters to pilot a zero emission, on-demand microtransit service for the Warner Center area. However, pilot evaluation will be crucial to determining the longevity of the program.

**SUBJECT: WARNER CENTER MICROTRANSIT PILOT PROGRAM MOTION**

**RECOMMENDATION**

APPROVE Motion by Horvath, Najarian, Barger, and Padilla that the Board direct the Chief Executive Officer to:

- A. Assist in evaluating the Warner Center Micro Transit Pilot Program after six months and one year of operation, including but not limited to:
  - 1. ridership;
  - 2. operating costs (annual and per trip); and
  - 3. a qualitative survey to determine commuter perspectives and preferences; and
  
- B. Upon successful completion of the Warner Center Microtransit Pilot Program, and a determination that the Pilot Program generated positive results in terms of ridership, cost efficiency, and commuter preference, to present the findings to the San Fernando Valley Service Council and the Metro Board, including, any recommendations.