We’re building the future, right under your feet.
Overview

The Purple Line Extension Project is a critically important rail project that will provide a high-capacity, high-speed, dependable alternative for commuters to travel between downtown Los Angeles and Westwood in just 25 minutes.

The Metro Rail extension, which will be built in three phases, will continue from the current station at Wilshire/Western extending westward for about nine miles along Wilshire Boulevard with seven new stations at Wilshire/La Brea, Wilshire/Fairfax, Wilshire/La Cienega, Wilshire/Rodeo, Century City, Westwood/UCLA, and Westwood/VA Hospital.

Benefits

Based on a study conducted during the planning phase of the project, by 2035, the vehicle miles traveled within the area of the project will increase by approximately 26% to more than 5 million, while the road capacity is expected to stay the same, resulting in an increase in congestion, significant delays for motorists and a deterioration of operating conditions of the roads. The extension of the Purple Line is expected to reduce reliance on automobiles, reduce roadway congestion and deterioration, and reduce travel time.

It is also anticipated that the Purple Line Extension Project will offer environmental benefits to the area. With fewer motorists on the road, pollutant emissions and fossil fuel consumption will decrease, benefiting the air quality in the area and decreasing energy usage.

The project will increase overall transit ridership on the entire Metro rail system with an estimated 49,000 passengers per day at new Purple Line stations west of the existing Wilshire/Western station. By 2035, approximately 30,000 additional riders are projected to use public transportation in Los Angeles County overall.

Budget

The total budget to build the extension is $6.3 billion, based on the three-phase plan. Funding for the construction of the Purple Line Extension comes from local and federal funds and loans, including Measure R, the half-cent tax increase approved by Los Angeles County voters in 2008. In May 2014, the project received approval for a $1.25 billion federal grant for Phase 1 of the project. Metro is currently seeking additional federal funding that would accelerate subway construction for Phases 2 and 3.

We’re building fast, reliable transit to LA’s congested Westside.
Metro Purple Line Extension

Schedule

<table>
<thead>
<tr>
<th>Section</th>
<th>Length</th>
<th>New Stations</th>
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</thead>
<tbody>
<tr>
<td>Section 1</td>
<td>3.9 miles</td>
<td>Wilshire/La Brea, Wilshire/Fairfax, Wilshire/La Cienega</td>
</tr>
<tr>
<td>Section 2</td>
<td>2.6 miles</td>
<td>Wilshire/Rodeo, Century City</td>
</tr>
<tr>
<td>Section 3</td>
<td>2.48 miles</td>
<td>Westwood/UCLA, Westwood/VA Hospital</td>
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</tbody>
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**Pre-Construction Activities**

- **Current–2014**: Under Construction
- **2014-2023**: Construction
- **2023**: Operations

**Forecasted Schedule**

- **Section 1**: 2017-2018
- **Section 2**: 2019-2026
- **Section 3**: 2025-2027

**Alternative Sites for Station**

- **Single Alignment**: to be Selected

**Existing Metro Rail & Station**

- Westside Subway Extension (under study)
- Exposition Transit Corridor Phase 2 (under construction)
- Crenshaw/LAX Transit Corridor (approved)
- Exposition Transit Corridor & Station Phase 1 (under construction)
- Purple Line Extension Alignment & Station (approved)
- Purple Line Extension Alignment & Station (under construction)
- Exposition Transit Corridor (under construction)
- Existing Metro Rail & Station

**Sections**

- **Section 1**: Wilshire/Western to Wilshire/La Cienega
  - > 3.9 miles
  - > 3 stations
- **Section 2**: Wilshire/La Cienega to Century City
  - > 2.6 miles
  - > 2 stations
- **Section 3**: Century City to Westwood/VA Hospital
  - > 2.48 miles
  - > 2 stations

Subject to Change

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### What Happens Now

Construction on the first section of the Purple Line Extension is scheduled to commence in 2014. Until then, Metro is pursuing a variety of activities to prepare for construction. These include acquiring any property needed for station construction and station entrances, soliciting bids and selecting a contractor to build the project, conducting advanced utility relocations, constructing a 75-foot deep exploratory shaft to gather further information about the special ground conditions near the La Brea Tar Pits, and pursuing federal “New Starts” matching funds.

### Contact Us

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