



Board Report

File #: 2025-0460, File Type: Policy

Agenda Number: 32.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE JULY 17, 2025

**SUBJECT: D LINE SUBWAY EXTENSION PROJECT SECTIONS 1, 2, AND 3 SERVICE PLAN
TITLE VI SERVICE AND FARE EQUITY ANALYSIS**

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE the D Line Subway Extension Project Sections 1, 2, and 3 Title VI Service and Fare Equity Analysis (Attachment A).

ISSUE

Section 601 of Title VI of the Civil Rights Act of 1964 states “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

Metro, as a recipient of federal funding, is required to ensure its programs and activities are conducted consistent with the intent of Title VI. The D Line Subway Extension Project is a new rail alignment involving federal funding that is expected to begin operation in Winter 2025. Consistent with Federal Transit Administration Title VI guidelines and Metro’s Title VI Plan, a Service and Fare Equity (SAFE) Analysis of the impacts of this new line’s service on minority populations (American Indian and Alaska Native, Asian, Black or African American, Hispanic or Latino, and Native Hawaiian or Other Pacific Islander, as defined in Federal Title VI Circular 4702.1B) is required prior to the start of revenue service.

BACKGROUND

D Line Subway Extension Project

This extension will expand the current D Line from its current terminus, Wilshire/Western Station, extending westward for nearly nine miles along Wilshire Bl, and will add seven new stations. Existing D Line heavy rail (subway) service would continue to operate between Union Station and Wilshire/Western Station, then continue west to serve:

- New Section 1 Stations: Wilshire/La Brea, Wilshire/Fairfax, and Wilshire/La Cienega Stations in Winter 2025

- New Section 2 Stations: Wilshire/Rodeo (construction name) and Century City Stations, projected opening Summer 2026
- New Section 3 Stations: Westwood/UCLA and Westwood/VA Hospital, projected opening Summer 2027

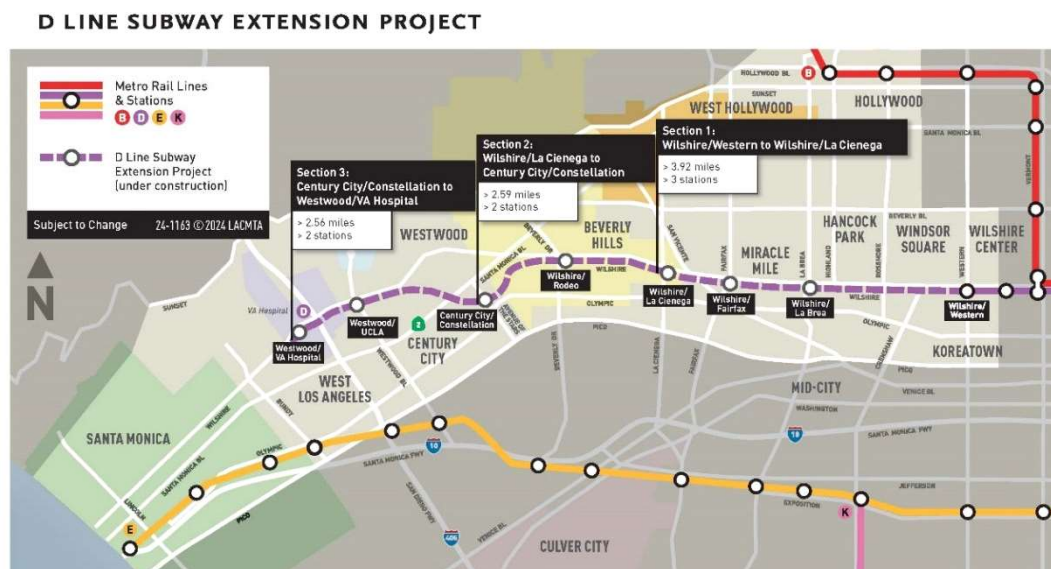


Figure 1 - D Line Subway Extension Project

The segment from the current terminus, Wilshire/Western Station, and the terminus station of each stage will have the same levels of service as the rest of the D Line: 5-minute peak service weekdays, 10-minute off-peak weekday and daytime weekend service, and 20-minute evening/late-night service. These service levels would meet expected passenger demand.

Summary:

There is no loss of rail service levels with the new D Line Subway Extension rail service. Fares for the reconfigured subway rail service will be the same as for other Metro rail and bus services.

Potential Metro Bus service changes include:

- Line 720 will be gradually modified to become a peak period only service on weekdays as outlined in the NextGen Bus Plan. This is based on the expected movement of passengers from this service to the D Line as it extends. Line 20 service will be increased to ensure a good quality local bus service between D Line stations between Downtown LA, Westwood, and Santa Monica.
- There is also an approved change for a new Line 610 between Wilshire/La Brea D Line and Hollywood/Vine B Line Stations, replacing the north end of Line 210. Line 210 northern terminus would become Wilshire/La Brea D Line Station instead of Wilshire/Western D Line and Hollywood/Vine B Line Stations.

Evolving ridership patterns will be monitored as each phase of the D Line extensions opens, and changes planned for the above bus services may be modified. These changes aim to enhance connectivity, expand transit options, and improve the overall passenger experience for residents throughout the Greater West Los Angeles region.

DISCUSSION

Metro's Title VI Program, which was most recently updated and approved by the Board in September 2022, requires two analyses to be completed for each new rail line.

Disparate Impact

A disparate impact will be deemed to have occurred if the absolute difference between the percentage of minority population served by the new lines and the overall percentage of minority riders in the Metro service area is at least 5%.

Disproportionate Burden

Metro defines low-income riders at \$69,350 or less household income, which represents the threshold for "very low income" for a four-person household in Los Angeles County (California Department of Housing and Community Development's 2024 State income Housing Limits). A disproportionate burden will be deemed to exist if an absolute difference between the percentage of low-income population served by the new lines and the overall percentage of low-income persons in the Metro service area is at least 5%.

A finding of a disparate impact on a minority community requires Metro to evaluate alternatives and mitigate burdens where practicable.

D Line Subway Extension Rail Service Plan Title VI Service and Fare Equity Analysis:

As required under Title VI, Metro has reviewed the minority and low-income populations that will be served by the new D Line Subway Extension rail line based on 0.5-mile catchments around the new line.

As Lines 20 and 720 are also being impacted, data for their catchment area is also included. Their catchment area is defined as 0.25 miles of corresponding bus service.* The relevant data is shown in Table 1 below. There is no demographic ridership data to analyze for rail service along this alignment, as the line is not yet in operation.

*A buffer of 0.25 miles is used since the average rider tends to walk only 0.25 miles for bus service as opposed to 0.5 for rail service.

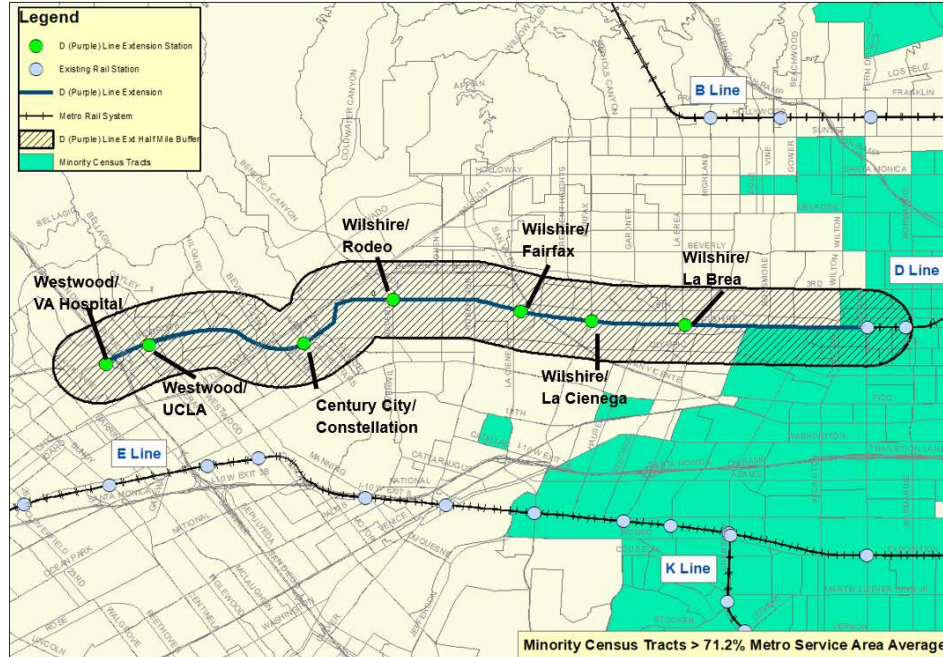
Table 1

Comparison	Population	Minority Population	Minority Percentage
D Line Extension	252,075	116,799	46.3%
Line 720 Deletion	-353,403	-202,304	57.2%
Line 20 Service Increase	351,868	201,699	57.3%
D Line Extension Impact Corridor	250,540	116,594	46.4%
Metro Service Area	7,580,839	5,397,073	71.2%
Difference Comparison			-24.8%

Note: Data source is the 2023 American Community Survey.

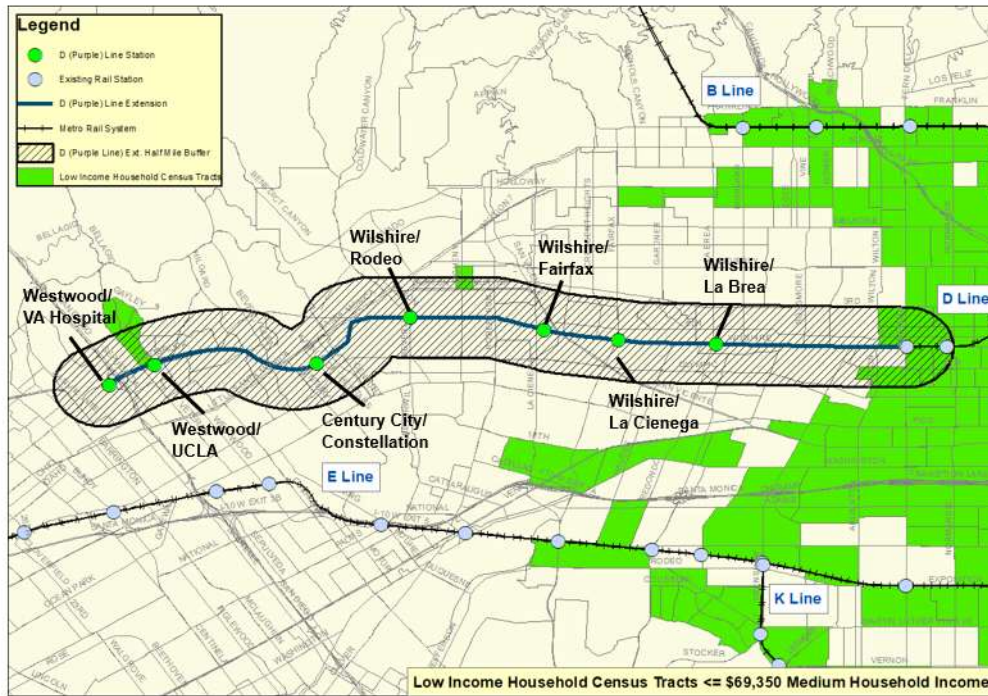
The minority population that will be served by the D Line Subway Extension Subway Project Impact Corridor (see Figure 2, 0.5-mile catchment) comprises 46.4% of the overall population; the new line catchment will serve a minority population that is 24.8% lower than the 71.2% average for Metro's overall service area. It should also be noted that the minority population riding the existing D Line service is 81.5%, which is larger than the system average minority population. This constitutes a disparate impact to the minority population under Title VI. However, since the project is a benefit to both the corridor and the minority population the new line will serve, adding new rail service and discontinuing Line 720 will be offset by increasing service on Line 20. Thus, the disparate impact is positive for the minority population under Title VI and does not require any review of alternative options for mitigation.

Figure 2 - D Line Subway Extension - Minority Population



The low-income households that will be served by the D Line Subway Extension Project Impact Corridor (see Figure 3, 0.5-mile catchment with 0.25-mile catchment for Lines 20 and 720) comprise 46.4% of the households.

Figure 3 - D Line Subway Extension - Low-Income Population



This is 1.2% higher than the Metro Service Area average of 45.2% for low-income households. Since this is within the 5% threshold, there is no disproportionate burden on low-income households. The project is a benefit to both the corridor and the low-income households the line will serve by adding a new rail service, with associated adjustments to Metro bus services. The service plan does not require any review of alternative options for mitigation.

Table 2

	Number of Households	Number of Low-Income Households	Low-Income Household Percentage
D Line Extension	112,666	47,193	41.9%
Line 720 deletion	-172,562	-86,021	49.8%
Line 20 service increase	171,551	85,793	50.0%
D Line Extension Impact Corridor	111,665	85,783	42.1%
Metro Service Area	2,663,368	1,205,146	45.2%
Difference Comparison			-3.1%

Note: Data source is the 2023 American Community Survey.

Conclusion:

The Service Equity Analysis shows that only the minority population, and not the low-income population, exceeds Metro's threshold of at least 5%, with a resulting disparate impact for the minority population. However, the new D Line Subway Extension rail service provides new high-quality mobility options and benefits to minority populations and low-income households that will be served by this new corridor. Minorities and low-income riders will be the primary beneficiaries of this project. As a result, Metro concludes the disparate impact under Title VI will not require mitigation.

Metro followed the requirements of FTA Circular 4702.1B and met the legal test for disparate impact as follows:

- 1) Metro has a substantial legitimate justification for the proposed service changes as it works to expand access to high-quality rail service and facilities across the Metro service area; and
- 2) Metro has no alternatives that would have a less disparate impact on minority riders but would still accomplish the transit provider's legitimate program goals with the opening of the D Line Subway Extension rail service.

Given these findings, staff therefore request that the Metro Board adopt this analysis in support of the impending introduction of the D Line Subway Extension rail service.

Metro's Westside Central Service Council conducted a public hearing at 5:30 p.m. on Wednesday, June 11, to present the Title VI Service and Fare Equity Analysis and receive public comment.

The notice of intent to hold this public hearing was published in the following publications and languages:

- Asbarez Armenian Daily News (Armenian)
- Asian Journal (Tagalog)
- Brentwood News (English)
- Korea Times (Korean)
- La Opinión (Spanish)
- Los Angeles Daily News (English)
- Los Angeles Sentinel (English)
- Panorama (Russian)
- Rafu Shimpo (Japanese)
- Southwest Wave (English)
- World Journal (Chinese Daily News)

Information regarding the proceedings was also shared via public announcements at the February and May Metro Westside Central Service Council meetings, posts on Nextdoor and Metro's blog, The Source, eblasts to Westside and Central Los Angeles stakeholders and project stakeholders, and take one brochures distributed at customer information centers and on board Metro buses serving the area near the extension.

A total of 27 members of the public participated virtually in the hearing. A summary of comments received is included as Attachment B to this report. Comments focused primarily on the late evening proposed frequency of D Line rail service, which is based on a policy level across all rail lines.

DETERMINATION OF SAFETY IMPACT

There is no safety impact as the results of this Title VI analysis for the D Line Subway Extension rail service plan do not alter any element of this project in terms of facilities or services planned to

operate when revenue service begins.

FINANCIAL IMPACT

The results of this Title VI analysis for the D Line Subway Extension rail service plan do not alter any element of this project in terms of facilities or services planned to operate when revenue service begins.

Impact to Budget

There is no impact to the approved Metro FY26 budget. The introduction of revenue service on this new rail line extension is included in the Metro FY26 budget, and that budget will not change as a result of this analysis.

EQUITY PLATFORM

The Title VI Service and Fare Equity Analysis is a formal consideration of the impact on minority and low-income communities of the service plan for the D Line Subway Extension rail line that is expected to open for service in 2025.

The analysis concludes that while there are disparate impacts under Title VI, this project will provide new high quality mobility options for the communities it will serve. Minority and low-income riders will be beneficiaries of this project.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through operational activities that will benefit and further encourage transit ridership, ridesharing, and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

Metro conducted a preliminary analysis to show that the net effect of this multi-modal item is to decrease VMT. Impacts on VMT for the D Line Subway Extension Sections 1, 2, and 3 were analyzed through the Environmental Impact Report process. The result of this analysis was a reduction of 276,261 VMT per day in the study area under existing conditions of 2011 with the Locally Preferred Alternative project, and increasing to a reduction of 318,000 VMT per day for the region for

the build condition (2035) as compared to the no-build option for this project. This impact conclusion is based on the FEIR for the project published in August 2011 (see [Addendum to the Transportation Impacts Technical Report, Part 3 of 3](https://www.dropbox.com/scl/fo/eeodzazmpjuygejce9i2/AC5ydKRlraI9TEnd7JxDT4c/Reports%20and%20Info/Final%20EIS-EIR/FEIS-FEIR%20Report%3A%20March%202012/35.%20Addendum%20to%20the%20Transportation%20Impacts%20Technical%20Report%20-%20Part%203%20of%203.pdf?rlkey=hss2wux7jv5lejgiat4nb1oc0&e=1&dl=0) <<https://www.dropbox.com/scl/fo/eeodzazmpjuygejce9i2/AC5ydKRlraI9TEnd7JxDT4c/Reports%20and%20Info/Final%20EIS-EIR/FEIS-FEIR%20Report%3A%20March%202012/35.%20Addendum%20to%20the%20Transportation%20Impacts%20Technical%20Report%20-%20Part%203%20of%203.pdf?rlkey=hss2wux7jv5lejgiat4nb1oc0&e=1&dl=0>>, Table 5-8 Year 2035 Performance Measures for Project Alternatives). This and all files for this project can be found at the D Line Subway Extension Project website (metro.net/projects/westside/).

While this item does not directly encourage transit use, sharing a ride, or use of active transportation, it is an important step in publicly disclosing Metro service levels planned for this new rail alignment that will offer an alternative to private vehicle usage, hence reducing vehicle miles traveled. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports strategic plan goal #1: Provide high-quality mobility options that enable people to spend less time traveling. The service changes also respond to the sub-goal of investing in a world-class bus system that is reliable, convenient, safe, and attractive to more users for more trips.

ALTERNATIVES CONSIDERED

The alternative to the recommendation would be not to approve the Title VI analysis for the D Line Subway Extension. This would delay the opening of the line for revenue service, as it is a federal requirement prior to opening the project for revenue service.

NEXT STEPS

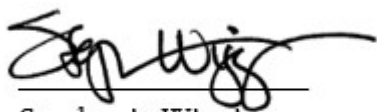
Once adopted, this analysis completes the requirement for a Title VI Service and Fare Equity Analysis in advance of revenue service commencing for the D Line Subway Extension.

ATTACHMENTS

Attachment A -D Line Subway Extension Sections 1, 2, and 3 Operating Plan Title VI Service and Fare Equity Analysis
Attachment B - Public Hearing Comments

Prepared by: Joe Forgiarini, Senior Executive Officer, Service Development, (213) 418-3400

Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034

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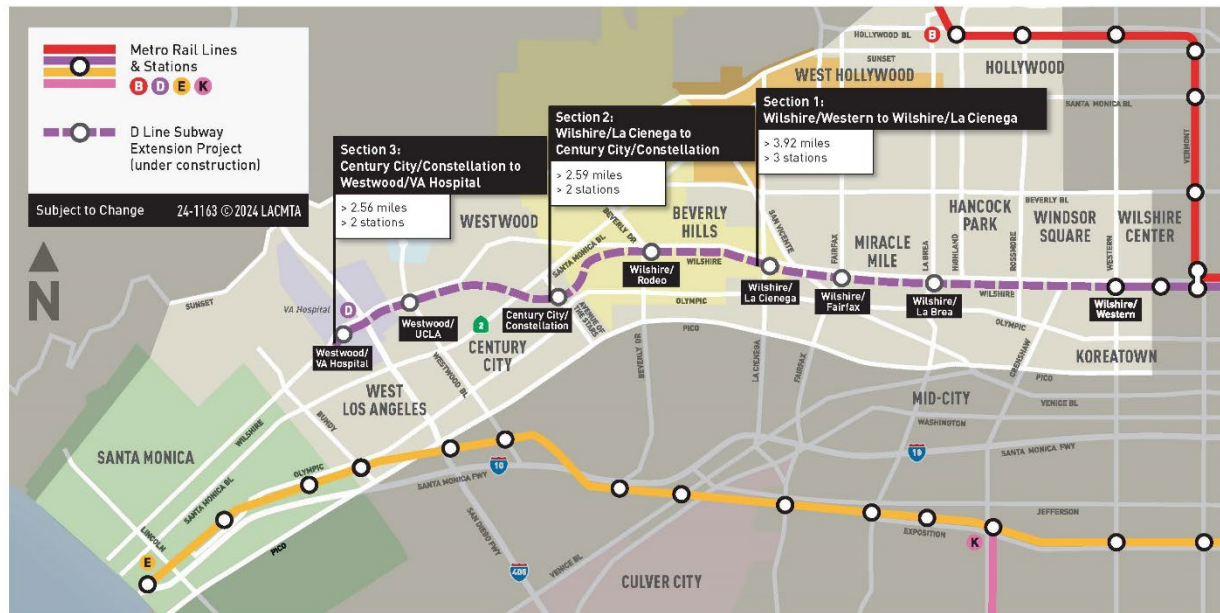
Stephanie Wiggins
Chief Executive Officer

Metro – D Line Subway Extension Project

Sections 1, 2, and 3

Title VI Service and Fare Equity Analysis

D LINE SUBWAY EXTENSION PROJECT



Prepared by Los Angeles Metro Operations Department, June 2025

Agency Recipient ID 5566

Agency Contact: Joanna Lemus, Senior Manager, Civil Rights Programs (Title VI),

Office of Civil Rights & Inclusion

(Phone 213.922.4067; lemusj@metro.net)

Introduction

Section 601 of Title VI of the Civil Rights Act of 1964 states “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

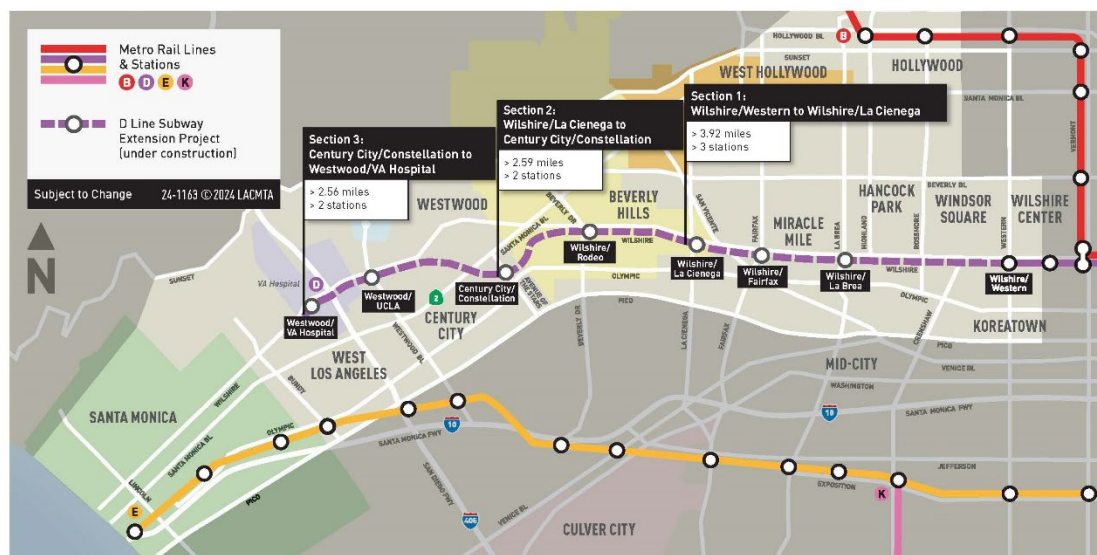
As a recipient of federal funding, LA Metro is required to ensure its programs and activities align with the principles of Title VI. The D Line Subway Extension Project is a western extension of the D Line from the Wilshire/Western Station to Westwood and is set to begin revenue service later in 2025. In accordance with Federal Transit Administration Title VI guidelines and Metro’s Title VI Plan a Service and Fare Equity (SAFE) Analysis is required to assess the impact of this new service on minority populations.

Background

The D Line Subway Extension Project will continue from the current D Line terminus at the Wilshire/Western Station, extending westward for nearly nine miles along Wilshire Bl, and will add seven new stations. The extension is being constructed and will open service in three sections. Existing D Line heavy rail (subway) service would continue to operate between Union Station and Wilshire/Western Station, then continue west to serve:

- New Section 1 Stations: Wilshire/La Brea, Wilshire/Fairfax, and Wilshire/La Cienega Stations later in 2025;
- New Section 2 Stations: Wilshire/Rodeo (construction name) and Century City Stations, projected opening Summer 2026;
- New Section 3 Stations: Westwood/UCLA and Westwood/VA Hospital, projected opening Summer 2027.

Figure 1 – D Line Subway Extension



Analysis - Metro's Title VI Policies

Major Service Change Policy

Metro's Major Service Change Policy requires this Title VI Analysis be completed six months before the opening of the new fixed guideway project (e.g., D Line Subway Extension). This requirement applies irrespective of whether the service changes meet the thresholds outlined in other subsections of the policy.

- Disparate Impact refers to a facially neutral policy or practice that disproportionately affects members of a group identified by race, color, or national origin and the policy lacks a substantial legitimate justification, including one or more alternatives that would serve the same legitimate objectives but with less disproportionate effects based on race, color or national origin. This policy defines the threshold Metro will utilize when analyzing the impacts on minority populations and/or riders. For major service changes, a disparate impact will be deemed to have occurred **if the absolute difference between the percentage of minorities adversely affected and the overall percentage of minority riders is at least 5%.**
- Disproportionate Burden refers to a neutral policy or practice that disproportionately affects low-income riders more than non-low-income populations and/or riders. Metro defines low-income as \$69,350 for a four-member household which represents the median income of a four-member household in Los Angeles County. The finding of a disproportionate burden for major service changes requires Metro to evaluate alternatives and mitigate burdens where practicable. For major service changes, a disproportionate burden will be deemed to exist **if an absolute difference between the percentage of low-income people adversely affected by the service change and the overall percentage of low-income people is at least 5%**

The definitions of disparate impact and disproportionate burden were adopted in Metro's Title VI Program which was updated and approved by Metro's Board in October 2022. The threshold referenced is taken from the California Department of Housing and Community Developments 2024 State income Housing Limits; this amount is being referenced as the updated threshold and will be included in the 2025 Title VI update that will be brought to the Metro Board for adoption later this year.

Disparate Impact Analysis Methodology

To assess whether the change will have a disparate impact on minority riders, the ethnicity demographic data of the community this new rail alignment will serve is analyzed. The data is then compared to the ethnicity demographic data of Metro's Service Area. If the absolute difference between the minority percentage along the alternatives and the Metro Service Area percentage is at least 5%, an impact is deemed to have occurred.

Service and Fare Impacts

Revenue service hours will be added to the existing transit service with the opening of each section as follows:

- New Section 1 Stations: Wilshire/La Brea, Wilshire/Fairfax, and Wilshire/La Cienega projected opening in mid to late 2025. Approximately 113,000 annual rail revenue hours will be added to the existing transit service on the corridor.
- New Section 2 Stations: Wilshire/Rodeo (construction name) and Century City Stations, projected opening end of 2026. Approximately 28,810 annual revenue hours will be added to the existing transit service on the corridor.
- New Section 3 Stations: Westwood/UCLA and Westwood/VA Hospital, projected opening Summer 2027. Approximately 36,640 annual revenue hours will be added to the existing transit service on the corridor.

As outlined above, the segment from the current terminus Wilshire/Western Station and the terminus station with the opening of each section will have the same levels of service as the rest of the D Line: 5-minute peak service weekdays, 10-minute off peak weekday and daytime weekend service, and 20-minute evening/late night service.

Potential Metro Bus service changes include:

- Line 720 will be gradually modified to become a peak period only service weekdays as outlined in NextGen Bus Plan. This is based on expected movement of passengers from this service to the D Line as it extends. Line 20 service will be increased to ensure a good quality local bus service between the D Line stations between Downtown LA, Westwood, and to Santa Monica.
- There is also an approved change for a new Line 610 between Wilshire/La Brea D Line and Hollywood/Vine B Line Stations, replacing the north end of Line 210. Line 210 northern terminus would become Wilshire/La Brea D Line Station instead of Wilshire/Western D Line and Hollywood/Vine B Line Stations. Evolving ridership patterns will be monitored as each phase of the D Line extensions opens, and changes planned for the above bus services may be modified.

These changes aim to enhance connectivity, expand transit options, and improve the overall passenger experience for residents throughout the Greater West Los Angeles region.

The fares for the new D Line Extension will be the same as for other Metro rail and bus services and are integrated with the fares for these other services.

Minority and Low-Income Populations Served by New D Line Subway Extension Sections 1, 2, and 3

As required under Title VI, Metro has analyzed the minority and low-income populations that will be served by the new D Line Subway Extension rail service based on being within 0.5 miles of the alignment. As Lines 20 and 720 are also being impacted, data for their catchment area is also included. Their catchment area is defined as 0.25 miles of corresponding bus service.¹ The

¹ A buffer of 0.25 miles is used since the average rider tends to walk only 0.25 miles for bus service as opposed to 0.5 for rail service.

relevant data is shown in Table 1 below. There is no demographic ridership data to analyze for rail service along this alignment as the line is not yet in operation.

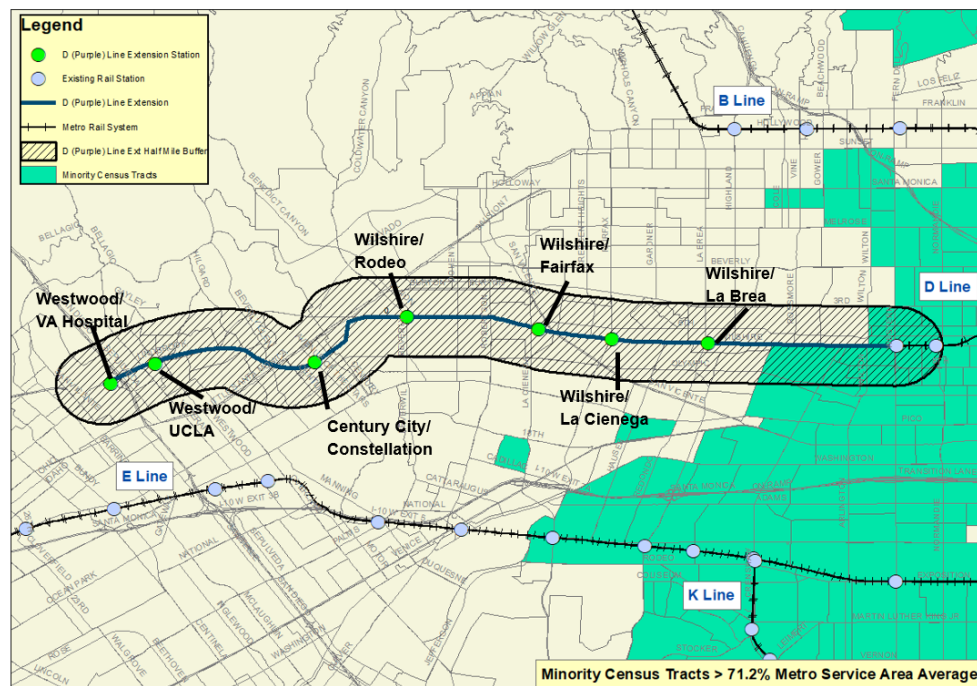
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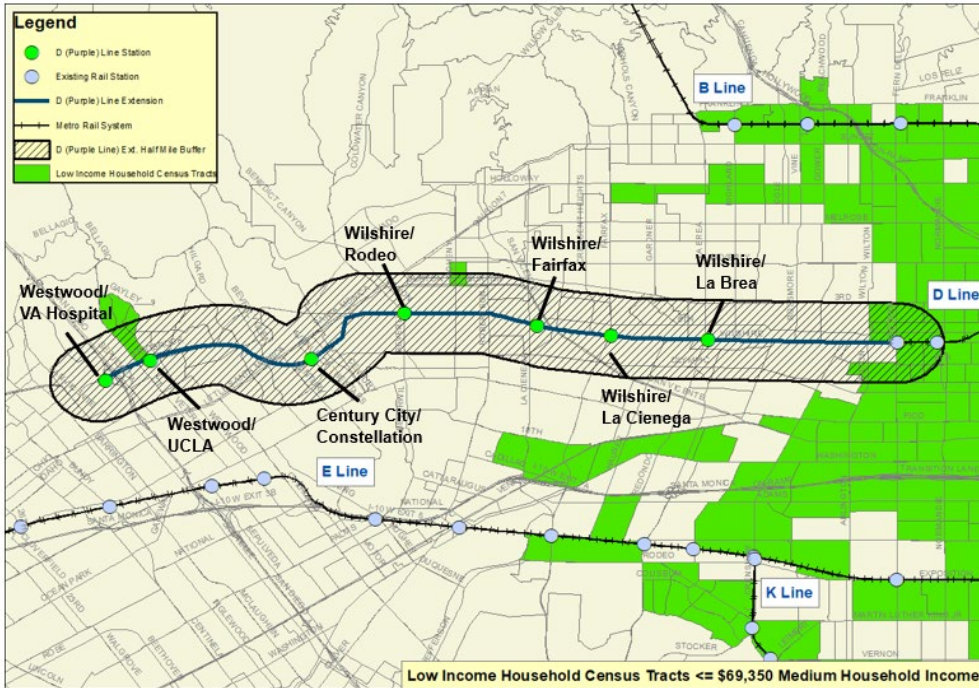
The minority population that will be served by the D Line Subway Extension Subway Project Impact Corridor (see Figure 2, 0.5-mile catchment) comprises 84.4% of the overall population; the new line will serve a minority population 24.8% lower than the 71.2% average for Metro's overall service area. This constitutes a disparate impact to the minority population under Title VI. However, since the project is a benefit to both the corridor and the minority population the new line will serve, the adding of new rail service and discontinuing Line 720 will be offset by increasing service on Line 20. Thus, the disparate impact is positive for the minority population under Title VI and does not require any review of alternative options for mitigation.

Figure 2 – D Line Subway Extension – Minority Population



The low-income households that will be served by the D Line Subway Extension Project Impact Corridor (see Figure 3, 0.5-mile catchment with 0.25 catchment for Lines 20 and 720) comprise 46.4% of the households.

Figure 3 – D Line Subway Extension – Low-Income Population



This is 1.2% higher than the Metro Service Area average of 45.2% for low-income households. Since this is within the 5% threshold, there is no disproportionate burden on low-income households. Consequently, this would normally represent a disproportionate burden for the low-income households the new line will serve. However, since the project is a benefit to both the corridor and the low-income households the line will serve by adding a new rail service and not reducing associated Metro bus services, the disproportionate burden is positive for the low-income population under Title VI and does not require any review of alternative options for mitigation. Reference Table 2 for analysis.

Table 2

	Number of Households	Number of Low-Income Households	Low-Income Household Percentage
D Line Extension	112,666	47,193	41.9%
Line 720 deletion	-172,562	-86,021	49.8%
Line 20 service increase	171,551	85,793	50.0%
D Line Extension Impact Corridor	111,665	85,783	42.1%
Metro Service Area	2,663,368	1,205,146	45.2%
Difference Comparison			-3.1%

Note: Data source is the 2023 American Community Survey.

Outreach

The D Line Subway Extension project was approved by the Metro Board of Directors on April 26, 2012. The service plan was approved by the FTA on March 28, 2023. Throughout the project approval, environmental review process, planning, and construction of the D Line Subway Extension project, Metro's Community Relations Department conducted an extensive outreach and communications program. This included key stakeholder group briefings and presentations, distribution of construction notices, e-notifications, and press releases. Fact sheets containing the project's hotline number, website, and email address was widely distributed and posted on the project website.

Project staff also provided periodic in person and virtual updates via community meetings and through Metro's Westside Central Service Council on the various aspects of the project, including construction impacts, station naming, and overall construction progress. Metro Service Councils are advisory bodies composed of transit advocates, municipal operator representatives, and riders. Council meetings are held at locations within their respective service regions, and serve as one of Metro's many venues for community engagement. A summary of community meetings is provided in Attachment A.

As project construction is completed and each segment approved for Metro to begin pre-revenue service testing, outreach will focus on informing the community of the start date for this new service as opening dates are scheduled for each section.

Conclusion

The D Line Subway Extension Sections 1, 2, and 3 will extend the D Line rail service from its current terminus at Wilshire/Western nearly nine miles west to Westwood, enhancing transit accessibility for minority populations and low-income households along the new rail corridor. This extension has been evaluated under Title VI and determined to not impose disparate impacts or disproportionate burdens, thus eliminating the need for mitigation. The D Line rail extension will deliver high-quality mobility options to the community, aligning with the overarching objective of improving public transit services by expanding rail coverage throughout the Los Angeles region. Minority and low-income riders will significantly benefit from this subway extension.

Metro followed the requirements of FTA Circular 4702.1B and met the legal test for disparate impact as follows:

- (1) *Metro has a substantial legitimate justification for the proposed service change as it works to expand access to high-quality rail service and facilities across the Metro service area;*
- (2) *Metro has no alternatives that would have a less disparate impact on minority riders but would still accomplish the transit provider's legitimate program goals with the opening of D Line Subway Extension Sections 1, 2, and 3.*

Staff therefore requests that the Metro Board adopt this analysis in support of the impending extension of the D Line service.

Metro – D Line Subway Extension Project Sections 1, 2, and 3

Title VI Service and Fare Equity Analysis

Outreach Summary

List of meetings, with the name/focus, and invitees since 2017

Dates & Sections	Meeting Name	Meeting Topic	Invitees
5.13.09 PLE Draft EIS EIR	Westside Central Service Council	Release of project Draft EIS EIR and public comment process	Westside Central Service Council and public
10.19.11 Century City Station	Westside Central Service Council	Century City Station Options Geological Survey	Westside Central Service Council and public
8.13.14 Utility Relocation	Westside Central Service Council	Utility Relocation	Westside Central Service Council and public
Initiated Fall 2014	Pre-construction and construction update	project team provided construction updates, including station progress, a construction schedule of what to expect that include impacts related to noise and vibration, and updated fact sheets for reference Meetings held periodically throughout all Section 1 activity.	Business organizations, chambers of commerce, business improvement districts, neighborhood councils, community councils, homeowners and residents associations, arts organizations, and elected officials representing the project area
5.5.16	Westside Central Service Council	La Brea Decking	Westside Central Service Council and public
6/16 to present	Construction Update Meeting	Construction progress is always discussed, as is the project's effect on the local communities. These meetings are a key channel for distributing Construction Notices and other project information. Held via Zoom and in-person	Wilshire Center Koreatown, , Mid City West, Greater Wilshire Neighborhood Council members and the public..
11.9.16	Westside Central Service Council	Purple Line Extension Update	Westside Central Service Council and public
Every Friday PLE 3	Greater Los Angeles Veterans Administration	Update on construction status, milestones reached, look ahead schedule, construction mitigation programs address public's questions.	GLAVA Operations and Facilities Management
2.2.17, 4.25.17 9.28.17 PLE 2	Pre Construction AUR Meeting	Update on construction status, milestones reached, look ahead schedule, construction mitigation programs address public's questions.	Community Residents and Stakeholders from Beverly Hills and Century City

ATTACHMENT A

Dates & Sections	Meeting Name	Meeting Topic	Invitees
6.8.17, 8.17.17 11.29.17 PLE 2	Century City Building Managers Briefings	Update on construction status, milestones reached, look ahead schedule, construction mitigation programs address public's questions.	Property Managers and Staff
6.27.17 PLE 2	BH Sunrise Senior Residential	Update on construction status, milestones reached, look ahead schedule, construction mitigation programs address public's questions.	Facility Manager and Staff
7.25.17 PLE 2	Beverly Hills/ Spago Meeting	Update on construction status, milestones reached, look ahead schedule, construction mitigation programs address public's questions.	Restaurant owners and mgmt.
9.13.17, 10.11.17 11.8.17, 12.13.17 1.10.18, 2.7.18 3.7.18, 4.4.18 5.2.18, 6.6.18 7.11.18, 8.1.18 9.5.18, 10.3.18 11.7.18, 12.12.18 Sections 1 & 2	Beverly Hills Stations Community Meetings	Update on construction status, milestones reached, look ahead schedule, construction mitigation programs address public's questions.	Businesses, residents and stakeholders in the City of Beverly Hills and LA County residents
1.22.18 PLE 2	LA/BH Realtors	Update on construction status, milestones reached, look ahead schedule, construction mitigation programs address public's questions.	Licensed Brokers and Real Estate Agents
2.8.18, 4.12.18 PLE 2	Beverly Hills Chamber Presentation	Update on construction status, milestones reached, look ahead schedule, construction mitigation programs address public's questions.	BH Chamber Board of Directors
2.21.18, 4.25.19 4.25.19, 1.30.25 PLE 2	Century City BID	Update on construction status, milestones reached, look ahead schedule, construction mitigation programs address public's questions.	Century City BID Board of Directors
2.22.18, 5.24.18 8.23.18, 11.13.18 2.21.19, 5.16.19 8.15.19, 11.12.19 PLE 2	Beverly Hills and Century City Stakeholders	Update on construction status, milestones reached, look ahead schedule, construction mitigation programs address public's questions.	Businesses, residents and stakeholders in the City of Beverly Hills and LA County residents
3.7.18 PLE 2	Watt Plaza Tenant Lunch & Learn	Project overview and details of Constellation full closure	Watt Plaza tenants
3.23.18 PLE 2	Century City Arts Council	Update on construction status, milestones reached, look ahead schedule, construction mitigation programs address public's questions.	Arts Council Board of Directors
4.10.18 PLE 2	Century Glen HOA meeting	Update on construction status, milestones reached, look ahead	Members of the HOA

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Dates & Sections	Meeting Name	Meeting Topic	Invitees
		schedule, construction mitigation programs address public's questions.	
5.2.18 PLE 2	Century City Chamber	Update on construction status, milestones reached, look ahead schedule, construction mitigation programs address public's questions.	Century City Chamber Board of Directors
6.5.18 PLE 2	Century City Community Meeting Lunch & Learn	Update on construction status, milestones reached, look ahead schedule, construction mitigation programs address public's questions.	Businesses, residents and stakeholders in the City of Beverly Hills and LA County residents
7.19.18 PLE 2	211 S Spalding HOA Meeting	Update on construction status, milestones reached, look ahead schedule, construction mitigation programs address public's questions.	HOA Members
9.15.18 PLE 2	CIM Group 9460 Wilshire	Update on construction status, milestones reached, look ahead schedule, construction mitigation programs address public's questions.	Property management Team
3.21.19, 6.11.19 6.20.19, 9.19.19 6.18.20, 2.25.25 5.13.25, 11.12.24 PLE 3	Webinar Community Meeting	Update on construction status, milestones reached, look ahead schedule, construction mitigation programs address public's questions.	Businesses, residents and stakeholders along the project alignment and LA County residents
4.4.19, 6.6.19 8.1.19, 10.13.19 4.4.19, 6.6.19 8.1.19, 10.13.19 PLE 2	Century City CBRE Tenants Meeting	Update on construction status, milestones reached, look ahead schedule, construction mitigation programs address public's questions.	CBRE Tenants
4.23.19 PLE 2	Waldorf Astoria	Update on construction status, milestones reached, look ahead schedule, construction mitigation programs, answer questions.	Management
6.10.19 PLE 2	10000 Santa Monica Bl	Update on construction status, milestones reached, look ahead schedule, construction mitigation programs address public's questions.	Residential Property Management
8.7.19 PLE 2	Rodeo Drive Committee Meeting	Update on construction status, milestones reached, look ahead schedule, construction mitigation programs address public's questions.	Board of Directors for the Rodeo Drive Committee
9.11.19 PLE 1	Westside Central Service Council	Purple Line Extension Update	Westside Central Service Council and public
9.11.19, 1.8.19 2.5.19, 3.5.19	Wilshire Rodeo Stakeholders	Update on construction status, milestones reached, look ahead	Beverly Hills Business Owners within the

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Dates & Sections	Meeting Name	Meeting Topic	Invitees
4.2.19, 5.1.19 6.4.19, 7.17.19 8.14.19, 10.15.19 11.13.19, 1.9.18 11.14.18, 12.13.18 PLE 2	Briefing	schedule, construction mitigation programs address public's questions.	vicinity of the Wilshire Rodeo Station construction zone
11.13.19, 2.26.20 PLE 3	Westwood Hills Community Meeting	Update on construction status, milestones reached, look ahead schedule, construction mitigation programs address public's questions.	Businesses, residents and stakeholders along the project alignment and LA County residents
1.8.20, 2.5.20 3.4.20, 4.8.20 5.6.20, 6.3.20 7.1.20, 12.9.20 5.1.19, 8.14.19 10.15.19 PLE 2	Beverly Hills Wilshire Rodeo Stakeholder Briefing	Update on construction status, milestones reached, look ahead schedule, construction mitigation programs and address public questions.	Beverly Hills Business Owners within the vicinity of the Wilshire Rodeo Station construction zone
1.8.20, 4.1.20 5.6.20, 8.5.20 7.14.21, 8.4.21 11.3.21, 2.2.22 5.4.22, 8.3.22 11.2.22, 2.1.23 5.3.23, 8.2.23 11.1.23, 2.7.24 5.1.24, 8.7.24 10.9.24, 1.8.25 4.2.25, 5.3.25 All Sections	Webinar Community Meeting	Update on construction status, milestones reached, look ahead schedule, construction mitigation programs address public's questions.	Businesses, residents and stakeholders along the project alignment in the City of Beverly Hills and LA County residents
2.5.20 PLE 3	National Home for Disabled Volunteer Soldiers	Businesses, residents and stakeholders along the project alignment and LA County residents Project Update	Veterans and interest groups
2.20.20, 5.21.20 Section 2	Community Meeting	Update on construction status, milestones reached, look ahead schedule, construction mitigation programs address public's questions.	Businesses, residents and stakeholders in the City of Beverly Hills and LA County residents
3.19.20, 11.12.20 11.14.19 PLE 3	Community Meeting	Update on construction status, milestones reached, look ahead schedule, construction mitigation programs address public's questions.	Businesses, residents and stakeholders along the project alignment and LA County residents
3.31.20 PLE 2 & 3	Elected Officials Briefing	Update on the status of the project and look ahead schedule	Elected offices within project's limits.

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Dates & Sections	Meeting Name	Meeting Topic	Invitees
4.14.21 PLE 1 & 2	Westside Central Service Council	Sections 1 and 2 Update	Westside Central Service Council and public
3.9.22 PLE 3	Westside Central Service Council	Section 3 Update	Westside Central Service Council and public
9.1.23 PLE 2	Westside Central Service Council	Section 2 Station Names	Westside Central Service Council and public
7.6.22, 9.7.22 10.12.22, 12.7.22 3.1.23, 6.7.23 7.12.23, 9.6.23 10.4.23, 12.3.23 3.6.24, 6.5.24 9.18.24, 12.4.24 7.10.24, 3.12.25 1.10.25, 7.1.20 1.13.21, 6.2.21 9.1.21, 10.6.21 12.1.21, 1.5.22 3.9.22, 4.6.22 6.1.22, 1.4.23 4.12.23, 4.3.24 11.6.24, 2.5.25 5.7.25, 2.5.20 PLE 2	City of Beverly Hills Stations Community Meeting	Update on construction status, milestones reached, look ahead schedule, construction mitigation programs address public's questions.	Businesses, residents and stakeholders in the City of Beverly Hills and LA County residents
2.8.24	Westside Central Service Council	Purple Line Extension Update	Westside Central Service Council and public
3.1.24 PLE 1	Variety of Meetings; Construction Relations team publicized work that closes Wilshire Bl by: notifying the City of LA Board of Public Works, distributing thousands of door-to-door by vendors Online presentations given to stakeholder.	Removal of Temporary Decking in Wilshire/Western Intersection Construction Notices (including detours and maps describing the work area)	Council Districts, Neighborhood Councils, local elected officials, neighbors, transit riders, and drivers, neighboring stakeholders within one-half mile of the affected intersection.
3.11.24	VA Construction	C1152 VA Construction Oversight Tour	Section 3 VA Station

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Dates & Sections	Meeting Name	Meeting Topic	Invitees
PLE 3	Coordination	- Park and Walk with VA	Lead, VA Operations
3.26.24 PLE 3	VA Construction Coordination	Future VA Station Construction: Plaza and Pedestrian Bridge	VA Station Leads, Bus Operations
4.3.24 PLE 3	VA Construction Coordination	Dowlen Drive Pre-Construction Site Walk	VA Station Project Leads, VA Operations Director
4.3.24 PLE 3	Westwood Village Improvements Association	Construction mitigation and promotion of project's benefits with Delivery of pre-loaded TAP to Westwood Village Improvement Association	To Westwood Village Improvement Association members
4.11.24 PLE 3	VA Station Pedestrian Bridge/Plaza VA Construction Coordination	Briefing on the decommissioning of the VA mural wall to accommodate PLE station construction.	VA management
4.23.24, 8.13.24 PLE 3	Construction Update Meeting	Update on construction status, milestones reached, look ahead schedule, construction mitigation programs address public's questions.	Businesses, residents and stakeholders along the project alignment and LA County residents
4.26.24 PLE 3	VA Hospital Director	How to better support stakeholder needs in weekly alerts, mitigations applied to current and future issues, enhance understanding of stakeholder's project perspective and experience.	Deputy Executive Officer and VA Director
4.29.24 PLE 3	VA Station North Plaza/Pedestrian Bridge Construction	Plans for beginning construction of the VA Station's North Plaza and Pedestrian Bridge, confirm demolition plans	Metro Art, New Media Team
5.2.24 PLE 3	Construction Coordination: Hammer Museum's Gala in the Garden	Update on construction status, milestones reached, look ahead schedule, construction mitigation programs address public's questions.	Project Execs, Station Leads, Hammer Museum Director
5.3.24 PLE 3	VA Station Pedestrian Bridge/Plaza/Veterans Mural	Discuss plans to hold a private (non-media) ceremony West LA VA Medical Center campus for decommissioning part of the Veteran's Mural. Outline mitigation plans for addressing anticipated opposition from some Veterans groups who have expressed concerns about project construction impact on the mural.	Community Relations
5.6.24 PLE 3	VA Lot 43 Construction	Meeting to discuss upcoming work for Parking Lot 43N	VA Facilities Director

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Dates & Sections	Meeting Name	Meeting Topic	Invitees
	Coordination & Phasing		
5.7.24 PLE 3	Santa Monica Big Blue Bus Access Coordination	Discuss issue of Santa Monica Big Blue Buses not being able to turn left into the VA campus when heading Westbound coming from the 405	Bus Operations, Santa Monica Big Blue Bus, Community Relations
5.8.24 PLE 3	Banner Request-VA Art Wall Demolition Event	Discuss the outcome of the 5/6 meeting to determine the necessary next steps for banner production for the VA art wall demolition.	Metro Art, Community Relations
5.10.24 PLE 3	VA Memorial Mural Coordination	Memorialization of existing Veteran's artwork	Veterans Community
5.13.24 PLE 3	VA Artwork Coordination	VA Hospital Station North Plaza Artwork Redesign	Metro Art, Community Relations
5.20.24 PLE 3	Westwood Village Improvement Association	Further discuss the Metro's commitment to Westwood Village for FY 24/25.	Westwood Village Improvement Association
5.30.24 PLE 3	Century City Mall Construction Coordination	Discuss potential impacts the cone penetration testing closures will have on the driveways of the Westfield Century City Mall.	Contractor, Property Manager of Century City Mall
6.26.24 PLE 3	Veterans Community Oversight and Engagement Board Meeting	Coordination on Art Department activities	VCOEB, Metro Art, Project Execs
7.3.24, 8.6.24 PLE 3	VA Campus Construction Coordination	This meeting is to help coordinate rerouting and relocation of impacted bus lines due to work on the VA campus.	SMBBB, Metro Bus Operations, Third Party, Contractor
7.16.24 PLE 3	10900 Wilshire Bl Construction Coordination	Briefing on arrangements being made and current status on behalf of Tishman Speyer to enable removal and Storage to be completed	10900 Property Manager, Project Execs
7.17.24 PLE 3	Veterans Advisory Commission Meeting	Metro Art update on the Westwood/VA Hospital Station Art Program.	Metro Art, Community Relations
8.15.24 PLE 3	Century City Farmers Market 20th Anniversary	Public outreach on the project's benefits and current status, sign up for updates.	Century City residents.
9.17.24 PLE 3	CPT Testing On Wilshire Bl. Near Veteran Av.	This is a meeting to discuss the extent of the CPT testing closure and an overview on what CPT testing entails.	Federal Rep for GSA, Contractor
10.3.24 PLE 3	UCLA Sustainable Transportation Fair	Update on construction status, milestones reached, look ahead schedule, construction mitigation	Open to members only.

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Dates & Sections	Meeting Name	Meeting Topic	Invitees
		programs, address questions from the public, signup to receive project updates.	
10.21.24 PLE 3	AARP event planning session	Prep of outreach at Veteran/AARP event, to promote the project's benefits, provide an overview on the status of the project, and answer questions from attendees.	Streets for All, AARP, WWVIA
10.28.24 PLE 3	CD11 Holiday Moratorium Exemption Review	Review Holiday Moratorium Exemption for CD11	CD11, Contractor
12.19.24 PLE 3	Westwood Improvement Association	Tour of Westwood Broxton Plaza to discuss potential operational conflicts with construction, project benefits and timeline.	Westwood Improvement Association management
1.10.25 PLE 3	LA Fire Coordination with VA	Emergency coordination for VA Evacuation from Palisades Fire	VA management
1.30.25 PLE 3	Hammer Museum 2/8 Exhibition TC Discussion	Discussion to coordinate local closures with access to event	Contractor, Station leads
2.5.25 All 3 Sections	Lunch and Learn Community Meeting	Update on construction status, milestones reached, look ahead schedule, construction mitigation programs address public's questions.	Businesses, residents and stakeholders along the project alignment and LA County residents.
2.11.25, 3.5.25 PLE 3	City of LA Board of Public Works	Update on construction status, milestones reached, look ahead schedule, construction mitigation programs, outreach & engagement efforts and address questions.	Public and constituents of the City of Los Angeles
2.20.25 PLE 3	Westwood Village Improvement Association Board of Directors Meeting	Update on construction status, milestones reached, look ahead schedule, construction mitigation programs address public's questions.	WVIA members
3.4.25 PLE 2	Century Plaza Towers Tenant Mtg	Provided update on current and upcoming Construction in Century City	Tenants at 2029/2049 Century Park East
3.5.25 PLE 3	North Westwood Neighborhood Council Meeting	Update on construction status, milestones reached, look ahead schedule, construction mitigation programs and address questions.	Board members and public.
3.27.25 PLE 3	Upcoming Work in Century City	Review upcoming work activities by PLE3 in the Century City area. Traffic control plans will be reviewed.	Contractor, Century City Mall Property Manager
4.2.25	CD11 City of LA for	Update on construction status,	CD11, Contractor

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Dates & Sections	Meeting Name	Meeting Topic	Invitees
PLE 3	Peak Hour Exemption	milestones reached, look ahead schedule, construction mitigation, and why extended work hours are necessary.	
4.10.25 PLE 3	VA Construction coordination	Spill reported by VA at TTES, coordination of field activities	Tunnels, VA staff
4.11.25 PLE 3	VA Construction Mitigation coordination	Review of VA Hospital Shuttle Map	VA staff, Metro Art and Design
4.15.25, 2.19.19 5.1.19, 7.30.19 11.14.19, 2.21.18 4.26.18, 8.15.18 11.14.18, 2.19.19 5.1.19, 7.30.19 11.14.19, 3.26.24 PLE 2	Century City Property Managers Construction Briefing	Update on construction status, milestones reached, look ahead schedule, construction mitigation programs address public's questions.	Property Managers and Staff
5.1.25 PLE 3	UCLA First Thursdays	Share information on the benefits of the project and status of construction, answered questions and signed up the public to receive project updates.	UCLA students and administration, members of the public
5.6.25 PLE 3	NDVets Resource Fair	Share information on the benefits of the project and status of construction, answered questions and signed up the public to receive project updates.	Veteran's community, members of the public
8.29.25, 9.12.24 PLE 3	UCLA Construction Coordination	Discussion Regarding Adjusted Closure Schedules for UCLA Move In	UCLA, Project Execs
9.24.25 PLE 3	Bus Route coordination with Santa Monica Big Blue Bus	Discussion regarding N. Plaza Drilling Work Closures Impacting Bus Line	SMBBB, Third Party, Contractor

**D LINE (PURPLE) EXTENSION SECTIONS 1, 2, AND 3 HEAVY RAIL PROJECT SERVICE PLAN
TITLE VI PUBLIC HEARING COMMENTS**

#	Commenter Name	Date Received	Method Submitted	Comment	Position Summary	Agency Response
1	Random Rider	6/6/2025	Agenda eComment	I suggest the route for Line 610 should be; Starting at Hollywood/Vine (southbound); travel straight Vine, left Melrose, right Larchmont, right 3rd, and right La Brea to serve the new Wilshire/La Brea Station (northbound same but opposite direction). I would also consider extending Line 610 via La Brea and Pico to end at Pico/Rimpau to reduce the number of transfers and increase connectivity. Thank you.	Reroute and extend Metro Bus Line 610	NextGen Bus Plan for Line 610 was based on Rossmore Av, based on the original Line 210.
2	North Westwood Neighborhood Council	6/9/2025	Agenda eComment	The plan's unacceptably low service frequencies risk deterring riders. On behalf of the tens of thousands of stakeholders we were elected to represent, the North Westwood Neighborhood Council urges Metro to improve frequencies at off-peak, weekend, and evening hours on the D Line. Off-peak and evening riders, including UCLA students (many of whom do not own a car) and healthcare workers who travel outside of 9-to-5, would experience degraded service. This disproportionately impacts transit-dependent communities. Long waits create safety concerns that can be alleviated by increasing frequencies. Full statement: https://clkrep.lacity.org/onlinedocs/2005/05-0209-S1_cis_05-25-2025.pdf#page=3	Improve evening and off-peak D Line frequencies	5 min for Line 20 weekdays, 6 min weekends, with 10 min weekday peaks for Line 720 was what NextGen contained. This is subject to review based on how ridership responds to the D Line Extension.
3	Kevin Dedicatoria	6/9/2025	Agenda eComment	How often will buses operate on Metro Line 20 after each D Line extension opens and Line 720 becomes a peak period service?	Question re: Metro Bus Lines 20 and 720	NextGen Bus Plan has 5-minute weekday and 6-min weekend service on Line 20. This is subject to review based on how ridership responds to the D Line Extension.
4	Lawrence Tran	6/10/2025	Agenda eComment	Off-peak frequencies need to be higher. The D Line will still be very much in-use heading into the evening hours, as there will be a great amount of leisure travel by students from Westwood to popular destinations on the Wilshire corridor. Most students will not use the D Line on a 9-5 basis. They will be going out late at night to Ktown; they should have the right to reliable and accessible transportation back home in Westwood. 20 minutes is fairly terrible frequency for those purposes. Since 5-minute frequencies are possible, at least 10 minute evening frequencies should be doable if Metro bears staffing costs.	Improve evening and off-peak D Line frequencies	20-minute service is a rail systemwide policy after 9 pm. In part, it relates to maintenance access as well as ridership levels. Staff will review service options that reflect the various markets for riders travelling in the evening/late nights for work and leisure, especially important with the upcoming major events to be held in LA. A revised policy will need to address maintaining a sustainable rail system in a state of good repair while addressing the market opportunities for evening/late night rail travel.

#	Commenter Name	Date Received	Method Submitted	Comment	Position Summary	Agency Response
5	Peter O'Neill	6/10/2025	Agenda eComment	I am a student of USC who doesn't own a car and who plans to frequently use the D Line extension. Reasonable frequencies are a huge factor in developing a transit system that people are willing and comfortable using. 20 minute evening frequencies are not reasonable. Along one of LA's biggest corridors, why should frequencies ever dip below those of commuter trains? People who don't have a car by choice or by necessity deserve to be able to get around reliably. LA cannot become a less car-centric city while treating its subway system like it's only for 9-5 commuters. Off-peak transit hour trips have been increasingly since the pandemic. 10 min headways max!	Improve evening and off-peak D Line frequencies	20-minute service is a rail systemwide policy after 9 pm. In part, it relates to maintenance access as well as ridership levels. Staff will review service options that reflect the various markets for riders travelling in the evening/late nights for work and leisure, especially important with the upcoming major events to be held in LA. A revised policy will need to address maintaining a sustainable rail system in a state of good repair while addressing the market opportunities for evening/late night rail travel.
6	Auguste Miller	6/10/2025	Agenda eComment	We need much shorter travel times! 20 mins wait between trains is unheard of in a world class city	Improve evening and off-peak D Line frequencies	20-minute service is a rail systemwide policy after 9 pm. In part it relates to maintenance access as well as ridership levels. Staff will review service options that reflect the various markets for riders travelling in the evening/late nights for work and leisure, especially important with the up and coming major events to be held in LA. A revised policy will need to address maintaining a sustainable rail system in a state of good repair while addressing the market opportunities for evening/late night rail travel.
7	Karen Canady	6/10/2025	Agenda eComment	As a resident who lives a mile from the Wilshire/Western D Line station, I write in support of this project. However, I'm concerned that the proposed frequency of 20 minutes for evening service will significantly discourage ridership. My experience with trying to take Metro home from Downtown in the evenings has been dismal. One time I gave up and called an Uber because after waiting 20 minutes, a further delay was announced. It was getting late to be a woman downtown alone at night. 20 minutes is too long to wait and would make women seek alternative means of transport.	Improve evening and off-peak D Line frequencies	20-minute service is a rail systemwide policy after 9 pm. In part it relates to maintenance access as well as ridership levels. Staff will review service options that reflect the various markets for riders travelling in the evening/late nights for work and leisure, especially important with the up and coming major events to be held in LA. A revised policy will need to address maintaining a sustainable rail system in a state of good repair while addressing the market opportunities for evening/late night rail travel.
8	Colin Warn	6/10/2025	Agenda eComment	I would like to see 10 minute intervals for the D Line at midnight.	Improve evening and off-peak D Line frequencies	20-minute service is a rail systemwide policy after 9 pm. In part it relates to maintenance access as well as ridership levels. Staff will review service options that reflect the various markets for riders travelling in the evening/late nights for work and leisure, especially important with the up and coming major events to be held in LA. A revised policy will need to address maintaining a sustainable rail system in a state of good repair while addressing the market opportunities for evening/late night rail travel.

#	Commenter Name	Date Received	Method Submitted	Comment	Position Summary	Agency Response
9	Mark Bisaha	6/10/2025	servicecouncils@metro.net	I find the idea of 20-minute headways at night unacceptable. I often work until 9-10p. I have reasonably convenient access to the E Line, which has better service frequency. However, I have to transfer at Metro Center. The one time I tried Metro (as opposed to my own vehicle) I ended up cooling my heels at 7th Street for about 18 minutes before my train arrived. Needless to say, I have never again attempted to use Metro to get to/from work. B and D should have at least 12-minute frequencies into the night to accommodate workers and those going out for the night. Would you want to wait 20 minutes for a train at 10p? If you want riders, offer a compelling service! As it is, I'll stick to my motorcycle, thank you.	Improve evening and off-peak D Line frequencies	20-minute service is a rail systemwide policy after 9 pm. In part it relates to maintenance access as well as ridership levels. Staff will review service options that reflect the various markets for riders travelling in the evening/late nights for work and leisure, especially important with the up and coming major events to be held in LA. A revised policy will need to address maintaining a sustainable rail system in a state of good repair while addressing the market opportunities for evening/late night rail travel.
10	Andrew NA	6/10/2025	Agenda eComment	We need MUCH more frequency for the line, including at night. 20 minute headways at any time of day are unacceptable, especially for such a high-capacity line.	Improve evening and off-peak D Line frequencies	20-minute service is a rail systemwide policy after 9 pm. In part it relates to maintenance access as well as ridership levels. Staff will review service options that reflect the various markets for riders travelling in the evening/late nights for work and leisure, especially important with the up and coming major events to be held in LA. A revised policy will need to address maintaining a sustainable rail system in a state of good repair while addressing the market opportunities for evening/late night rail travel.
11	Leo Shahbazian	6/10/2025	Agenda eComment	As a user of the Metro network, I strongly urge that no frequency should ever be longer than 10 minutes. 20 minutes is far too long to be waiting, ESPECIALLY in the evening and at night, and will discourage use of transit during this critical time of day. I suggest 10 minute max frequencies on both B and D lines for evening service. Peak should be 5 minutes or faster, and off-peak (and weekends) should ideally be 8 minutes or faster. Thank you.	Improve evening and off-peak D Line frequencies	20-minute service is a rail systemwide policy after 9 pm. In part it relates to maintenance access as well as ridership levels. Staff will review service options that reflect the various markets for riders travelling in the evening/late nights for work and leisure, especially important with the up and coming major events to be held in LA. A revised policy will need to address maintaining a sustainable rail system in a state of good repair while addressing the market opportunities for evening/late night rail travel.

#	Commenter Name	Date Received	Method Submitted	Comment	Position Summary	Agency Response
12	Michael Karric	6/11/2025	Agenda eComment	I am a huge advocate of the Purple Line, despite being a Beverly Hills resident. It is hard for me to advocate for a line that will have 20 minute headways during off peak hours. This is simply unacceptable if you are trying to change the hearts and minds of a city trying to change the narrative around the Metro. Simply put, perceived and real safety concerns will start to arise if you have such long headways and many people will have a poor experience with the Metro. With this extension we have the opportunity to change the trajectory of traffic in this city in a significant way and 20 minute off peak headways will just be another "why can't we have a functioning metro" moment.	Improve evening and off-peak D Line frequencies	20-minute service is a rail systemwide policy after 9 pm. In part it relates to maintenance access as well as ridership levels. Staff will review service options that reflect the various markets for riders travelling in the evening/late nights for work and leisure, especially important with the up and coming major events to be held in LA. A revised policy will need to address maintaining a sustainable rail system in a state of good repair while addressing the market opportunities for evening/late night rail travel.
13	Noel Graham	6/11/2025	Agenda eComment	I completely disagree with the 20 minute evening frequencies as proposed for the evening D Line extension. This is a major thoroughway that should be accessible at least every 10 minutes to encourage higher usage. Many areas off the Purple Line have limited parking and high traffic, why not alleviate this by offering a timely and frequent alternative option?	Improve evening and off-peak D Line frequencies	20-minute service is a rail systemwide policy after 9 pm. In part it relates to maintenance access as well as ridership levels. Staff will review service options that reflect the various markets for riders travelling in the evening/late nights for work and leisure, especially important with the up and coming major events to be held in LA. A revised policy will need to address maintaining a sustainable rail system in a state of good repair while addressing the market opportunities for evening/late night rail travel.
14	Dustin Shahan	6/11/2025	Agenda eComment	The proposed service frequency are inadequate for a decades long project costing \$10 billion. We need higher frequency: • Peak: every 2-3 minutes • Off-peak daytime and weekends: every 4-5 minutes • Evenings: every 10 minutes	Improve evening and off-peak D Line frequencies	Peak frequency is set based on ridership projections. Off peak 10-minute and 20-minute service is a rail systemwide policy. Each are subject to review based on actual ridership once the extension is open. In part, 20-minute frequency in evenings after 9 pm relates to maintenance access as well as ridership levels. Staff will review service options that reflect the various markets for riders travelling in the evening/late nights for work and leisure, especially important with the up and coming major events to be held in LA. A revised policy will need to address maintaining a sustainable rail system in a state of good repair while addressing the market opportunities for evening/late night rail travel.

#	Commenter Name	Date Received	Method Submitted	Comment	Position Summary	Agency Response
15	Irvin Samuel	6/11/2025	Agenda eComment	I urge the council to strongly reconsider 20 min headways on the D Line extension. As one of the most important transit projects in the county's history, it deserves to be useful to all Angelenos at all hours of the day. Reducing frequency by a factor of 4 from peak hours will strongly deter potential riders and inconvenience many who will rely on this line as their primary mode of transit. As someone who lives along the A line and has loved ones along the D line extension, being able to visit them or frequent area businesses without having to meticulously plan to not miss my train would be much better. If we can do 5 min peak then 10 min night frequency at least.	Improve evening and off-peak D Line frequencies	20-minute service is a rail systemwide policy after 9 pm. In part it relates to maintenance access as well as ridership levels. Staff will review service options that reflect the various markets for riders travelling in the evening/late nights for work and leisure, especially important with the up and coming major events to be held in LA. A revised policy will need to address maintaining a sustainable rail system in a state of good repair while addressing the market opportunities for evening/late night rail travel.
16	Nolan Thomas			Please ensure that off peak frequencies, especially on weekends, are worthy of a brand new world class subway line. This line has the potential to redefine LA public transit, but bad weekend frequencies would seriously hurt. As Metro's data shows, weekend ridership is increasing faster than weekday ridership and has exceeded pre-pandemic numbers. Metro should lean into that on a line that will serve lots of tourists and residents exploring town on the weekend. 20 minutes on a Saturday night is brutal. People will just uber instead.	Improve evening and off-peak D Line frequencies	20-minute service is a rail systemwide policy after 9 pm. In part it relates to maintenance access as well as ridership levels. Staff will review service options that reflect the various markets for riders travelling in the evening/late nights for work and leisure, especially important with the up and coming major events to be held in LA. A revised policy will need to address maintaining a sustainable rail system in a state of good repair while addressing the market opportunities for evening/late night rail travel.
17	Kevin Fulton	6/11/2025	Agenda eComment	20 minute headways for non peak evening hours are unacceptable for any major city's transit lines, much less the one that goes through the most densely populated area in the city/region. This is NOT how you grow ridership. Get it down to 15 at least.	Improve evening and off-peak D Line frequencies	20-minute service is a rail systemwide policy after 9 pm. In part it relates to maintenance access as well as ridership levels. Staff will review service options that reflect the various markets for riders travelling in the evening/late nights for work and leisure, especially important with the up and coming major events to be held in LA. A revised policy will need to address maintaining a sustainable rail system in a state of good repair while addressing the market opportunities for evening/late night rail travel.
18	Julia Griffin	6/11/2025	Agenda eComment	The D Line needs better headways to compete with traffic. 20 minute headways are a very long time to wait and as a long time Metro user and commuter, these kinds of things can be the difference between making your transfer on time, making it to work on time and ordering an Uber or not, putting one more car on the street. Please consider improving these headways for the good of traffic and the people of Los Angeles.	Improve evening and off-peak D Line frequencies	20-minute service is a rail systemwide policy after 9 pm. In part it relates to maintenance access as well as ridership levels. Staff will review service options that reflect the various markets for riders travelling in the evening/late nights for work and leisure, especially important with the up and coming major events to be held in LA. A revised policy will need to address maintaining a sustainable rail system in a state of good repair while addressing the market opportunities for evening/late night rail travel.

#	Commenter Name	Date Received	Method Submitted	Comment	Position Summary	Agency Response
19	Erik Larsen	6/11/2025	servicecouncils@metro.net	Please stop treating metro like something people only use to get to and from a traditional 9-5 job. The D line extension represents a long overdue investment in transit through one of the densest part of the city and can do so much to get people out of their cars. However, the proposed 20 minute headways in the evenings severely undermines this. Evening trips unrelated to work are and can continue to be a huge driver of increased ridership. Events and meeting friends/family in places where parking is scarce and/or expensive, such as where the D line extension will be, are the easiest way to get people to try metro out. However if they have to wait 20 MINUTES for a train, the odds of actually converting them to regular metro users drops significantly and will put them right back into cars. Beyond that, it ignores people who work later, or have late classes and tells them they are less important. The D line extension provides one of the best opportunities ever to actually get people out of their cars, provided we don't blow it by offering abysmal headways. Please, do the right thing and decrease evening headways so more people can use the system.	Improve evening and off-peak D Line frequencies	20-minute service is a rail systemwide policy after 9 pm. In part it relates to maintenance access as well as ridership levels. Staff will review service options that reflect the various markets for riders travelling in the evening/late nights for work and leisure, especially important with the up and coming major events to be held in LA. A revised policy will need to address maintaining a sustainable rail system in a state of good repair while addressing the market opportunities for evening/late night rail travel.
20	Lindsey Larsen	6/11/2025	servicecouncils@metro.net	The main driver of increased ridership is train frequency and the current D Line proposal is more likely to disincentivize ridership than encourage it. We need to increase the frequency of service if we want to get people actually using the metro.	Improve evening and off-peak D Line frequencies	20-minute service is a rail systemwide policy after 9 pm. In part it relates to maintenance access as well as ridership levels. Staff will review service options that reflect the various markets for riders travelling in the evening/late nights for work and leisure, especially important with the up and coming major events to be held in LA. A revised policy will need to address maintaining a sustainable rail system in a state of good repair while addressing the market opportunities for evening/late night rail travel.
21	Max Rico	6/11/2025	Agenda eComment	20 minute headways is completely unacceptable for a line that will be this busy along such a dense corridor. Better headways: 4-6 mins peak, 8 mins off peak, 10-12 mins after 10 PM	Improve evening and off-peak D Line frequencies	20-minute service is a rail systemwide policy after 9 pm. In part it relates to maintenance access as well as ridership levels. Staff will review service options that reflect the various markets for riders travelling in the evening/late nights for work and leisure, especially important with the up and coming major events to be held in LA. A revised policy will need to address maintaining a sustainable rail system in a state of good repair while addressing the market opportunities for evening/late night rail travel.

#	Commenter Name	Date Received	Method Submitted	Comment	Position Summary	Agency Response
22	Sean Fox	6/11/2025	Agenda eComment	With an investment of time and financing on the extension to the D line, a 20 minute interval on the line is a contradictory to Metro's goals. With ridership numbers still in recovery, and other lines running at shorten interval times, it is clear the running stock is available to keep intervals to 10 minutes or less on peak travel hours and off-hours. Casual riders hoping to take Metro more, are off put by long waits at stops, with almost 50 years in the making the intervals being 10 minute maximums is a must.	Improve evening and off-peak D Line frequencies	20-minute service is a rail systemwide policy after 9 pm. In part it relates to maintenance access as well as ridership levels. Staff will review service options that reflect the various markets for riders travelling in the evening/late nights for work and leisure, especially important with the up and coming major events to be held in LA. A revised policy will need to address maintaining a sustainable rail system in a state of good repair while addressing the market opportunities for evening/late night rail travel.
23	Bandon Taraku	6/11/2025	Agenda eComment	Please increase train frequency. 20 minute intervals between trains will limit usability of transit.	Improve evening and off-peak D Line frequencies	20-minute service is a rail systemwide policy after 9 pm. In part it relates to maintenance access as well as ridership levels. Staff will review service options that reflect the various markets for riders travelling in the evening/late nights for work and leisure, especially important with the up and coming major events to be held in LA. A revised policy will need to address maintaining a sustainable rail system in a state of good repair while addressing the market opportunities for evening/late night rail travel.
24	Nick CronDeVico	6/11/2025	Agenda eComment	If Metro doesn't improve off-peak D Line service, the \$10 Billion investment risks falling short. Infrequent trains deter riders—especially students, healthcare workers, and transit-dependent communities—undermining goals of equity and ridership growth. Without strong all-day service, the line may become a commuter-only route instead of a vital transit backbone. Cities with far fewer resources run trains more often; LA must do the same to realize the D Line's full potential.	Improve evening and off-peak D Line frequencies	Peak frequency is set based on ridership projections. Off peak 10-minute and 20-minute service is a rail systemwide policy. Each are subject to review based on actual ridership once the system is open. 20-minute service after 9 pm was set in part as it relates to maintenance access as well as ridership levels. Staff will review service options that reflect the various markets for riders travelling in the evening/late nights for work and leisure, especially important with the up and coming major events to be held in LA. A revised policy will need to address maintaining a sustainable rail system in a state of good repair while addressing the market opportunities for evening/late night rail travel.

#	Commenter Name	Date Received	Method Submitted	Comment	Position Summary	Agency Response
25	Rehan Khan	6/11/2025	Agenda eComment	Hello, I am commenting to say that the 20 minute off peak headways proposed for the D line extension are INSUFFICIENT and should be heavily reduced. This project will become a jewel in the crown piece of LA's Metro system and we should absolutely expect it to be treated as such! It will be a game changer for our city, and a proposed 20 minute headway feels like an intentional hit job to hamstring its success and ability to serve the people.	Improve evening and off-peak D Line frequencies	20-minute service is a rail systemwide policy after 9 pm. In part it relates to maintenance access as well as ridership levels. Staff will review service options that reflect the various markets for riders travelling in the evening/late nights for work and leisure, especially important with the up and coming major events to be held in LA. A revised policy will need to address maintaining a sustainable rail system in a state of good repair while addressing the market opportunities for evening/late night rail travel.
26	Noah Mercer	6/11/2025	Agenda eComment	Please run the trains more frequently during evening hours. This line will serve students, doctors, nurses, EMTs, techs and others at UCLA who don't work a 9-5 M-F schedule. It's hard to grow ridership if you don't operate when they need it, and if you can run every 10 minutes during off-peak times then presumably it's just a matter of staffing (not more trains) that keeps you from running that often in the evenings. Let's make this a line that people want to use. It only takes one or two occasions where you have to wait 19 minutes on a spooky deserted platform for the next train before you give up on it.	Improve evening and off-peak D Line frequencies	20-minute service is a rail systemwide policy after 9 pm. In part it relates to maintenance access as well as ridership levels. Staff will review service options that reflect the various markets for riders travelling in the evening/late nights for work and leisure, especially important with the up and coming major events to be held in LA. A revised policy will need to address maintaining a sustainable rail system in a state of good repair while addressing the market opportunities for evening/late night rail travel.
27	Wesley Chuang	6/11/2025	Agenda eComment	I support North Westwood Neighborhood Council's position on lowering off-peak frequency for the D Line. The 20 minute off-peak frequency does not serve me and my community well. I can tolerate at most 15 minute when I'm trying to go to and from DTLA in the evenings. The D Line will be our most important transit investment when it opens on par with the LAX station, so we have to make it the fastest travel option for all stakeholders.	Improve evening and off-peak D Line frequencies	20-minute service is a rail systemwide policy after 9 pm. In part it relates to maintenance access as well as ridership levels. Staff will review service options that reflect the various markets for riders travelling in the evening/late nights for work and leisure, especially important with the up and coming major events to be held in LA. A revised policy will need to address maintaining a sustainable rail system in a state of good repair while addressing the market opportunities for evening/late night rail travel.
28	Landon Wilson	6/11/2025	Agenda eComment	I would like to support higher frequency headway for off peak and weekend times. 10 minutes or less would be ideal but 15 would be better than 20. Thank you.	Improve evening and off-peak D Line frequencies	20-minute service is a rail systemwide policy after 9 pm. In part it relates to maintenance access as well as ridership levels. Staff will review service options that reflect the various markets for riders travelling in the evening/late nights for work and leisure, especially important with the up and coming major events to be held in LA. A revised policy will need to address maintaining a sustainable rail system in a state of good repair while addressing the market opportunities for evening/late night rail travel.

#	Commenter Name	Date Received	Method Submitted	Comment	Position Summary	Agency Response
29	Nadia A.	6/11/2025	servicechanges@metro.net	I work at Cedars Sinai, live in Koreatown, and commute on Line 720 or 16 bus, completing the rest of the journey by bicycle depending on which bus I take. The journey takes around 45/50 min door to door. Along with many people on those buses, my hours don't necessarily fall within regular peak time/daytime service. Buses, especially the 16, are often packed at 8 or 9pm with people leaving work at Cedars and at the Grove (closes at 9pm). Many that ride the buses are minorities that rely on timely service to get home after a long day. I count myself in that group as a black woman. After a long day of work, we would love to get home earlier and taking this train would in theory cut down significantly on the time travelled. If it meant getting home earlier, it would be worth to walk or bike from 3rd to Wilshire (if safe to do so). But I would only take the train if the commute time is reduced in practice. Waiting for 20 min for the next train to come would erase all the time benefits the train is promised to provide. Especially if you add the time going up and down to the platform that you don't have in a bus. If I have to wait 20 min for the next train, I'll take the bus instead. I urge you to reconsider the 20 min headways in the evenings. For the sake of equity, don't punish people that are working all day to benefit only office workers and tourists that would take the train during the peak hours/daytime.	Improve evening and off-peak D Line frequencies	20-minute service is a rail systemwide policy after 9 pm. In part it relates to maintenance access as well as ridership levels. Staff will review service options that reflect the various markets for riders travelling in the evening/late nights for work and leisure, especially important with the up and coming major events to be held in LA. A revised policy will need to address maintaining a sustainable rail system in a state of good repair while addressing the market opportunities for evening/late night rail travel.
30	Arjun Kallapur	6/11/2025	servicechanges@metro.net	I am a resident of Westwood. I worry that the proposed frequency of 20 minutes during evenings/ late nights is insufficient, and will lead to lower ridership than more frequent services at those hours. As a resident of the Westside who lives near the proposed Wilshire/ Westwood UCLA station, I love to go to museums near Wilshire/ La Brea, shopping near Westwood/ Constellation Century City, and restaurants and bars near Wilshire/ Western. All these activities often have me out during the evening and at night. Although all these activities are near future or current D line stations, the 20 minute frequency during evenings and nights would lead to me not taking the metro. I strongly believe that improving evening and late night frequency will lead to whole new groups of people taking metro, and is worth the additional cost and effort. Thank you for your consideration of my comment.	Improve evening and off-peak D Line frequencies	20-minute service is a rail systemwide policy after 9 pm. In part it relates to maintenance access as well as ridership levels. Staff will review service options that reflect the various markets for riders travelling in the evening/late nights for work and leisure, especially important with the up and coming major events to be held in LA. A revised policy will need to address maintaining a sustainable rail system in a state of good repair while addressing the market opportunities for evening/late night rail travel.

#	Commenter Name	Date Received	Method Submitted	Comment	Position Summary	Agency Response
31	Daniel Gottesman		servicechanges@metro.net	I'd like to voice my support for headways shorter than 10-20 minutes on the new D-line extension. Frequent, reliable service will increase ridership.	Improve evening and off-peak D Line frequencies	20-minute service is a rail systemwide policy after 9 pm. In part it relates to maintenance access as well as ridership levels. Staff will review service options that reflect the various markets for riders travelling in the evening/late nights for work and leisure, especially important with the up and coming major events to be held in LA. A revised policy will need to address maintaining a sustainable rail system in a state of good repair while addressing the market opportunities for evening/late night rail travel.
32	Sophia Wang		servicechanges@metro.net	I am a student at UCLA and excited about the D Line subway extension coming soon, particularly the 2027 phase reaching Westwood/UCLA. The decisions you make today regarding train frequencies will critically shape how effectively this project serves our community for decades. While the planned peak frequency of every 5 minutes is commendable, the proposed off-peak daytime (10 minutes) and evening (20 minutes) frequencies fall significantly short of the needs of riders along this dense, vibrant corridor. Destinations such as UCLA, LACMA, Little Ethiopia, Rodeo Drive, and Century City Mall require reliable and frequent service throughout the day, evenings, and weekends. Limited frequencies during these periods disproportionately impact transit-dependent communities and discourage widespread adoption of public transit. With a \$10 billion investment into this project, it is essential that Metro leverages existing equipment and operations effectively to provide frequent, reliable service all day long. Addressing frequency now sets a robust foundation for future service levels and ensures maximum return on public investment. I respectfully urge Metro to revisit and improve the planned frequencies, providing the frequent all-day service essential to support vibrant communities and equitable transportation access across our city. Thank you for your consideration.	Improve evening and off-peak D Line frequencies	Peak frequency is set based on ridership projections. Off peak 10-minute and 20-minute service is a rail systemwide policy. Each are subject to review based on actual ridership once the system is open. 20-minute service after 9 pm in part relates to maintenance access as well as ridership levels. Staff will review service options that reflect the various markets for riders travelling in the evening/late nights for work and leisure, especially important with the up and coming major events to be held in LA. A revised policy will need to address maintaining a sustainable rail system in a state of good repair while addressing the market opportunities for evening/late night rail travel.
33	Eugene Salinsky	6/11/2025	Public hearing comment	Not opposed to rerouting 210 to La Brea. He is against splitting Line 210. He thinks it should operate with through service from Crenshaw to Hollywood/Vine. Thinks that Service Development should do a study of how many people transfer from Metro Bus Lines 20 and 720 at Wilshire/Vermont and Wilshire/Western. He thinks if not done right, people may just stay on the bus rather than transferring to the subway.	Concerned about bus service around D Line Extension	NextGen Bus Plan for Line 610 was based on Rossmore Av, based on the original Line 210 north end, as ridership was much less north of Wilshire Bl for Line 210.
34	Hiram	6/11/2025	Public hearing comment	Rides 720 bus along Wilshire. During peak hours, it's packed. If to rely solely on the D Line and it goes down, need to have an alternative such as 20 or 720 so people can get to their destinations	Concerned about bus service around D Line Extension	Line 20 will offer 5-minute service as well as the peak period 10-minute Line 720 service.

#	Commenter Name	Date Received	Method Submitted	Comment	Position Summary	Agency Response
35	Catherine Gabster	6/11/2025	Public hearing comment	It would help to understand how Metro came to the decisions on frequency. She assumes they will be tracked over time to ensure that they are sufficient for amount of ridership.		Peak period estimated ridership demand forecast by forecast modeling. Off peak frequencies are set by policy. Each are subject to review based on actual ridership once the extension is open.

Title VI Service and Fare Analysis
D Line Extension Sections 1, 2, and 3 Service Plan

Recommendation and Issue

RECOMMENDATION

APPROVE the D Line Subway Extension Project Sections 1, 2, and 3 Title VI Service and Fare Equity Analysis (Attachment A).

ISSUE

Section 601 of Title VI of the Civil Rights Act of 1964 states “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

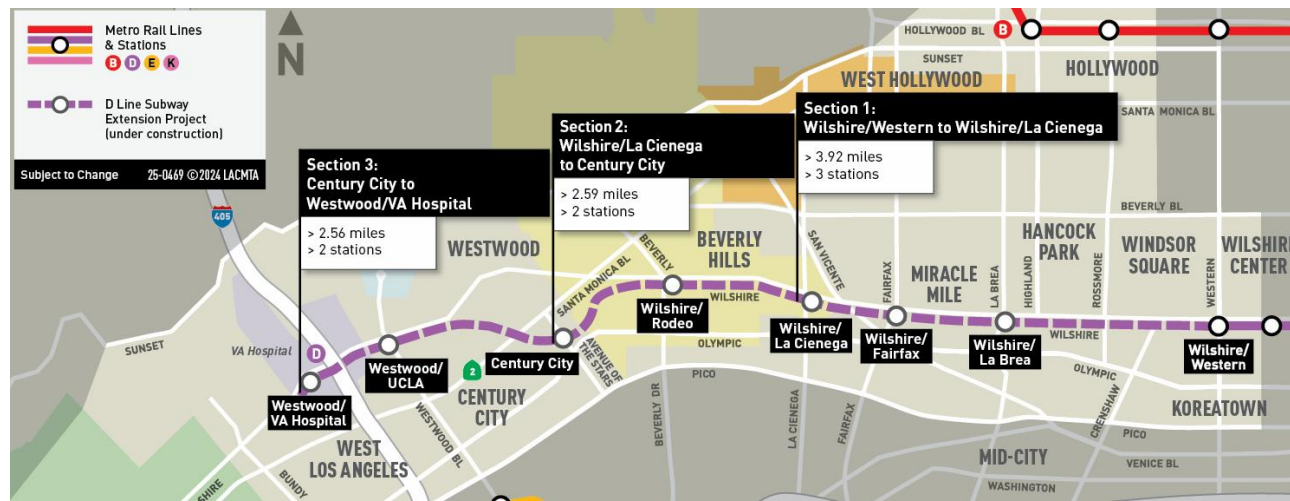
As a recipient of federal funding, LA Metro is required to ensure its programs and activities are conducted consistent with the intent of Title VI.

The D Line (Purple) Extension Sections 1,2, and 3 Heavy Rail Project is a new rail alignment involving federal funding that is expected to begin operation in 2025. Consistent with Federal Transit Administration Title VI guidelines and Metro’s Title VI Plan, a SAFE Analysis of the impacts of the new service plans for these lines on minority populations is required at least six months prior to start of revenue service. The minority populations as identified in Metro’s Title VI Plan (2022) are Black/African American, American Indian/Alaskan Native, Asian/Pacific Islander, and Latino/Hispanic.

Background

The D Line Subway Extension Project will continue from the current D Line terminus at the Wilshire/Western Station, extending westward for nearly nine miles along Wilshire Bl, and will add seven new stations. The extension is being constructed and will open in three sections:

- New Section 1 Stations: Wilshire/La Brea, Wilshire/Fairfax, and Wilshire/La Cienega Stations later in 2025
- New Section 2 Stations: Wilshire/Rodeo (construction name) and Century City Stations, projected opening Summer 2026
- New Section 3 Stations: Westwood/UCLA and Westwood/VA Hospital, projected opening Summer 2027



Metro

D Line Subway Extension Rail Service Plan

The D Line would operate the following service frequencies with each section opening:

- 5-minute peak service weekdays
- 10-minute off peak weekday and daytime weekend service
- 20-minute late evening/night service
- Metro B Line would operate 10-minute daytime, 20-minute evening/late night service, coordinated with D Line to maximize service between Wilshire/Vermont-Union Station.

Potential Metro Bus service changes include:

- Line 720 will be gradually modified to become a peak period only service weekdays as outlined in NextGen Bus Plan. This is based on expected movement of passengers from this service to the D Line as it extends. Line 20 service will be increased to ensure a good quality local bus service between D Line stations between Downtown LA, Westwood, and to Santa Monica.
- There is also an approved change for a new Line 610 between Wilshire/La Brea D Line and Hollywood/Vine B Line Stations, replacing the north end of Line 210. Line 210 northern terminus would become Wilshire/La Brea D Line Station instead of Wilshire/Western D Line and Hollywood/Vine B Line Stations.

Evolving ridership patterns will be monitored as each phase of the D Line extensions opens, and changes planned for the above bus services may be modified. These changes aim to enhance connectivity, expand transit options, and improve the overall passenger experience for residents throughout the Greater West Los Angeles region.



Discussion

Metro's Title VI Program, which was most recently updated and approved by Metro's Board in September 2022, requires two analyses to be completed for each new rail line.

DISPARATE IMPACT

A disparate impact will be deemed to have occurred if the absolute difference between the percentage of minority population served by the new lines and the overall percentage of minority riders in the Metro service area is at least 5%.

DISPROPORTIONATE BURDEN

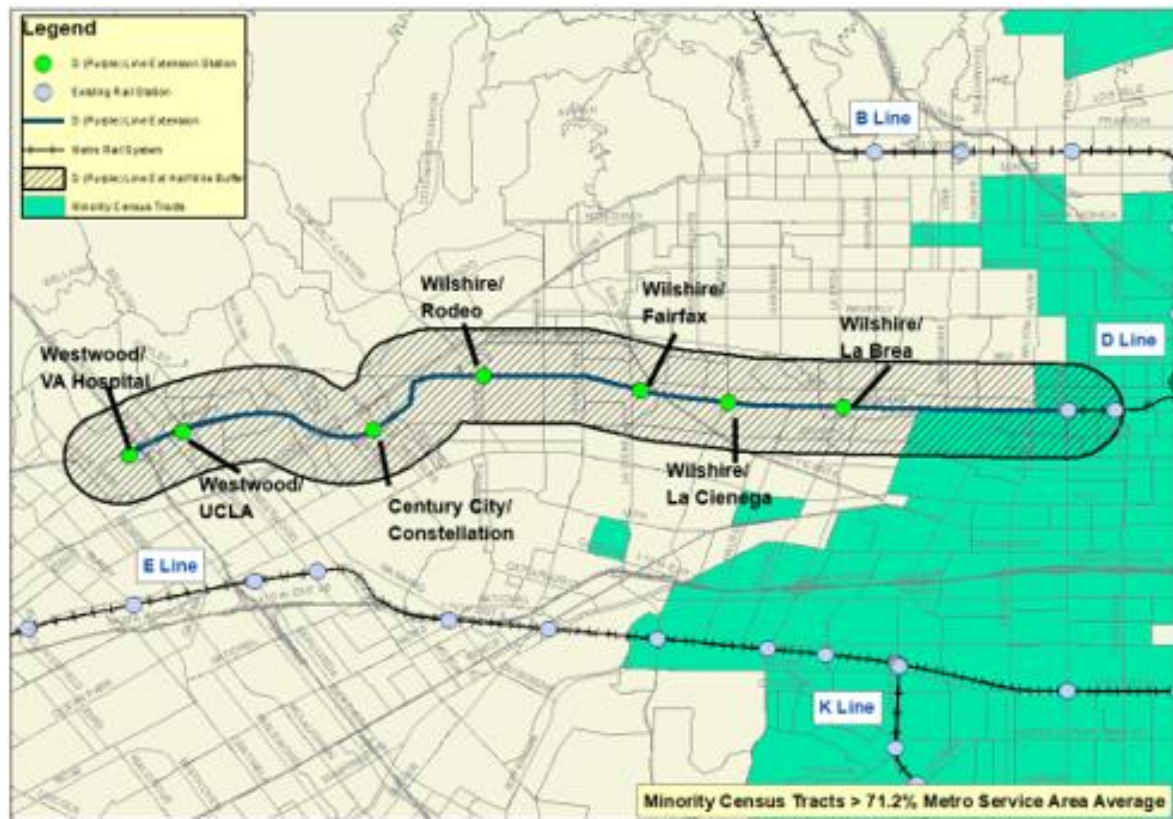
Metro defines low-income riders at \$69,350 or less for their household income, which represents the median income of a four-person household in Los Angeles County (California Department of Housing and Community Development's 2024 State Income Housing Limits). A disproportionate burden will be deemed to exist if an absolute difference between percentage of low-income population served by the new lines and the overall percentage of low-income persons in the Metro service area is at least 5%.

Discussion

Comparison	Population	Minority Population	Minority Percentage
D Line Extension	252,075	116,799	46.3%
Line 720 Deletion	-353,403	-202,304	57.2%
Line 20 Service Increase	351,868	201,699	57.3%
D Line Extension Impact Corridor	250,540	116,594	46.4%
Metro Service Area	7,580,839	5,397,073	71.2%
Difference Comparison			-24.8%

Note: Data source is the 2023 American Community Survey for a 0.5 mile catchment area around new rail line

The service change is positive, providing a benefit to both the corridor and the minority population. Therefore, while a disparate impact exists, it does not require mitigation.



Discussion

	Number of Households	Number of Low-Income Households	Low-Income Household Percentage
D Line Extension	112,666	47,193	41.9%
Line 720 deletion	-172,562	-86,021	49.8%
Line 20 service increase	171,551	85,793	50.0%
D Line Extension Impact Corridor	111,665	85,783	42.1%
Metro Service Area	2,663,368	1,205,146	45.2%
Difference Comparison			-3.1%

Note: Data source is the 2023 American Community Survey for a 0.5 mile catchment area around new rail line.

Based on the demographic data on low-income households, there is no disproportionate burden.

The service change is positive, benefitting the corridor and the low-income households.

