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



Operations, Security, and Customer Experience Committee July 17, 2025

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).

<u>ISSUE</u>

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 BI, 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





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.





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.





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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.



