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SUBJECT: WESTSIDE PURPLE LINE EXTENSION SECTION 2 PROJECT
MAY 2025 MONTHLY PROJECT STATUS REPORT

Enclosed herewith is the Monthly Project Status Report for the Westside Purple Line Extension Section 2 Project. This report contains the Los Angeles County Metropolitan Transportation Authority's (LACMTA) representation of the Westside Purple Line Extension Section 2 Project status for the period ending May 30, 2025.

If you have any questions regarding this report or its supporting information, please contact Michael Martin, Deputy Executive Officer, Program Control at (424) 551-4471.

ZV: CW
Enclosure

Purple (D Line) Extension Project Section 2

MONTHLY PROJECT STATUS REPORT

THE PREPARATION OF THIS DOCUMENT HAS BEEN FINANCED IN PART THROUGH A GRANT FROM THE U. S. DEPARTMENT OF TRANSPORTATION, FEDERAL TRANSIT ADMINISTRATION (FTA).

May 2025

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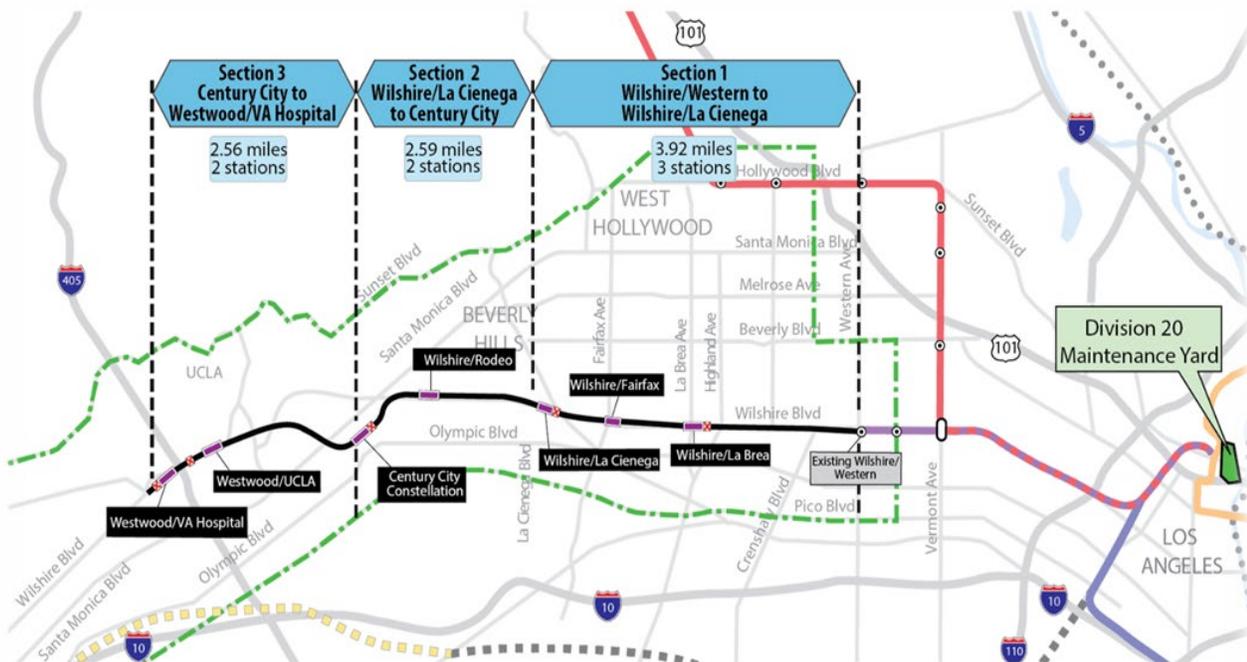
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PROJECT OVERVIEW

Project Background

The Purple (D Line) Extension Section 2 Project (Project) is the second of three sections to be designed and constructed as part of the Los Angeles County Metropolitan Transportation Authority's (LACMTA) Measure R Program. The program was approved by Los Angeles County voters in November 2008 and provides a half-cent sales tax to finance new transportation projects. In April 2012, the three sections of the Project were environmentally cleared and adopted by LACMTA Board of Directors.

Section 2 will extend the future Wilshire/La Cienega Station that is part of the Purple (D Line) Extension Section 1 Project currently under construction to Century City. The Project is located entirely underground, primarily following Wilshire Boulevard, and includes the design and construction of approximately 2.59 miles of double-track heavy rail, two new stations as well as the purchase of 20 heavy rail vehicles. The Wilshire/Rodeo Station is within the jurisdiction of the City of Beverly Hills, and the Century City Station is within the jurisdiction of the City of Los Angeles. The Project also includes train controls, signals, traffic controls, communications, traction power supply and distribution, fare collection systems and equipment, acquisition of right-of-way, and utility relocations.



The Wilshire/Rodeo Station box will be under the center of Wilshire Boulevard beginning just east of South Canon Drive and extending to El Camino Drive. The entrance will be on the southwest corner of Wilshire Boulevard and Reeves Drive.

The Century City Station box will be under the center of Constellation Boulevard between Century Park East and Solar Way. A double crossover will be located east of this station. The entrance will be on the northeast corner of Constellation Boulevard and Avenue of the Stars. In lieu of tail tracks, safe braking distance will be provided at the interim terminus station.

Major Procurements

Contract C1120 – Tunnels, Stations, Trackwork, Systems and Systems Integration Testing: The procurement of this contract utilized a two-step approach with the submittal of qualification statements through a Request for Qualification (RFQ) process, prequalification of qualified proposers followed by the release of a Request for Proposals (RFP) soliciting technical and price proposals with an option at Metro’s discretion for Best and Final Offers (BAFO). On April 26, 2017, Tutor Perini/O&G, JV (TPOG) was awarded the C1120 Design Build Contract.

The Design/Build contract provides for final design and construction of the infrastructure along the 2.59-mile alignment. Contract scope includes demolition and removal of structures and clearing sites to facilitate construction operations. The structures to be constructed include twin bored tunnels complete with cross-passages and walkways including all mechanical, electrical, and finished work. A launch shaft for assembly of boring tunnel machines (TBMs) will be constructed at Century City Station. Two underground stations are to be constructed with one double crossover location set east of the Century City (terminus) Station. Each station has a single entrance plaza with stairs, escalators and elevators which meet ADA requirements. The scope of work also includes all architectural finishes, mechanical and electrical systems and equipment including train control, traction power, communications, trackwork, system tie-in to the Wilshire/La Cienega Station (currently under construction), testing and commissioning.

Metro-Furnished Equipment

The option to purchase 20 Heavy Rail Vehicles (HRV) of the existing HR4000 contract will not be exercised. A new HRV procurement was issued in December 2022, and bids were received in April 2023. In January 2024, the Metro Board approved the award of the HR5000 contract to Hyundai Rotem Company for the manufacturing and delivery of 182 heavy rail vehicles of which 20 will be used for the Purple (D Line) Extension Section 2 Project. The scope of the HRV contract includes design, manufacturing, testing and delivery of the vehicles. An additional contract has been awarded for the procurement of the Universal Fare System (UFS). The scope of the UFS contract will include design, fabrication, and installation of equipment at the two new stations and systems testing.

Program Management

The Purple (D Line) Extension Section 2 Project is being managed under the direction of an Integrated Project Management Office (IPMO). WSP Global (WSP) provides engineering and design support services, while Purple (D Line) 2 CM Partners, a Joint Venture, provides

construction management support services. An overview of staffing is provided under the Staffing section of this report. The program management team is also supported by Metro headquarters' resources and includes engineering, risk management, environmental, quality management, operations and creative services departments.

Project Schedule and Budget: In August 2024, the C1120 Design-Build Contract adjusted the contractual substantial completion to February 2026. The Revenue Service Date (RSD) is forecasted for 2026.

On January 26, 2017, the Metro Board approved the Life of Project (LOP) Budget for the Purple (D Line) Extension Section 2 Project 865522 for \$2.4 billion excluding Finance Charges of \$88.7 million. On July 27, 2023, an LOP budget amendment of \$134 million was approved by the Metro Board. A detailed Life of Project Budget forecast is included under the Project Cost Forecast section of this report.

Funding has been secured from a variety of sources to include:

- Federal – Section 5309 New Starts
- Federal – Section 5309 New Starts (ARPA-CIG)
- Federal CMAQ (Congestion Mitigation & Air Quality)
- Measure R – TIFIA Loan (Transportation Infrastructure Finance & Innovation Act)
- Measure R 35%
- State Capital Projects Loans

Construction and Community Relations: The Construction and Community Relations team is tasked with promoting the Project and performing public outreach within the community to keep stakeholders informed of construction activities occurring along the Project alignment.

The Project is also engaged in social media outreach and various marketing and advertising efforts designed to keep the public informed and excited about the Project. These efforts are aimed at promoting businesses that are affected by construction. An overview of monthly activities is presented in the Construction and Community Relations section of this report.

Start Up: The commencement of pre-revenue operations will be determined by Metro. Generally, all systems integration testing will have been completed and passed. All testing will be required to include and pass a “stress test” of maximum operational service levels to be acceptable. Pre-Revenue Operations include train runs, especially those involving multiple trains on the integrated and fully operational extension; rehearsal of expected revenue operations scenarios; abnormal and emergency scenarios in which random combinations of system interactions are tested and equipment “burned-in”; and training of emergency services as well as Metro personnel who will operate and maintain the extension. Activities occurring during Pre-Revenue Operations are carried out by a designated Metro Project Rail Activation Group.

EXECUTIVE SUMMARY

In May 2025, the Project reached 78% completion based on earned value measurements for design and construction with substantial completion of final design base scope. The focus of the Project continued to be completion of design changes and construction activities in Century City and Beverly Hills. In February 2025, the C1120 Design-Build Contract adjusted the contractual substantial completion to June 2026. The forecast Revenue Service Date for the Project is December 2026. The following is an overview of current design and construction activities.

Design Status

The Engineering Management Services team (WSP) continued to provide engineering services during construction as well as real estate support services. *The team is also supporting Metro in reviewing design change submittals, responding to RFC's/RFI's, and assisting in the preparation of change notices.*

Design progress meetings occur weekly related to design changes and miscellaneous design activities. TPOG is continuing with the required contractual submittals.

Design change related submittals as of note that TPOG submitted this month are:

- *DU 4.1 CO-00070.1 Secondary Liner CFD Final Report.*
- *AFC - DU 4.1 CO-0070.1 Special Secondary Tunnel Lining Walkway Connection Detail.*
- *100% - CCS OPE-EVS Appendage Revision (CN-00261) DU 2.1 & DU 2.2.*
- *AFC - CCS Entrance Plaza, Appendages, ROW Design Revisions (CN-00110) DU 2.1, DU 2.2, DU 2.3, DU 6.1.*

Systems design is complete and systems design support activities are consistently moving forward to support construction and testing activities.

Construction Status

Century City Station (CCS):

The Haul Route Permit required for overall construction activities was renewed with the City of Los Angeles Public Works Department and expires on August 1, 2025. Other on-going coordination work through the month of May 2025 with the LAPD included approved renewal of the Nighttime Noise Variance permit through May 3, 2026.

In the Station Box, the contractor completed the installation of the safety walkway on the North and South sides, at the track level, extending from Grid Line (GL) 1 to GL 16. Additionally, installation of the Cement Masonry Unit (CMU) walls on the East and West sides of the Concourse Level continued. The contractor began installing door frames at the East Concourse Level this month.

In the Station Entrance, the contractor continued the removal of the support of excavation (SOE) at BL-2. The slope slabs for Stairs #1 and #2 were placed and rebar installation continued to extend the exterior walls surrounding the entrance.

At the appendages, rebar and formwork installation continued for side structures 1 through 4, and 6 through 14. Rebar placement and formwork for grating #5 and grating #4 also continued outside

the deck area. Waterproofing activities progressed around the gratings and the roof. Additionally, backfilling and compaction activities continued above the roof.

Mechanical, Electrical and Plumbing (MEP) construction and installation activities were performed across multiple areas including the East and West concourse levels. The electrical subcontractor focused on Metering Switch Gear Rooms 40 and 44, and the Traction Power Room addressing the punch list, and installing 2" to 5" conduits through CMU walls and pull wire for lighting.

The mechanical subcontractor continued to install Under Platform Exhaust dampers and ventilation ductwork. Fire protection installation work continued in valve rooms including deluge, sprinkler and station wet standpipes. The plumbing subcontractor continued installation of grease waste pipe for elevator system, drainage, and cleanouts.

Tunnels:

The contractor started omega seal installation in both BL and BR Reach 5 tunnels and Tunnel Access Shaft (TAS) interfaces during this month and is ongoing.

The contractor continued punch list activities including contact grouting and final lining core holes patchwork at multiple cross passage locations.

The contractor partially completed installation of geotextile fabric along the BR Wilshire Seismic Zone. The contractor will resume the installation of the geotextile fabric in the BR tunnel once the track has been completed. Additionally, the contractor started segment bolt tightening, chemical grouting and installation of geotextile fabric along the BL Lasky Seismic Zone.

Overall completion for both the BR and BL Reach 5 tunnel walkway is 80% each. The remaining walkway sections for each tunnel are the steel walkways at both seismic zones and cast-in-place walkway at the Tunnel Access Shaft (TAS).

The contractor continued surface activities for the abandonment of cross-passage surface dewatering wells for all Reach 4 cross passages. The contractor completed sidewalk restoration for CP-27 to CP-33.

The contractor worked on MEP installations across various tunnel sections. In Reach 5 Tunnel, mule tape was successfully pulled through all 2" conduits in both the BR and BL alignments.

In Reach 4 Tunnel, the electrical subcontractor continued wire pulls for designated 2" conduits for tunnel lighting, achieving 100% completion in the BL alignment and 95% completion in the BR alignment.

In the Reach 5 cross passages, electrical panels were delivered and secured to Unistrut frames, while Communication Interface Cabinets (CICs) were torqued to the house pads. Additionally, Galvanized Rigid Steel conduit installation for the electrical panels began.

Tracks:

The contractor completed production welding for the BR and BL rail and distributed the welded string in BL and BR Reach 4 last month. Track installation for the BR tunnels continued this month.

Additionally, intermittent delivery of LVT 2 and 3 blocks continued, and initial delivery of SLS blocks for the seismic zones began.

The contractor has completed track skeletonization in Reach 4 BR and through Beverly Dr Station and is continuing in BR Reach 5 towards the seismic zone, with approximately 6,000 Track Feet (TF) completed to date. Track skeletonization includes spacing of LVT blocks, lifting rail on the LVT blocks, gauging track, elevating and clipping track, and installing strong back temporary support bars.

Concrete sleeper pours started near the Purple Line Section 1 interface and progressed west toward Beverly Dr Station. A total of 422 sleepers has been placed (approximately 4,220 TF), which represents about 31% of BR overall and 72% of BR Reach 4.

Beverly Dr Station (BDS):

The installation of the permanent sanitary sewer system, storm drain, and permanent water line system continued this month. The contractor continued working on the final restoration of catch basins and fire hydrants along Wilshire Boulevard.

In the Station Box, the application of acoustical finishing was completed this month at the Concourse Level and started underneath the platform. The contractor continued the installation of metal ceiling at the Platform Level this month.

At the Station Entrance, the contractor continued to install the metal ceiling supports and panels. The contractor completed the CMU installation for the Elevator Equipment and Mechanical rooms. The contractor resumed installation of rebar at the elevator shaft this month.

At the East Emergency Ventilation System appendage, the contractor started excavation, lagging and bracing support activities along with Emergency Exit Stairs #1 and Exhaust Air Shaft #7 appendages. The contractor continued potholing activities for Mechanical Room Supply Air Shaft #10 and West Under Platform Exhaust appendages.

The contractor continued to advance MEP installations across the Entrance Box, Concourse, and Platform Levels. In the Entrance Box, work continued in Electrical Room #130, where transformers were installed and MCC/CIC cabinets were torqued. The plumbing subcontractor installed the ejector system manifold, and electricians proceeded with conduit installation for elevator controls at the intermediate landing. Escalator 1 and 2 installations continued with the placement of harnesses, steps, and panels in the pit area.

At the Concourse Level, cable tray installation advanced in the SCE Metering, Traction Power, and Auxiliary Power rooms. Lighting fixture installation continued in the Traction Power Room (Grid Lines 2–4) and Ancillary Rooms (Grid Lines 30–36). The electrical subcontractor also worked through discrepancies in the SCE Metering Room equipment. The mechanical subcontractor continued installing ductwork, trapeze hangers, and straps between Grid Lines 1–12 and 18–36, while also installing under platform exhaust fan dampers and actuators. Plumbing efforts included storm drain, vent line, and domestic cold-water system installation. Fire protection work progressed in the valve rooms and included continued sprinkler system installations.

At the Platform Level, the electrical subcontractor pulled cable for communication, intrusion detection, and telephone systems, along with wire for the station tunnel walkway. Concurrently, plumbing installations of domestic cold-water lines and floor drains continued.

Cost and Schedule Summary

For the C1120 Design/Build contract, Metro received the May 2025 TPOG schedule update, which reported the substantial completion date finishing 281 calendar days behind the June 11, 2026, contractual date. The contractor did not gain or lose any time this reporting period. Future revisions to the contractor’s methods, and revised schedule logic may have an impact on future updates. The Project Master Schedule shows a revised forecast Revenue Service Date of December 2026.

The Critical Path remains the same as last month. The Critical Path starts with the completion of tunnel walkways and continues with installation of the BR track in the running tunnels. It then flows into installation of the secondary liner in both the BR and BL running tunnels, followed by systems installation and testing work then installation of interior finishes and electrical equipment at both stations. It then flows into System Integration Testing (by the contractor), System Integration Testing with ROC (by Metro), then Substantial Completion. It then flows into Pre-Revenue Operations then Revenue Service. A summary graphic of the critical path is found on Page 17.

C1120 Design-Build Contract Schedule Metrics

	Original Contract Dates	Time Extension	Current Contract	Forecast	Variance CDs
Notice to Proceed	04/26/17A	0	04/26/17A		0
Substantial Completion	05/23/25	384	06/11/26	09/28/26	81

To date, the Current Budget and Current Forecast are \$2.7 billion. This reflects a Life of Project (LOP) budget amendment approved by Metro Board on July 27, 2023. Detailed cost and budget information is provided on Page 18. Project staff will continue to assess ongoing future Project risks, and the potential impact they may have on the LOP Budget and Project schedule, while continuing to manage risks to control costs.

There are currently eighteen (18) open Claims. Eleven Claims (11) remain with TPOG to identify the next steps, four (4) reside with Metro and three (3) are in preparation for Alternative Disputes Resolution.

1. Mitigation Plan for Subsurface Settlement above BL Tunnel (Claim 19)
2. WRS Groundwater Inflows (Claim 21)
3. COVID Impacts (Claim 22)
4. Unilateral CO No. 48 NPDES Construction Project Dewatering Permit (Claim 45)
5. Station Revised OPE Construction (Claim 47)
6. CCS Elevators 1 & 2 Additional Sheet – Framing (Claim 50)
7. Tunnel Suspension Delays (Claim 51)
8. Escalation of Metals (Claim 53)
9. WRS Entrance EMP/FA Equipment Relocation (Claim 57)
10. Unilateral CO-58 RFC-100.2 (Part 3) WRS Delays (Claim 59)
11. Unilateral CO-58 (CN-215) RFC 100.2 (Part 1) Tunnel Delays (Claim 60)
12. RFC-100.2 (Part 2) CCS Construction Delays (Claim 62)
13. (RFC-154.1) CCS Construction Delays (Claim 63)
14. (RFC-172) Added EMS Activation Functionality (Claim 64)

15. (RFC-166) Federal Agency Road Closures and CCS Work Stoppages (Claim 65)
16. Unilateral CO-92 (CN-267) Special Secondary Tunnel Lining in Seismic Zones (Claim 66)
17. *Insurance Costs on Metro Changes (Claim 67)*
18. *Beverly Dr Concourse Slab Rust (Claim 68)*

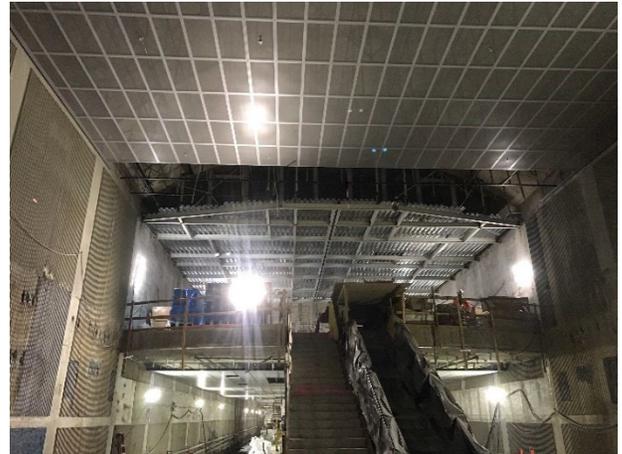
Key Management Concerns

- *The Recordable Injury Rate for May 2025 is 2.18, which is less than the national average of 2.3. There was one recordable injury in May.*
- Final lining construction is progressing slower than what is shown in TPOG's baseline schedule.
- Metro is forecasting a revised RSD of Fall 2026. Opportunities to mitigate schedule delays are being reviewed to reduce the overall schedule impacts encountered to date.

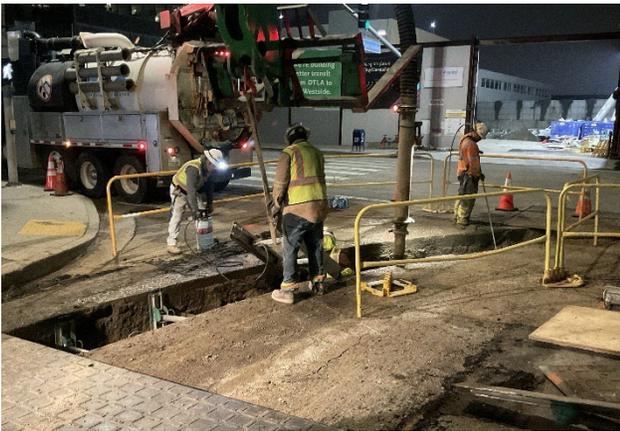
Project Construction Photos



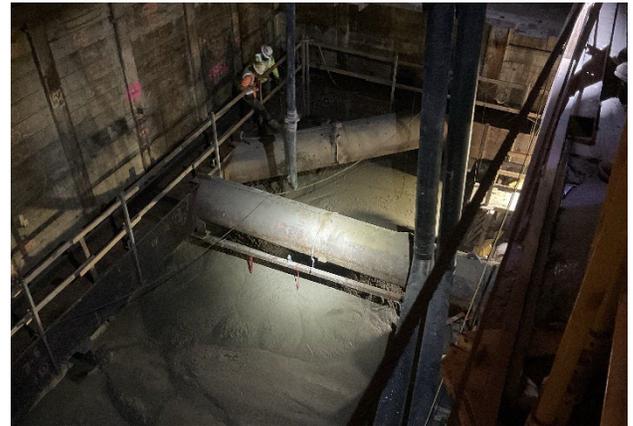
BDS Elevator Shaft



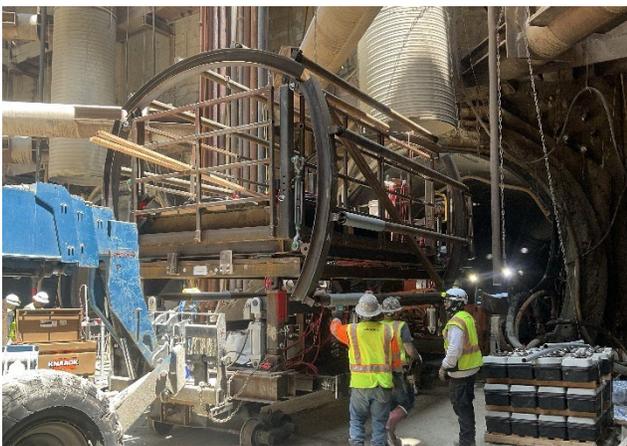
BDS Corrugated Metal Decking



CCS Vacuum Excavation for the Installation of
Permanent Power



CCS Slurry Backfilling



Mobilizing Liner Installation Jumbo

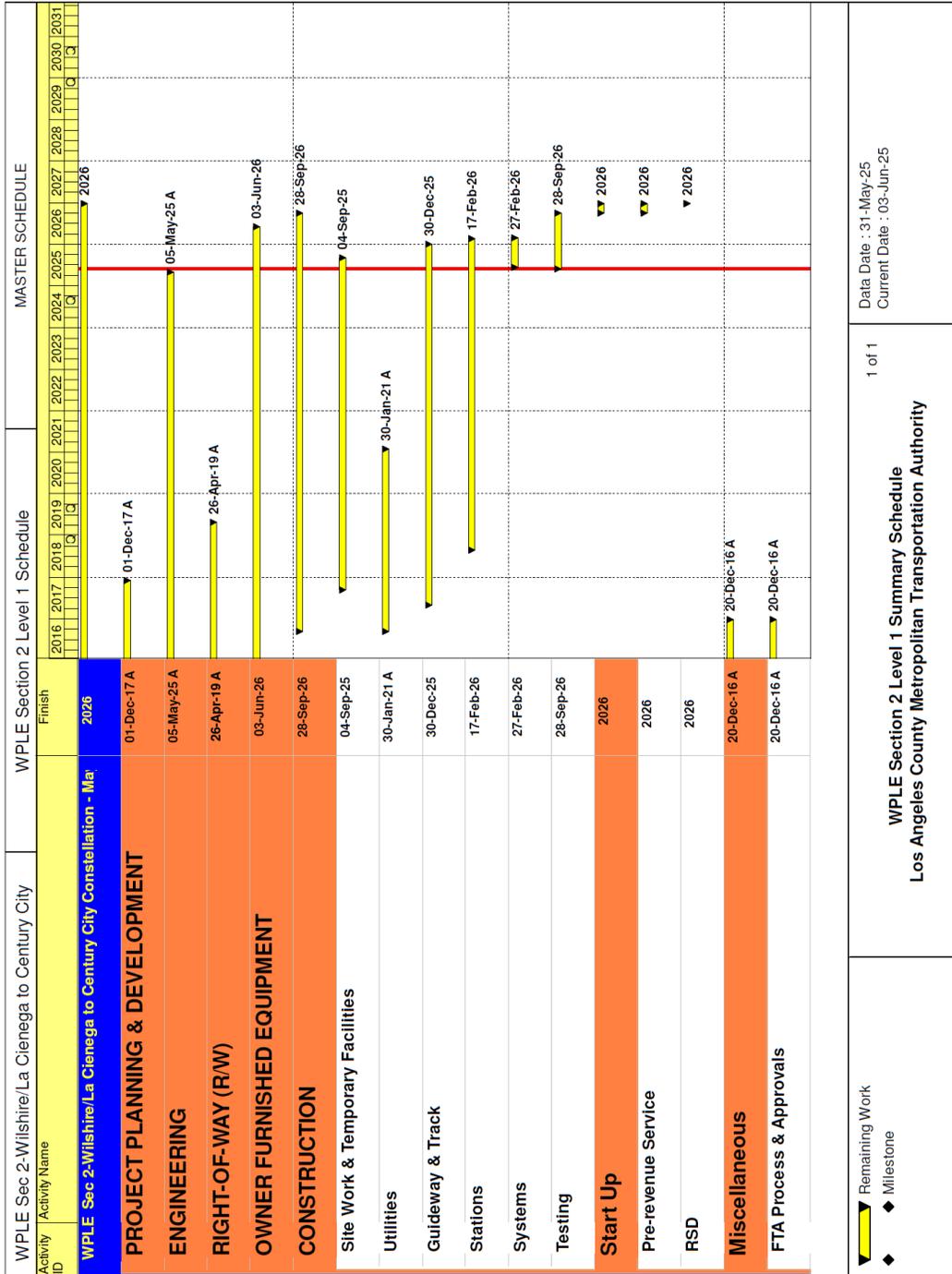


BL R5 Geotextile Fabric Installation

PROJECT UPDATE

PROJECT SCHEDULE

Project Summary Schedule



Data Date : 31-May-25
Current Date : 03-Jun-25

1 of 1

WPLE Section 2 Level 1 Summary Schedule
Los Angeles County Metropolitan Transportation Authority

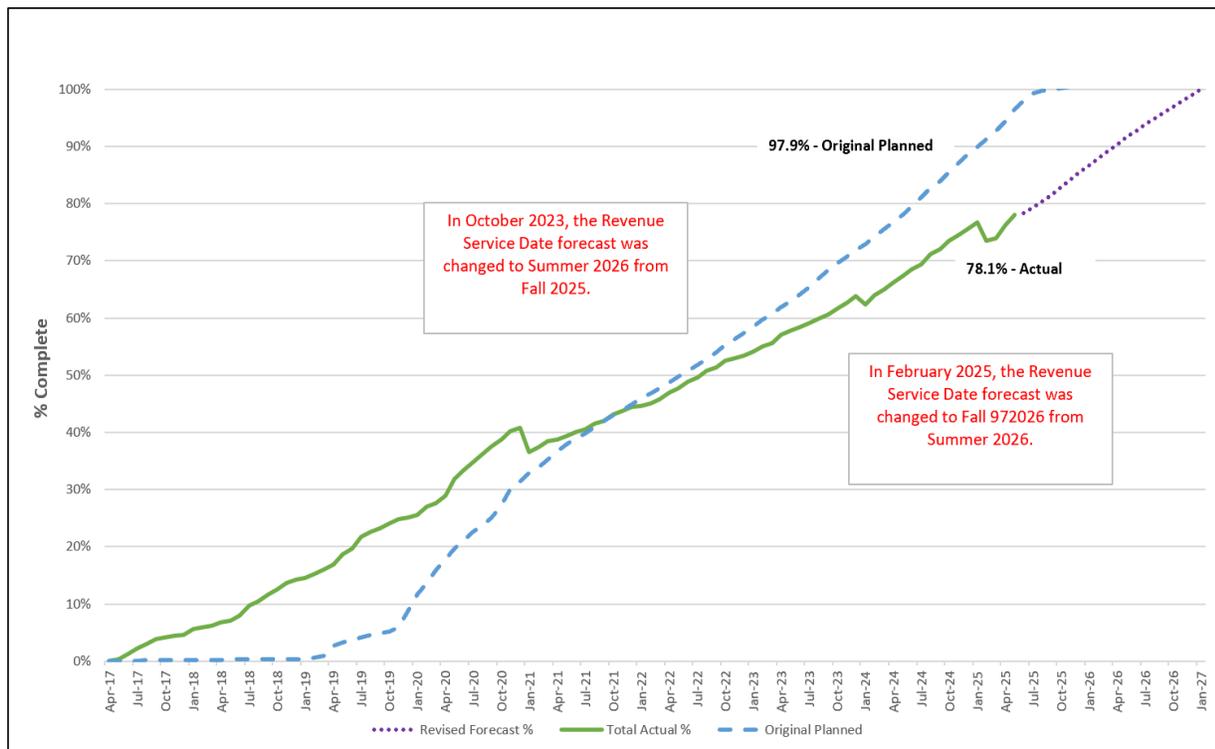
Remaining Work
Milestone

Progress Summary

	Status	Change from Last Period	Comment
Forecast Revenue Service Date	2026	None	Forecast RSD - Fall 2026
TIFIA Revenue Service Date	12/31/2026	None	
FFGA Revenue Service Date	12/31/2026	None	
Final Design Progress:			
Contract C1120	100.00%	0.02%	Final Design for Base scope is complete.
Construction Contracts Progress:			
Contract C1120	78.11%	1.49%	

Note: Physical completion assessment reflects work completed and work in progress.

Planned vs. Actual Progress



The actual overall construction progress is 78.18% versus an original planned of 97.9% through May 2025. The progress curves represent the physical progress of work performed to complete Contract C1120. The physical progress percentage excludes non-construction items such as contractor's design and construction mobilization costs and all general requirement costs not tied specifically to a construction work effort.

Key Milestone Six-Month Look Ahead

	Milestone Date	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25
Completed concourse deck level at Century City Station entrance	5/23/25 A	⬡					
Complete interior walls inside Century City Station	06/02/25		⬡				
Complete backfill to 6' under deck at Century City Station	06/30/25		⬡				
Complete installation of Lighting BR-Reach 5 lighting	07/14/25			⬡			
Complete track installation in BR tunnel	07/16/25			⬡			
Complete deck removal & final backfill at Century City Station	08/24/25				⬡		
Complete street restoration at Century City Station	09/16/25					⬡	
Complete street restoration at Beverly Dr Station	10/21/25						⬡

◆ MTA Staff



MTA Board Action



FTA
(Federal
Transit)



Utility Company



Other Agencies



Contractors



Design
Consultant



C1120 D/B

"A" following date is actual and completed

* New

Major Equipment Delivery

MAJOR EQUIPMENT DELIVERY

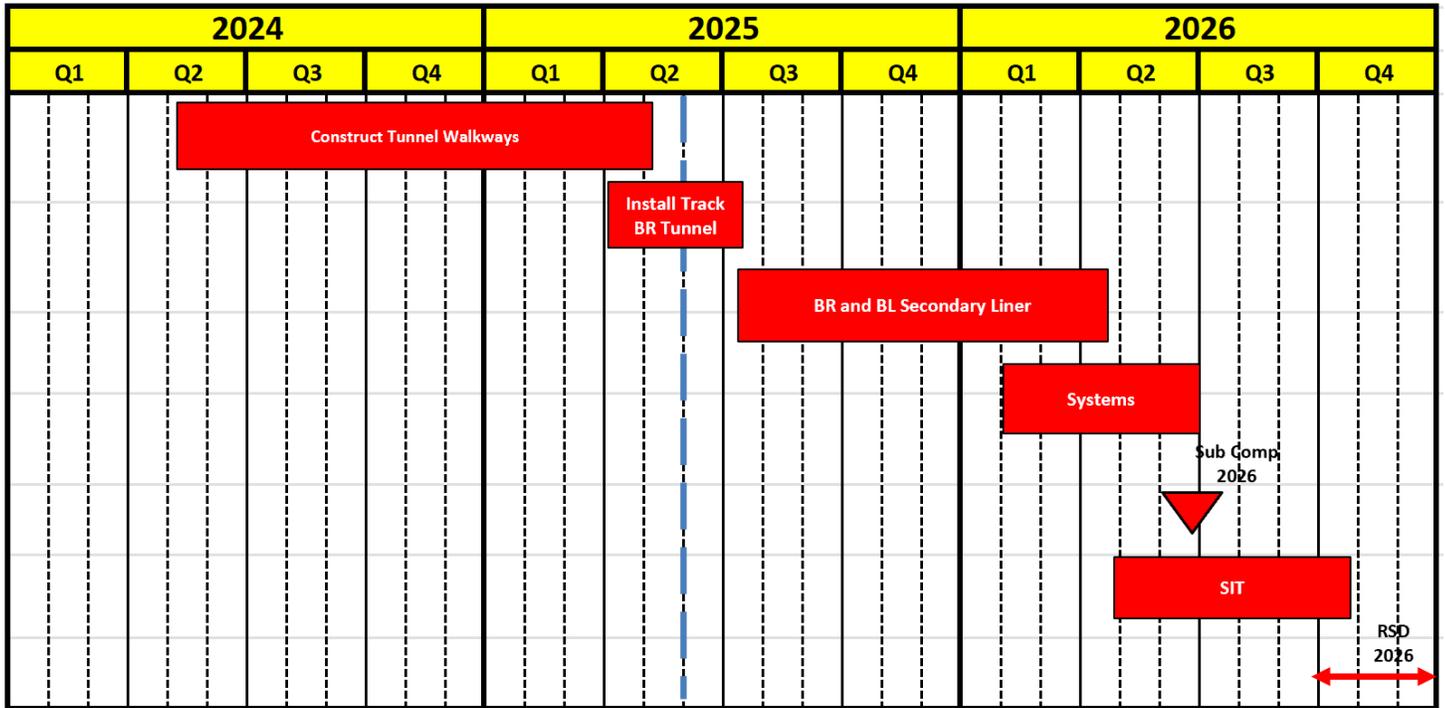
	Submittal	Procurement	Delivery	Installation
C1120 DESIGN/BUILD*				
Tunnel Boring Machines	27-Jul-17(A)	14-Aug-17(A)	13-Sep-18(A)	26-Dec-19(A)
Emergency Ventilation Fans	2-Jun-25	14-Feb-23(A)	29-Nov-24(A)	8-Jul-25
Station Elevators/Escalators	08-Feb-23(A)	14-Dec-22(A)	14-Jul-25	2-Dec-25
Track - Running Rail	22-Aug-2(A)	1-May-23(A)	30-Apr-24(A)	12-Nov-25
Traction Power Equipment	16-Jun-23(A)	14-Apr-23(A)	30-Oct-24 (A)	28-Oct-25
Automatic Train Control	11-Mar-22(A)	2-Mar-23(A)	21-Aug-24(A)	26-Sep-25
Radio System	2-Jun-25	3-Oct-23(A)	28-Jul-25	7-Nov-25
SCADA RTU System	11-Mar-22(A)	3-Oct-22(A)	26-Jun-25	7-Nov-25
Heavy Rail Vehicles	HR5000 New HRV Procurement RFP was issued on December 5th, 2022 and bids received on April 17, 2023. Issued NTP in February 2024 and Pilot Car Conditional Acceptance is forecasted in May 2027.			
Universal Fare System***	TBD	TBD	TBD	Jul. 2026**

* Dates derived from TPOG's May 2025 Schedule.

** Forecast release date by TPOG to UFS contractor access at stations.

*** Metro supplied equipment.

Critical Path Project

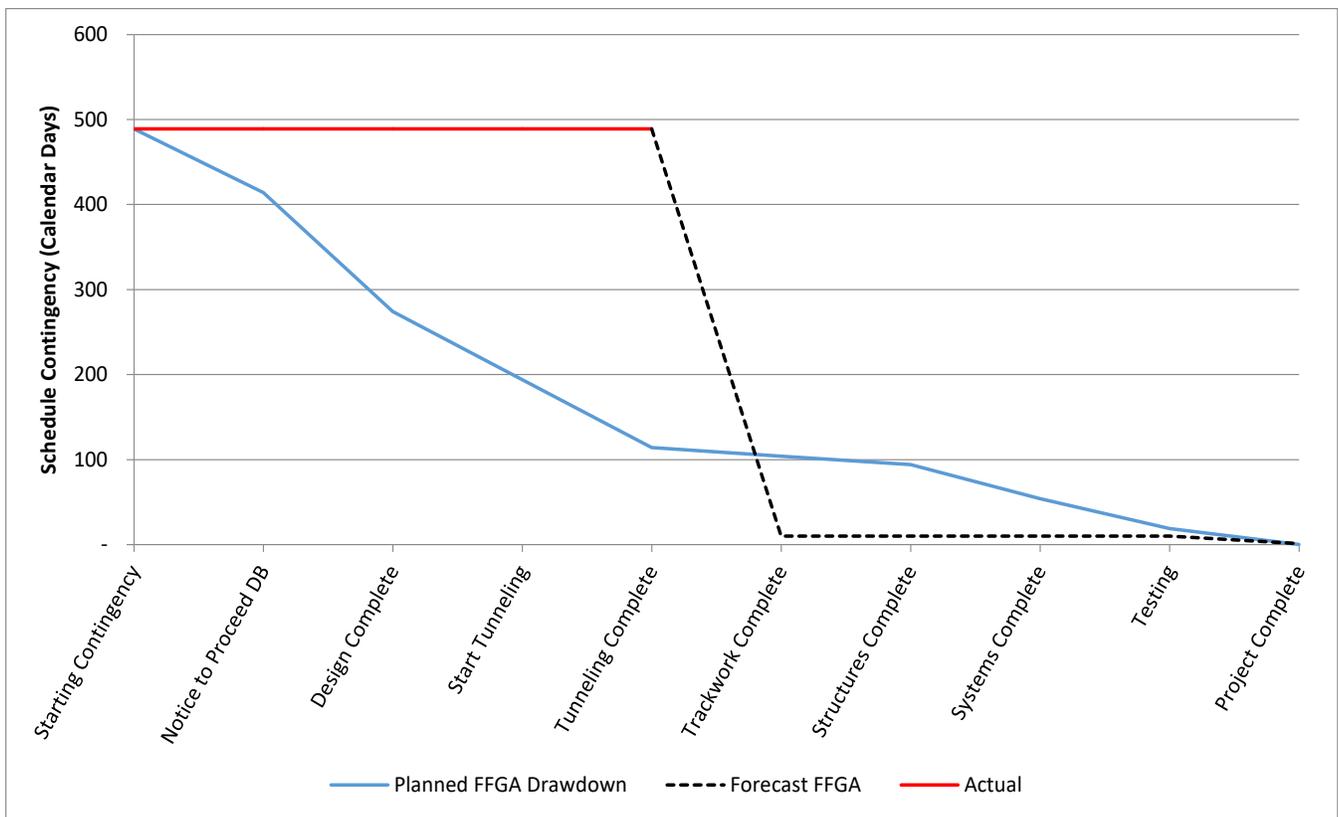


For the month of *May 2025*, the critical path goes through the completion of tunnel walkways and then into installation of the BR track in the running tunnels. It then flows into the secondary liner in both the BR and BL running tunnels. Next, systems installation and testing work then proceeds to installation of interior finishes and electrical equipment at both stations.

Project Schedule Contingency Drawdown Analysis

The project schedule contingency drawdown model provides a dual-line perspective based upon the FFGA RSD of December 2026 and Metro’s Project Master Schedule (PMS) forecast of December 2026.

The introduction of the PMS model axis reflects a proportional distribution of available float relative to the FFGA model based on the January 2023 actual completion of tunneling. This model will be updated with actual durations once trackwork is complete. The Forecast FFGA line depicted in black dashes below has been adjusted to account for the revised variance months between the revised forecast RSD and the FFGA RSD.



The Forecast FFGA has been adjusted to account for the revised completion date of December 2026.

PROJECT COST

Project Cost Analysis – 865522

DOLLARS IN THOUSANDS

SCC CODE	DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		EXPENDITURES		CURRENT FORECAST		FORECAST/ BUDGET VARIANCE
			PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
10	GUIDEWAY & TRACK ELEMENTS	346,440	-	376,102	-	392,811	6,324	289,350	-	393,718	17,615
20	STATIONS, STOPS, TERMINALS, INTERMODAL	434,990	-	528,983	7,719	530,032	24,825	410,494	-	550,102	21,119
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	-	-	-	-	-	-	-	-	-	-
40	SITework & SPECIAL CONDITIONS	553,282	-	629,491	-	618,751	4,640	557,723	-	626,214	(3,277)
50	SYSTEMS	81,457	-	84,845	70	74,499	843	34,591	-	81,701	(3,144)
CONSTRUCTION SUBTOTAL (10-50)		1,416,169	-	1,619,421	7,789	1,616,092	36,633	1,292,158	-	1,651,736	32,314
60	ROW, LAND, EXISTING IMPROVEMENTS	426,396	-	351,675	-	318,091	(46)	307,364	-	339,356	(12,320)
70	VEHICLES	42,000	-	42,000	-	-	-	-	-	42,000	-
80	PROFESSIONAL SERVICES	374,878	-	504,579	1,500	495,603	4,852	448,324	-	530,791	26,213
SUBTOTAL (10-80)		2,259,444	-	2,517,675	9,289	2,429,786	41,439	2,047,846	-	2,563,882	46,207
90	UNALLOCATED CONTINGENCY	177,176	-	52,944	-	-	-	-	-	6,737	(46,207)
100	FINANCE CHARGES	88,695	-	88,695	-	39,764	-	39,764	-	88,695	-
TOTAL PROJECT 865522 (FFGA & NON-FFGA CONCURRENT ACTIVITIES)		2,525,314	-	2,659,314	9,289	2,469,551	41,439	2,087,610	-	2,659,314	0
ENVIRONMENTAL/PLANNING 465522		4,349	-	4,349	-	3,982	-	3,402	-	4,349	-
TOTAL PROJECT 465522 (ENV / PLAN'G)		4,349	-	4,349	-	3,982	-	3,402	-	4,349	-
TOTAL PROJECTS 465522 & 865522		2,529,664	-	2,663,664	9,289	2,473,533	41,439	2,091,013	-	2,663,664	0

NOTE: FINANCE CHARGES ARE MANAGED UNDER DEBT SERVICE - MEASURE R PROJECT NO. 660301

Original Budget

Original Budget of \$2.53 billion reflects the Life of Project (LOP) budget approved by the Board on January 26, 2017, plus Finance Charges of \$88.69 million.

Current Budget

The Current Budget remains the same in this period at \$2.66 billion.

Current Forecast

The current forecast remains the same for this period at \$2.66 billion.

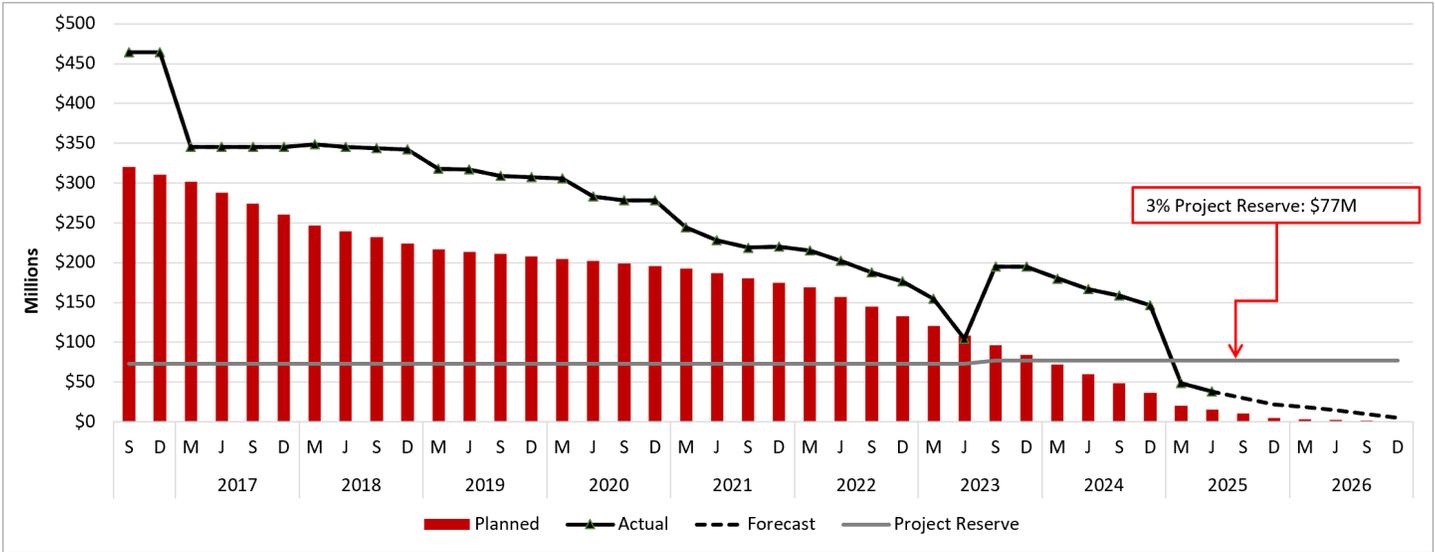
Commitments

The Commitments increased this period by \$9.29 million due to executed Contract Modifications and Change Orders for the Design/Build Contract C1120 and executed Work Orders for City of Beverly Hills support Services per the Memorandum of Agreement. The \$2.47 billion in Commitments to date represent 92.9% of the Current Budget.

Expenditures

The Expenditures increased this period by \$41.44 million primarily for costs associated with Metro Project Administration, Engineering Management Support Services, City of Beverly Hills Memorandum of Agreement, Legal Support Services, and Project Management Support Services. The \$2.09 billion in Expenditures to date represent 78.5% of the Current Budget.

Cost Contingency Drawdown



The above represents project contingency as of May 31, 2025.

Cost Contingency Drawdown Analysis

The Original Budget of \$2.5 billion includes finance charges of \$88.7 million. It also includes a project cost contingency of \$345.7 million or 13.7% of the total project, which is based on the Life of Project Budget approved by the Board in January 2017. An allocated contingency amount of \$168.5 million is included in the total cost contingency. The allocated contingency is an amount to cover anticipated but unknown contract modifications issued by Metro [when applicable to specific contracts within each Standard Cost Category].

A 3% project reserve threshold is included in the project cost contingency drawdown. Metro’s Board is to be notified when it becomes necessary to draw down contingency below the project reserve threshold to cover project costs. This process was adopted by the Metro Board of Directors in September 2012. The project cost contingency drawdown curve is based on a revised 2026 Forecast Revenue Service Date. The 3% reserve threshold was reached in February 2025 and is reflected in the graph above. Notice was provided via this report.

Allocated FFGA Contingency decreased by \$7.79 million this period due to executed Modifications and Change Orders for the Design/Build Contract C1120.

PROJECT COST CONTINGENCY					
DOLLARS IN THOUSANDS					
	Original Contingency (LOP Budget)	Previous Period	Current Period	To-Date	Remaining Contingency (Forecast)
Unallocated Contingency	177,176	(170,439)	-	(170,439)	6,737
Allocated Contingency	168,534	(129,599)	(7,789)	(137,388)	31,146
Total Contingency	345,710	(300,038)	(7,789)	(307,826)	37,883

Note: The above table includes FFGA and Non-FFGA contingency.

Risk Management

Summary of Risks

During the quarterly Risk Register update that occurred on March 25, 2025, two (2) new risks were identified. There are sixty-nine (69) risks that are being tracked with five (5) risks scored as high, thirty-seven (37) scored as medium, twenty-seven (27) scored as low.

Two (2) Newly identified Risks:

Risk ID	Risk Description	SCC	Risk Score
PLE2-10.5	Track installation delays the start of system installation and testing.	10	12.5
PLE2-50.10	Requirement to use A650 vehicles and associated updates to Systems design.	50	5.0

Top Five Risks

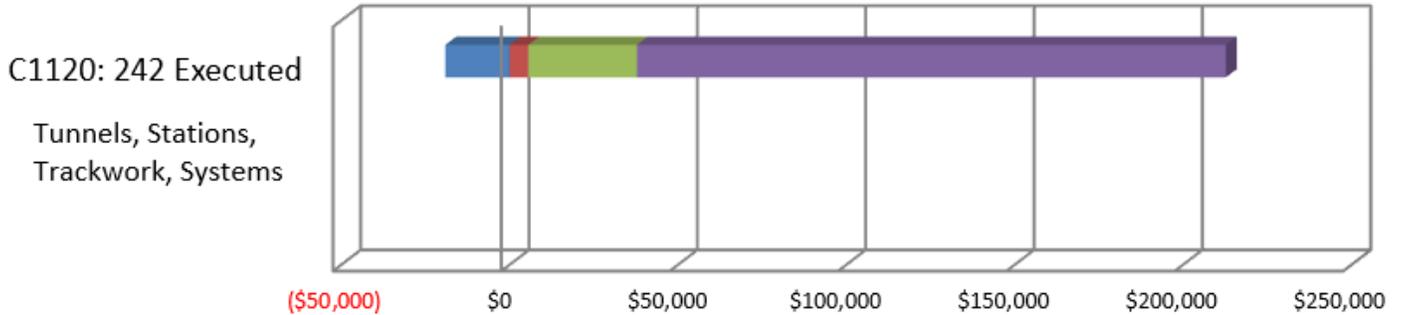
The table below shows the top five Project risks identified after the March 2025 Risk Register update meeting:

Risk ID	Risk Description	Risk Score	Action Items
PLE2-60.1	Requests to extend some temporary easements may be required	15.0	<ol style="list-style-type: none"> 1. Reflected in Master schedule. 2. Project is coordinating with Real Estate group for identification of potential critical SSEs. 3. Follow up to discuss specific parcels and required durations. 4. Complete Property Impact Statements.
PLE2-20.5	Inability to recover time lost at Century City Station	13.5	<ol style="list-style-type: none"> 1. Look for opportunities for potential mitigation of schedule delays along Century City schedule path.
PLE2-10.5	Track installation delays the start of system installation and testing	12.5	<ol style="list-style-type: none"> 1. Monitor. 2. Include items into the system coordination meeting.
PLE2-90.5	Contractor doesn't recover time shown on schedule	12.5	<ol style="list-style-type: none"> 1. Identify schedule mitigation or acceleration opportunities. 2. Look into future activities and track if meeting schedule or losing additional time.
PLE2-140	Start up and commissioning delay due to System Integration Testing 2 (SIT2) testing. (Metro to lead TPOG to support)	10.0	<ol style="list-style-type: none"> 1. Closely monitor the SIT1 & SIT2 activities. 2. New Systems Coordination Meeting with Contractor has been established for every 2 weeks.

Summary of Contract Modifications

Contract Modifications (MODs) by Cost Level

Dollars in Thousands



	C1120: 242 Executed
■ Under \$100K	(19,069)
■ \$100K to \$250K	5,509
■ \$250K to \$1M	32,272
■ Over \$1M	174,908
Total Contract MODs	193,621
Contract Award Amount	1,376,500
% of Contract MODs	14.07%

Percent of Contract MODs equals the Total Contract MODs divided by the Contract Award Amount.

Two hundred and forty-two (242) Contract Modifications (MODs) with a total value of \$193 million have been executed since the award of C1120 Contract – Tunnels, Stations, Trackwork and Systems.

DISADVANTAGED BUSINESS ENTERPRISE (DBE)

Description	Design	Construction
Number of DBE sub-contractors Identified	21	57
DBE Goal in % of Funds Apportioned ⁽¹⁾	25.31%	17.00%
Actual DBE Commitment as Work is Awarded ⁽¹⁾	\$20.3M 18.65%	\$201.2M 13.70%
Current DBE Participation ⁽²⁾ Total amount paid to DBE divided by paid to Prime	\$23.5M 29.11%	\$186.9M 16.10%

(1) Date report prepared: *June 2025* (when the report was run).

(2) Data as of *May 2025*.

PROJECT LABOR AGREEMENTS (PLA)

As of *April* 2025:

Targeted Worker Goal Construction work to be performed by residents from Economically Disadvantaged Area in the United States	40.00%
Targeted Worker Current Attainment	44.02%
Apprentice Worker Goal Construction work to be performed by Apprentices	20.00%
Apprentice Worker Current Attainment	20.49%
Disadvantaged Worker Goal Construction work to be performed by disadvantaged workers	10.00%
Disadvantaged Worker Current Attainment	10.52%

FINANCIAL/GRANT

Status of Funds Source

WESTSIDE PURPLE LINE EXTENSION - SECTION 2
 (IN MILLIONS OF DOLLARS)

MAY 2025

STATUS OF FUNDS BY SOURCE

SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED	(C) TOTAL FUNDS AVAILABLE	(D) COMMITMENTS \$	(D/B) %	(E) EXPENDITURES \$	(E/B) %	(F) BILLED TO FUNDING SOURCE \$	(F/B) %
	FEDERAL - SECTION 5309 NEW STARTS	\$1,187.000	\$1,187.000	\$1,187.000	\$1,076.423	91%	\$889.389	75%	\$848.982
FEDERAL - SECTION 5309 NEW STARTS (ARPA-CIG**)	\$0.000	\$58.418	\$58.418	\$58.418	100%	\$58.418	100%	\$58.418	100%
FEDERAL CMAQ	\$169.000	\$169.000	\$169.000	\$169.000	100%	\$169.000	100%	\$169.000	100%
MEASURE R - TIFIA LOAN	\$307.000	\$307.000	\$307.000	\$307.000	100%	\$307.000	100%	\$307.000	100%
MEASURE R 35%	\$811.902	\$887.484	\$887.484	\$807.930	91%	\$612.444	69%	\$612.444	69%
STATE CAPITAL PROJECT LOANS	\$54.762	\$54.762	\$54.762	\$54.762	100%	\$54.762	100%	\$54.762	100%
TOTAL	\$2,529.664	\$2,663.664	\$2,663.664	\$2,473.533	92.9%	\$2,091.013	78.5%	\$2,050.606	77.0%

EXPENDITURES ARE CUMULATIVE THROUGH MAY 31, 2025

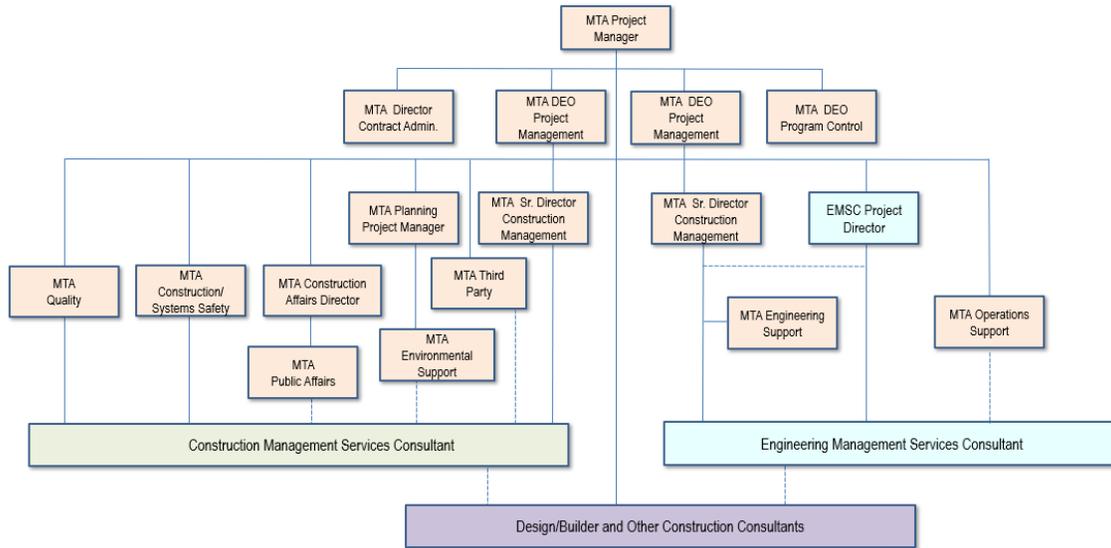
**AMERICAN RESCUE PLAN ACT - CAPITAL INVESTMENTS PROGRAM (ARPA-CIG)

Original Budget based on 2017 Board approved LOP Budget, plus Finance Charges of \$88.7 million.

PROJECT ORGANIZATION AND STAFFING

The design-build contract is being managed by a joint team of Metro and consultant personnel jointly located at the Integrated Project Management Office (IPMO).

**Purple (D Line) Extension Project Section 2
 Responsibility and Reporting Matrix**



The overall FY25 Total Project Staffing Plan averages 95.3 FTEs per month.

For April 2025, there were a total of 24.7 FTEs for MTA's Project Administration Staff and 67.2* FTEs for Consulting Staff. The total project staffing for April 2025 was 91.9 FTEs.

Total Project Staffing – Metro and Consultants



*Actuals include 7.3 FTEs related to Project Management Support Services, Program Control Support Services, System Engineering and Tracks Support Services, Construction Claims Support Services, and Quality Management Consulting Services.

Metro Staff



CM Support Services Staff (Consultant)



Engineering Services Staff (Consultant)



Staffing by Group

The opposing graphs represent planned vs. actual staffing levels by group.

Metro staffing includes full time staff located in the IPMO as well as part-time support located at Gateway Headquarters.

Staffing plans are developed for each fiscal year based on project needs.

REAL ESTATE

WPLE 2 TCEs				
PARCEL NUMBER	ADDRESS	OWNER	TCE END DATE	
			ORIGINAL DATE	REVISED DATE
W-3002	9397 Wilshire Blvd and 160 North Canon Drive, Beverly Hills, CA	New Pacific Canon LLC (Arnold Rosenstein; David Margolis)	1/13/2026	7/13/2027
W-3602	1950 Century Park East Los Angeles, CA 90067	Auto Club of So. CA	12/31/2025	6/30/2027
W-3604	2010 Century Park E Los Angeles, CA	Pacific Bell Telephone Company	5/24/2025	11/24/2026
W-3701	2040 Century Park E Los Angeles, CA 90067	CC Site One LLC (JMB)	5/23/2026	9/23/2027
W-3801	10131 Constellation/ 1950 Ave of the Stars	Century City Realty, LLC CC Site One LLC (JMB)	6/13/2025	12/31/2025
W-3901	10250 Constellation Blvd. Los Angeles	Constellation Place, LLC AP Properties Ltd (JMB)	6/26/2025	6/26/2026

Metro has obtained possession of all the parcels (necessary for construction) by either acquisition, possession and use agreements, or stipulations. Metro has granted access to the C1120 Contractor for all properties along the alignment.

Metro is in the process of extending the Temporary Construction Easements (TCE) lease agreements. The table above provides a summary of the required parcels and shows the current status for parcels potentially requiring an extension of occupancy.

QUALITY ASSURANCE

- Attended weekly Project construction progress meetings.
- Reviewed construction submittals, inspection and assessment reports at various job locations, Twining Independent test laboratory reports (TPOG), Ninyo and Moore test laboratory reports (Metro) and invoices for the work performed by Ninyo and Moore and PQM.
- Contributed to the development of Metro Quality Management Oversight Program and managed the implementation of the Project. Prepared QMO program project monthly report.
- Chaired weekly quality meetings with TPOG Quality Manager for the status, corrective actions, close out documents and verification actions for NCRs issued by Metro; quality control results for the current and upcoming works; planning activities of Metro laboratory materials verification testing and special processes construction assessments.
- Reviewed the following with a disposition for record only/approved/approved as noted:
 - *Construction Work Plan for Radio Hangers, Antennas, and Cable Installation*
 - *Construction Work Plan for Bored Tunnel DAS Cable Installation*
 - *Galvanic Cathodic Protection Installation Qualifications*

ENVIRONMENTAL

- Reviewed and provided responses to various contractor submittals and requests for information related to environmental matters.
- Issued various QMO reports assessing implementation of environmental requirements.
- Participated in various Project coordination meetings and evaluated progress and schedules for environmental compliance and sustainability efforts.
- Provided environmental awareness training as needed.
- Conducted field environmental monitoring and spot check inspections for construction noise and vibration, stormwater and fugitive dust BMPs, and Metro's Green Construction Policy.

CONSTRUCTION AND COMMUNITY RELATIONS

- *Produced and distributed ten (10) construction work notices which include specific construction location updates, targeted properties for Beverly Hills alley closures, targeted properties for upcoming Century City Deck Removal, monthly Look Ahead summaries and weekly construction work updates.*
- Conducted one-on-one stakeholder meetings in person and online with Century City Property Managers, Property Owners, the Century City BID, The Century City Chamber and Council District 5 regarding upcoming deck removal and street closures on Constellation and the intersection of Avenue of the Stars. Attended construction coordination meetings for PLE2 in Beverly Hills and Century City. Continued individual contact with commercial and residential stakeholders as needed in Beverly Hills and Century City. Extensive outreach for community meetings including distribution of digital notices, direct emails, postcard mailers, social media and paid online and print advertising. Primary outreach efforts are digital, with door-to-door outreach taking place in Beverly Hills for appendage work, cross passages and other construction activities within the City of Beverly Hills. Maintained expanded footprint of door-to-door distribution of monthly notices. Worked with Eat Shop Play Metro team to identify businesses currently active as they develop a new concept for the ESP program and Business Interruption Fund (BIF) in Century City and Beverly Hills. Updated Facebook/X (formerly Twitter) and website as needed.

CREATIVE SERVICES

- Reviewed and responded to Contractor's Porcelain Enamel Steel Panel Installer Qualifications Re-Submittal.
- *Participated in Contractor-led fabrication start-up meeting for Century City Station porcelain enamel steel artwork.*
- Continued management of artwork design development for integrated station artworks.
- Continued coordination with arts and cultural stakeholders.
- Ongoing review of project submittals for potential signage impacts.
- Ongoing coordination of RFI responses for signage consistency between sections.
- Continued assessment of Project operating impacts to signage between sections and systemwide.

SAFETY & SECURITY

- *TPOG reported one (1) Recordable Injury in May 2025.*
- Attended daily toolbox meetings, weekly crew all-hands safety meetings, progress meetings, readiness reviews, and other project meetings to evaluate Contractor's Safety Program compliance with contract requirements.
- Worked with Program Management and Construction Relations staff to monitor issues related to public concerns regarding noise, traffic, and public/construction interfaces as well as public interactions with the construction crews.
- Conducted Project Safety Orientation, W-65 and Underground Safety Training for new Metro/Consultants and IPMO project staff.
- Conducted right-of-way and Safety/Security walks, Safety/Security reviews and coordination with TPOG staff for oversight and support of all project field work activities.
- Metro/TPOG project safety staff conducted schedule, Safety / Security, and over-the-shoulder review meetings.
- *Metro Project Safety hosted the May Monthly Safety and Security Meeting for Section 2 Westside-Purple Line Extension Contractors was conducted on May 30, 2025.*
- *TPOG reported 89,576 actual work hours in May 2025.*
- *TPOG Project to Date Work Hours are 5,504,496 with Sixty (60) Recordable Injuries and twelve (12) days Away from Work Injuries.*
- The Recordable Injury Rate for the Project is 2.18. The Bureau of Labor Statistics reports that the National Average Recordable Injury Rate is 2.3.

APPENDIX CHRONOLOGY OF EVENTS

January 2011	FTA approval to enter Preliminary Engineering
August 2012	FTA Record of Decision
December 2014	FTA approval to enter New Starts Engineering Phase
March 2015	Began Real Estate Acquisition
May 2015	Began Advanced Preliminary Engineering
September 2015	Issued RFQ for C1120 Design/Build contract
October 2015	Received RFQ responses for C1120 Design/Build contract
May 2016	Submitted draft FFGA application
May 2016	Submitted TIFIA loan application
June 2016	Submitted application to FTA requesting an FFGA
June 2016	Received RFP Proposals for Contract C1120
September 2016	Began telecom joint trench construction in Century City
December 2016	FTA executed FFGA
December 2016	Received TIFIA Loan
January 2017	NTP for Construction Management Support Services Contract
January 2017	Metro Board approved staff recommendation to award the Design/Build Contract C1120 to TPOG and approved Life-of-Project Budget
January 2017	Issued C1120 Contract Award to TPOG
April 2017	Issued C1120 Contract NTP to TPOG
May 2017	Mobilized C1120 Contract Design and Construction Team
August 2017	Third party relocations started at Century City Constellation Station
September 2017	Third party relocations started at the Wilshire/Rodeo Station
November 2017	Beverly Hills City Council approved Memorandum of Agreement (MOA) governing remaining third-party utility relocations

December 2017	Final Supplemental Environmental Impact Statement (FSEIS) was available to the public in the Federal Registry on December 1, 2017
January 2018	Completed all utility relocations within the Tunnel Boring Machine “Launch Box”
February 2018	Held Groundbreaking Ceremony on February 23, 2018
May 2018	Bureau of Engineering approved a nine-month street closure of Constellation Blvd. between Century Park East and Avenue of the Stars
September 2018	Full street closure of Constellation Blvd. commenced
September 2018	Delivery of tunnel boring machines (TBMs) commenced
October 2018	Piling installation commenced at launch box in Century City
October 2018	Granted Wilshire/Rodeo Station footprint right-of-way (ROW) access to TPOG
December 2018	Completed all civil work for third parties at Century City Constellation Station
December 2018	Demolition of former Ace Gallery complete
January 2019	Completed soldier pile installation for the TBM launch box at the eastern end of the Century City Constellation Station
January 2019	Metro Board Approves City of Beverly Hills MOA for C1120 Contract
February 2019	City of Beverly Hills City Council Approves MOA for C1120 Contract
March 2019	Start of installation of deck beams for the TBM Launch Box
May 2019	Completed soldier pile installation for Tunnel Access Shaft in Century City
June 2019	TBM Unveiling Event
June 2019	Full Street Closure of Constellation Blvd. Extension Granted
August 2019	Completed Construction of Santa Monica Boulevard Bus Layover in Century City
September 2019	Metro’s request to lift the holiday moratorium for construction activities in Beverly Hills was rejected by the City Council
October 2019	Piling installation commenced for the Wilshire/Rodeo Station box.
November 2019	Poured invert slab at TBM launch box in Century City.
December 2019	An Additional 7-Month Full Street Closure of Constellation Blvd. was Granted by Los Angeles Board of Public Works.
December 2019	Started TBM Assembly.

December 2019	Motion for prejudgment possession for SSE under Beverly Hill High School was granted.
January 2020	Piling activities resumed at Wilshire/Rodeo Station after the holiday moratorium.
January 2020	A geophysical survey identified three oil wells located east of the Tunnel Access Shaft underneath Beverly Hills High School within the tunnel alignment.
March 2020	LADWP completed 4.8kv system cabling pulling and splicing, along with the remaining cable removals at Century City Constellation Station.
March 2020	Beverly Hills City Council approved a full street closure of Wilshire Boulevard (between Beverly Drive and Crescent Drive) for the duration of the “Safer at Home” orders due to the COVID-19 Pandemic.
March 2020	Right of Entry Executed to Access BHUSD.
April 2020	Began tunneling operations of the BL Tunnel.
April 2020	Completed implementation of the Wilshire Boulevard closure (between Beverly Drive and Crescent Drive) for the duration of the “Safer at Home” orders due to the COVID-19 Pandemic.
May 2020	Completed station box and entrance piling activities at Wilshire/Rodeo Station.
June 2020	Wilshire Boulevard reopened to traffic following completion of decking at Wilshire/Rodeo Station.
July 2020	Began tunneling operations of the BR Tunnel.
August 2020	Completed excavation of Tunnel Access Shaft.
August 2020	Access granted to contractor to W-3801 for the Century City Constellation Station entrance.
September 2020	Abandonment of the first legacy oil well was completed.
September 2020	BL TBM “Ruth” Breaks into Tunnel Access Shaft.
September 2020	TIFIA Loan Paid Off and Account Closed.
October 2020	The abandonment of the remaining oil wells has been completed.
October 2020	BR TBM “Harriet” Breaks into Tunnel Access Shaft.
November 2020	Settlement agreement reached with City of Beverly Hills ending city’s lawsuit against FTA and Metro.

November 2020	Beverly Hills City Council approved Metro's holiday moratorium waiver request and work hours established by the Memorandum of Agreement (MOA). Construction of Wilshire/Rodeo Station will continue through New Year's Day.
November 2020	City of Los Angeles approved additional closures east of Avenue of the Stars along Constellation Boulevard through January 2, 2021.
December 2020	First TBM clears all buildings under Beverly Hills High School campus.
January 2021	City of Los Angeles approved extension of street closure for decking and utility work between Avenue of the Stars and Solar Way to April 5, 2021, and weekend closures at the intersection of Constellation Boulevard and Avenue of the Stars.
February 2021	Both TBMs have pushed through the Tunnel Access Shaft and the BL TBM "Ruth" is using conveyor belts for muck removal.
March 2021	Decking complete at Century City Constellation Station except for the twelve (12) remaining panels that are being utilized for additional ventilation openings.
March 2021	BL TBM (Ruth) excavation suspended after approximately 1,300 feet from eastern end of Century City Constellation Station due to unplanned maintenance to face of cutterhead and completion of repairs.
March 2021	Street restoration complete and Constellation Blvd. between Avenue of the Stars and Solar Way fully reopened earlier than planned.
April 2021	Permanent concrete work began at the Wilshire/Rodeo Station.
May 2021	Reopening of Constellation Blvd.
May 2021	Concrete placement for the first section of the invert slab at Wilshire/Rodeo station in Beverly Hills.
May 2021	TBM's resumed excavation after cutterhead inspection and maintenance for BL TBM and muck removal transitioning to conveyor belts for BR TBM.
June 2021	Switching from vertical conveyor belts to crane and muck boxes in the Tunnel Access Shaft.
July 2021	The conversion of the muck conveyance systems for both tunnels was completed on July 27, 2021.
August 2021	The first concrete placement for the first level Wilshire/Rodeo Station walls occurred during this period.
August 2021	Both BL and BR TBM have exited the first of two seismic lining sections this period.
October 2021	Both TBM's have exited the 2 nd seismic zone of the alignment.

October 2021	Excavation of the Century City Constellation station entrance box has commenced.
October 2021	City of Beverly Hills approved the request for the Holiday Moratorium waiver allowing work to continue with adjusted hours and activities.
December 2021	Both TBM's reached the planned stopping point prior to break-in at Wilshire/Rodeo.
January 2022	BR TBM "Harriet" Breaks into Wilshire/Rodeo Station Box on January 12, and BL TBM "Ruth" Breaks into Wilshire/Rodeo Station Box on January 28.
March 2022	Both TBM's have begun excavation on reach 4 toward Wilshire/La Cienega Station. BL on March 2, 2022, and BR on March 29, 2022.
April 2022	On April 8, 2022, VCM notifies CRRC MA Corporation that Metro does not intend to exercise any of the available Options for the HR4000 Contract.
May 2022	Completed drilling for shoring beams on south side of Avenue of the Stars for Storm Drain.
June 2022	Completed membrane waterproofing on Concourse Walls (Entrance) – Wilshire/Rodeo Station.
June 2022	Began cross passage dewatering well installation along tunnel alignment.
July 2022	On July 29, 2022, a jury determined the amount of just compensation that Metro owes the Beverly Hills Unified School District (BHUSD) for the subsurface easements under the high school campus and the administration building. The verdict concludes all litigation between BHUSD and Metro.
August 2022	Started formwork for Station Entrance Roof at Wilshire/Rodeo Station.
September 2022	Started work for SCE permanent power at Wilshire/Rodeo.
September 2022	Started Cross Passage 40 work in BL tunnel.
October 2022	Metro issued a Notice of Work Suspension on October 21, 2022, effective immediately until November 7, 2022, out of concern for TPOG's Safety performance.
November 2022	On November 4, 2022, Metro allowed production work to resume at the Century City Constellation and Wilshire/Rodeo stations. TBM tunneling production resumed on November 16, 2022. Work resumed for the BL tunnels and Cross Passages on November 18, 2022.
November 2022	On November 18, 2022, the BR TBM completed overall excavation and reached the Purple Line Extension Section 1 interface concrete end wall.

December 2022	On December 6, 2022, HRV 5000 (New Heavy Rail Vehicle Contract) was issued.
January 2023	On January 12, 2023, the BL TBM completed overall excavation and reached the Purple Line Extension Section 1 interface concrete end wall.
February 2023	Completion of Wilshire/Rodeo Station Entrance Concourse Roof Deck.
April 2023	Completion of Wilshire/Rodeo Station Main Concourse Roof Deck.
April 2023	On April 17, 2023, bids were received for HRV5000 (New Heavy Rail Vehicle Contract).
May 2023	Completion of removal of temporary backfill for future passageway at Century City Constellation.
June 2023	TPOG has agreed to retain a third-party independent safety company to improve adherence to safety policies and procedures and to upgrade the culture of safety.
June 2023	Concrete invert placement at Century City Constellation Station resumed on the east end of the station just west of the existing launch box slab which was completed in December 2019.
July 2023	Began pile installation for first WRS Appendage structure (Emergency Ventilation Shaft #9 at Wilshire/Beverly).
August 2023	Completed excavation and initial lining of all seven (7) cross passages along Reach 5.
September 2023	Completed excavation of the station box at Century City Constellation Station.
October 2023	Completed concrete placement of Invert Slab at Century City Constellation Station.
December 2023	Started concourse level slab falsework at Century City Constellation Station.
January 2024	Completed concrete placement of East Concourse Level Slab at Wilshire/Rodeo Station (GL1-12).
January 2024	Began pile installation of TPSS Access Shaft at Wilshire/Rodeo Station.
January 2024	Completed excavation of all Cross Passages.
January 2024	Metro Board awards HR5000 Heavy Rail (HRV) Procurement to Hyundai Rotem Company.
February 2024	Completed concrete placement of concourse Level Slab at Wilshire/Rodeo Station.

February 2024	Completed excavation of East UPE/Exhaust #3 appendage along S. Canon Dr.
March 2024	Completed Concourse Level Invert Slab at Century City Constellation Station Entrance.
March 2024	Complete Reach 5 BL Tunnel 1 st Stage invert (Excluding Fault Zones and TAS).
April 2024	Re-opened S. Canon Dr. full street closure.
April 2024	Completed first Cross Passage (CP 40).
May 2024	Final lining for all cross passages complete for Reach 5.
May 2024	Start BR TBM Disassembly.
July 2024	Board approves Century City Station naming from current placeholder of Century City Constellation Station.
August 2024	Completed all exterior walls at Century City Station Box.
September 2024	Completed removal of BR TBM Cutterhead.
September 2024	Started BL concrete block demolition at Section 1 and 2 Interface.
November 2024	Completed 1 st stage invert in BR Seismic Zones along BR Reach 5.
November 2024	Completed demolition of BR concrete block at PLE 1/ PLE 2 Interface.
December 2024	Completed BL Tunnel Invert.
December 2024	Placed first stage invert connecting to PLE1 BR Tunnel.
December 2024	Completed all Cross Passages final lining except for Tunnel Access Shaft which completed concrete placement on BL side.
January 2025	Mobilized equipment, delivered running rails and commenced production welding.
January 2025	Started Omega Seal of tunnels at both Wilshire/Rodeo and Century City wall interfaces.
January 2025	Metro's Board approved to discontinue Beverly Hills North Portal Project.
February 2025	Beverly Hills city council approved 3-week full closure of Wilshire Blvd.
February 2025	Completed BL TBM disassembly and demolition of concrete block at PLE 1 and PLE 2 Interface.
March 2025	Wilshire/Rodeo deck removal completion and start road restoration during 3-Week City of Beverly Hills Full Street closure.

April 2025	Wilshire Blvd re-opened after 3-week full street closure.
April 2025	BL Reach 4 Walkways completed.
May 2025	<i>Began BR R4 second stage concrete track sleeper placement.</i>