

Board Report 2025-0864

October 2025

Life of Project (LOP) Budget Increase

WESTSIDE PURPLE LINE EXTENSION SECTION 1

BACKGROUND

- The Project is currently 98% complete.
- With the implementation of the pending settlement agreement, the anticipated Revenue Service Date (RSD) is Winter 2026.
- Estimated Section 1 daily linked trips on the project using current year inputs of population and employment are 20,700. This number is expected to grow to 33,700 daily linked trips by 2035.



WESTSIDE PURPLE LINE EXTENSION SECTION 1

- Since the last Board Report action in 2024, the Design/Build Contractor submitted a \$270 million claim related to RFC-12 (Delay, Schedule Mitigation, and Inefficiency).
- The Project has negotiated a pending settlement agreement of \$150 million to address this claim and close all remaining disputed items under the C1045 Contract.
- The recommended \$154 million budget increase will:
 - Provide funding for the negotiated \$150 million settlement of the Contractor's \$270 million claim related to RFC-12 (Delay, Schedule Mitigation, and Inefficiency).
 - Provide \$4 million in funding for Professional Services, City of Beverly Hills coordination, and close-out activities through Substantial Completion and final street restoration.



Wilshire/La Brea Station Platform



Wilshire/La Cienega Station Plaza

WESTSIDE PURPLE LINE EXTENSION SECTION 1

FUNDING

- Sources: Measure R 35% Transit Capital and Proposition C 25%.
- Basis: Consistent with the Measure R and Measure M Unified Cost Management Policy (Attachment B).

RECOMMENDATION

APPROVE: AMENDING the Life of Project (LOP) budget by \$154,000,000

- Current LOP: \$3,353,879,593
- Revised LOP: \$3,507,879,593

NEXT STEPS

- Execute the final settlement agreement with the C1045 Design-Build Contractor (STS).
- Continue Systems Integration Testing (SIT2) and achieve Substantial Completion – January 2026.
- Target Revenue Service Date (RSD): Winter 2026.



Emergency Drills Prep at Wilshire/Fairfax Station



Preparation for Train Testing

WESTSIDE PURPLE LINE EXTENSION SECTION 1

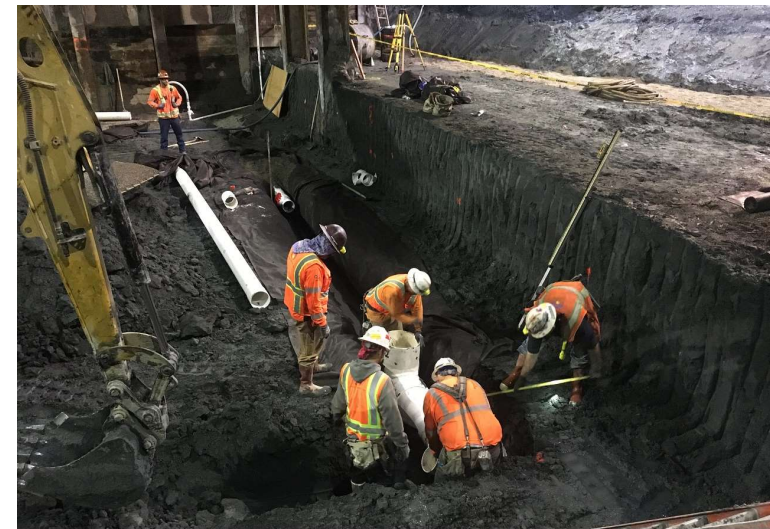
Project Complexity

Technically Complex, Urban & High-Risk Conditions

- First 3.9-mile segment of the 9-mile D Line Extension with three underground stations and twin tunnels under Wilshire Boulevard.
- Tar sands, methane zones, and high groundwater conditions required constant adjustment and monitoring.
- All work performed in the public right of way while maintaining traffic, utilities, and business access.



Gas Extraction During Tunnelling on Wilshire Blvd



French Drain Installation at Wilshire/La Cienega Station

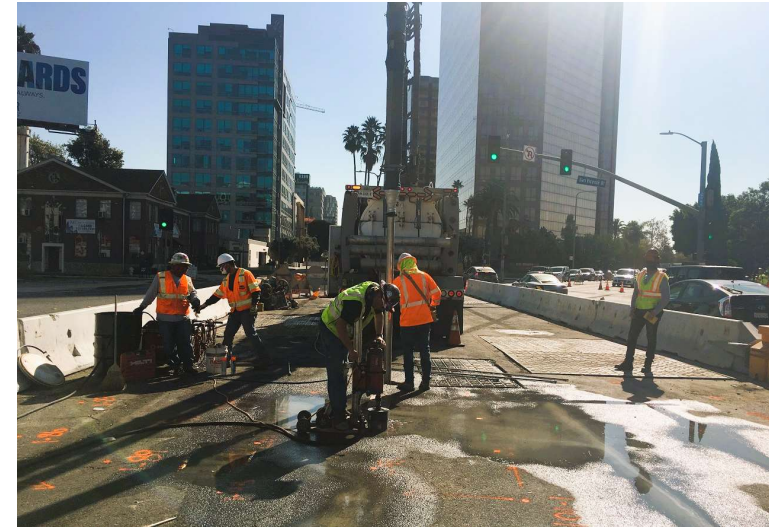
WESTSIDE PURPLE LINE EXTENSION SECTION 1

Lessons Learned and Metro Response

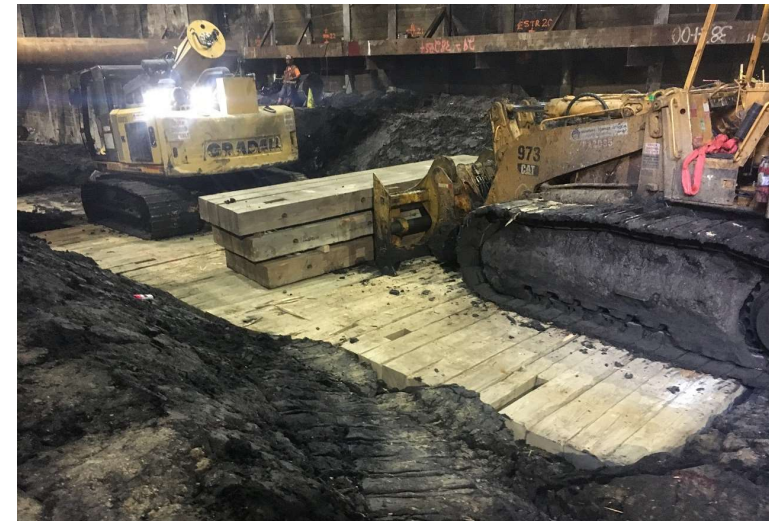
Building Safety, Innovation, and Program Improvements

The following two items were implemented during Section 1 and applied during Sections 2 and 3:

- Added settlement monitoring systems, dewatering wells, trench drains, and gas mitigation measures.
- Used horizontal directional drilling (HDD) to locate and avoid abandoned oil wells.
- Due to geotechnical and underground issues experienced by this project, new engineering procedures were issued in 2024 that require a multi-phased and progressive approach to geotechnical investigation (ENG-02) prior to contracting for construction. Had this new investigative approach been in place, staff believes that the excessive groundwater, dewatering, and soil settlement potential would have been known prior to contract award.



Potholing for Wilshire/San Vicente Tunnel Anomaly



Placing Timbers at Bottom of Wilshire/Fairfax Station

WESTSIDE PURPLE LINE EXTENSION SECTION 1

Performance & Strategic Initiatives:

- FTA 2020 study shows heavy rail projects averaged 42 percent cost growth while Metro's average is approximately 26 percent.
- PLE1 lessons shaped ongoing Strategic Initiatives including:
 - Improving design readiness; Strengthening early systems integration planning; Enhancing program coordination across Sections 2 and 3.
- Demonstrates Metro's commitment to effective delivery and ongoing improvement.

Metro HRT versus FTA CIG HRT Cost Performance

