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TO: DISTRIBUTION

FROM: KIMBERLY ONG 
SR. EXECUTIVE OFFICER

SUBJECT: PURPLE (D LINE) EXTENSION TRANSIT PROJECT SECTION 3
MAY 2026 MONTHLY PROJECT STATUS REPORT

Enclosed herewith is the Monthly Project Status Report for the Purple (D Line) Extension Transit Project Section 3. This report contains the Los Angeles County Metropolitan Transportation Authority's (LACMTA) representation of the Purple (D Line) Extension Transit Project Section 3 status for the period ending May 29, 2026.

If you have any questions regarding this report or its supporting information, please contact Marvin Li, Deputy Executive Officer, Program Control at (424) 551-4523.

KO: WMF
Enclosure

PURPLE (D LINE) EXTENSION PROJECT Section 3



Metro

Purple (D Line) Extension Transit Project Section 3

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 2026

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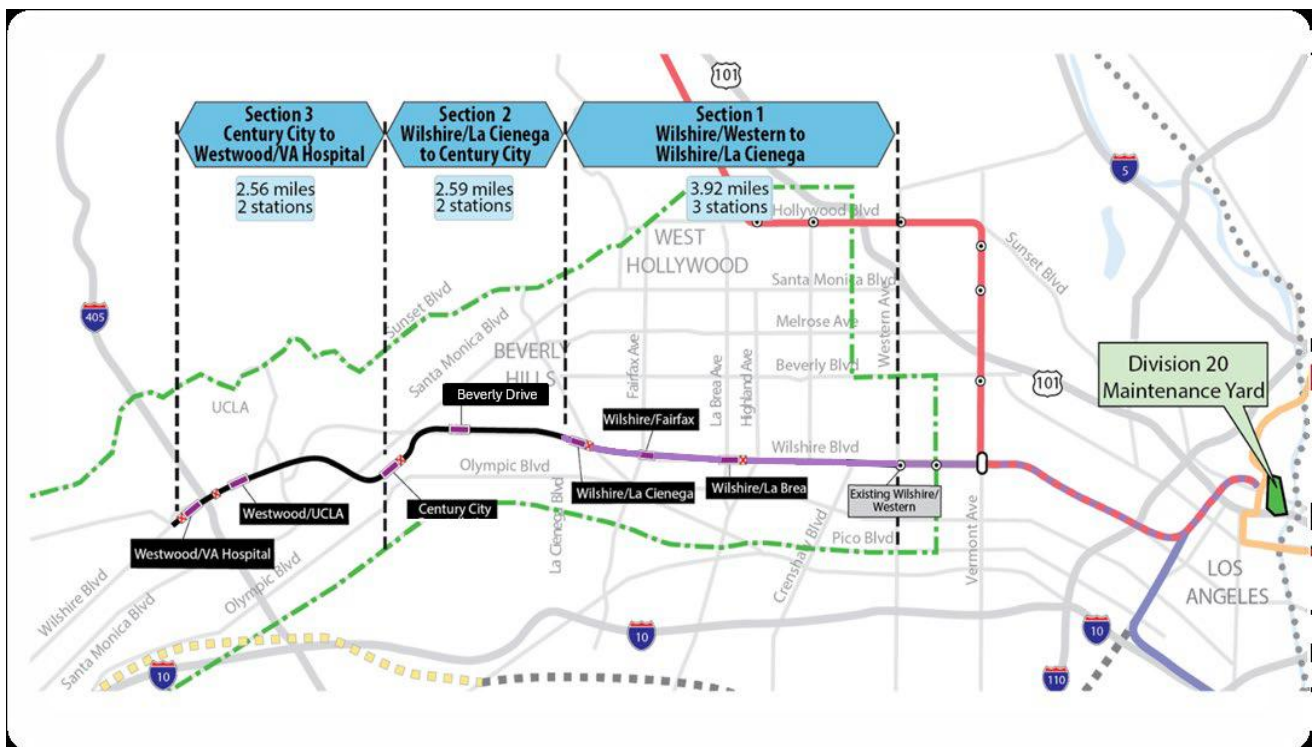
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PROJECT OVERVIEW

Project Background

The Purple (D Line) Extension Transit Project Section 3 (Project) is the third of three sections to be designed and constructed as part of the Los Angeles County Metropolitan Transportation Authority's (Metro) Measure R and Measure M Programs. The Measure R and Measure M Programs were approved by Los Angeles County voters in November 2008 and in November 2016, respectively, and provide in total a one-cent sales tax to finance new transportation projects. In April 2012, the three sections of the Project were environmentally cleared and adopted by Metro Board of Directors.

Section 3 will extend to Westwood from the future Century City Station that is part of the Westside Purple Line Extension Section 2 Project and currently under construction. The Project is located entirely underground, primarily following Wilshire Boulevard, and includes the design and construction of approximately 2.56 miles of double-track heavy rail, two new stations as well as the purchase of 16 heavy rail vehicles. The Westwood/UCLA Station is within the jurisdiction of the City of Los Angeles, and the Westwood/Veterans Administration (VA) Hospital Station is within the jurisdiction of the unincorporated area of Los Angeles County. 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 Westwood/UCLA Station box will be under Wilshire Boulevard beginning west of Westwood Boulevard and extending to the east of Veteran Avenue. The station will have three entrances, two full entrances on the north side of Wilshire Boulevard and one-half entrance on the south side of Wilshire Boulevard. The two full entrances will be located at Wilshire Boulevard and Gayley Avenue, and at Wilshire and Westwood Boulevards. The half entrance will be located at Wilshire and Westwood Brea Boulevards.

The Westwood/VA Hospital Station box will be under the VA south campus, beginning west of the I-405 Freeway and extending west of Bonsall Avenue. The station will be equipped with double crossovers, one at each end of the station. The station entrance will be south of Wilshire Boulevard and east of Bonsall Avenue.

Major Procurements

Contract C1151 – Tunnels: The procurement of this design/build contract utilized a competitive negotiated procurement process to select a contractor that was determined to have met all the requirements set forth in the Request for Proposals (RFP) with a technically acceptable, “Lowest Evaluated Price” selection process. In June 2018, the Board authorized to award the C1151 Tunnels contract, subject to the FTA approval of the Letter of No Prejudice (LONP). The contract was awarded to Frontier-Kemper/Tutor Perini, (FKTP-JV) on November 30, 2018, after receiving the LONP from the FTA. Notice to Proceed (NTP) was issued on January 15, 2019. FKTP achieved contract substantial completion on December 23, 2025.

The design/build contract provides for final design and construction of the twin bored tunnels, complete with cross-passages, along the 2.56-mile alignment. Contract scope includes demolition and removal of structures and clearing sites to facilitate construction operations. A tunnel boring machine (TBM) launch shaft was constructed at the westerly end of the Westwood/VA Hospital Station. Upon substantial completion, FKTP-JV will turn over all temporary lighting and ventilation to the follow-on contractor (Contract C1152).

Contract C1152 – Stations, Trackwork, Systems and Systems Integration Testing: The procurement of this design/build 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 on a Best Value selection process with an option at Metro’s discretion for Best and Final Offers (BAFO). In February 2019, the Board authorized the CEO to award the C1152 Stations, Trackwork, Systems, and Systems Integration Testing contract to Tutor Perini/O&G, JV (TPOG), subject to the FTA approval of a Full Funding Agreement (FFGA). After the February Board action, FTA issued an LONP on April 18, 2019, that allows contract award to occur prior to receipt of an FFGA. The Board approved the award of the C1152 contract at the May 2019 Board Meeting, and the Contract was awarded on May 28, 2019. Notice to Proceed was issued on July 15, 2019, with a commencement date of July 16, 2019.

The Design/Build contract provides for final design and construction of the infrastructure along the 2.56-mile alignment. Contract scope includes demolition and removal of structures and clearing sites to facilitate construction operations. The twin bore tunnels will be complete with walkways including all mechanical, electrical, and finished work. Two underground stations are to be constructed, with the Westwood/VA Hospital Station having two double crossovers, one at each end of the station. Each station will be equipped 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 at the future Century City Station, testing and commissioning.

Contract C1153 – Advanced Utility Relocations: The work scope of this firm fixed price contract included the relocation of existing LADWP power and water utilities within the construction limits of the Westwood/UCLA Station. Metro issued Notice of Intent (NOI) to award to Steve Bubalo Construction Company (SBCC) on October 2, 2017, and NTP on January 2, 2018. SBCC was responsible for working in streets, procuring materials, and coordinating with the utility owner. SBCC constructed new facilities in accordance with the utility plans and specifications, provided traffic control, restored streets, and supported utility crews installing cabling and during cut-over of the existing utilities. SBCC achieved contract substantial completion on June 30, 2019, and Contract Final Acceptance was issued by Metro on April 13, 2020.

Contract C1204 - Shuttle and Valet Services During Construction of the Westwood/VA Station: The work scope for this firm fixed price contract includes providing shuttle and valet services to the West Los Angeles Veterans Affairs (VA) Medical Center during the decommission of Parking Lot 42 and buildout of the replacement parking structure. The Request for Proposal (RFP) was issued on January 15, 2021. Contract awarded to Everpark Inc. on December 6, 2021, and NTP issued with shuttle and valet service transferred to Everpark Inc. on January 03, 2022.

Contract C1212 - VA Parking Structure: The Invitation For Bid (IFB) documents for the VA Parking Structure were solicited on October 14, 2022. C1212 consists of a multi-story parking structure and parking lot work at the West Los Angeles Veterans Affairs (VA) Medical Center and parking lot work at the General Services Administration (GSA) in West Los Angeles. Notice of Award issued on August 28, 2023. Notice to Proceed was issued on September 27, 2023.

Metro Furnished Equipment

Metro to procure a contract to provide 16 Heavy Rail Vehicles (HRV) necessary to operate the extension of the Purple Line. The scope of the HRV contract includes design, manufacturing, testing and delivery of the vehicles. An additional contract will be procured for 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 system testing.

Program Management

The Purple (D Line) Extension Transit Project Section 3 Project is being managed under the direction of an Integrated Project Management Office (IPMO). WSP Global (WSP) provides engineering and design support services, while MPPC Partners, a Joint Venture provides construction management support services. The on-site program management team is also supported by Metro headquarters' resources and includes, but not limited to, engineering, risk management, environmental, quality management, operations, and creative services departments.

Project Schedule and Budget: The Revenue Service Date (RSD) is planned for 2027. In June 2018, the Board authorized to establish the Life of Project (LOP) Budget for the Tunnels portion of the Project. In February 2019, the Board amended the LOP Budget to include the Stations portion of the Project. The LOP Budget for the Westside Purple Line Extension Section 3 Project is \$3.2 billion excluding Finance Charges of \$387.4 million. A

detailed LOP Budget forecast is included under the Budget and Cost Forecast section of this report.

Funding is projected from a variety of sources to include:

- Federal – Section 5309 New Starts
- Federal – Section 5309 New Starts (ARPA-CIG)
- Federal – STBG (Surface Transportation Block Grant)
- Federal – CMAQ (Congestion Mitigation & Air Quality)
- Federal - CIG Section 165
- Local Agency Contributions
- TCRP (Transit Cooperative Research Program)
- Measure R 35%
- Measure M 35%
- State RIP (Regional Improvement Program)
- Proposition C 25%

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 2026, the Project achieved 85% completion to-date based on earned value measurements for the overall Project. The current focus of the Project is continuing final design for Contract C1152 (Stations, Trackwork, Systems and Systems Integration Testing), utility relocations at Westwood/UCLA Station, station concreting and MEP/Systems installation at the Westwood/UCLA and Westwood/VA Hospital stations, tunnel construction activities, and systems testing.

Contract C1151 *attained contractual substantial completion in December 23, 2025* and scheduled to demobilize by April 2026. Contract C1152 has a substantial completion date of June 2027 and scheduled to demobilize by November 2027. The following is an overview of current design and construction activities.

Design Status

- The Engineering Management Services team continues to provide engineering services during construction, real estate support services, supporting Metro in reviewing the C1151 and C1152 submittals, responding to RFIs, and assisting in the preparation and review of Changes.
- C1151 – Tunnels Contract: The design work for this contract is substantially complete. Metro has Issued for Construction all the design unit packages.
- C1152 – Stations Contract: The list of the various design unit (DU) packages is listed below:
 - DU 40: VA Station Temporary Works
 - APDU 41 (41A, 41B, 41D)
 - APDU 42
 - APDU 43 (43A)
 - APDU 44 (44A, 44B)
 - APDU 45
 - APDU 46
 - DU 50: UCLA Station Temporary Works
 - APDU 51 (51A, 51B, 51C)
 - APDU 52, 52A, 52B
 - APDU 53
 - APDU 54
 - APDU 55
 - DU 60: VA Station
 - APDU 61 (61A, 61B)
 - DU 60 (60, 60A, 60B)
 - DU 70: UCLA Station
 - DU 70 (70, 70A, 70B, 70C, 70D)
 - DU 81: Tunnels/Cross Passages and Track
 - DU 82: Systems
 - DU 90: Tail Track Exit Shaft and Western VA Staging Area (APDU 90A/90B)
- Design unit packages progress to date:
 - AFC design is on-going for DU 70A (partial, larger package to arrive in Dec)
 - IFC is on-going for DUs 70C, 81, 82

- Approved for Construction (AFC) design packages:
 - APDU 41D
 - APDU 61B (partial)
 - DU 70B
 - DU 70C
 - DU 70D (partial)
 - DU 81 (partial)
 - DU 82 (except Radio)
- Issued for Construction (IFC) design packages:
 - APDUs 41A, 41B, 42, 43, 44A, 44B, 45, 46
 - APDUs 51A, 51B, 51C, 52, 52A, 52B 53, 54, 55
 - APDU 61B (partial)
 - DU 60, 60A, 60B
 - APDU 61A
 - DU 70 - AFC/IFC partial submitted
 - DU 70D (partial)
 - APDU 90A
 - APDU 90B
 - DU 81 (partial)

Construction Status

- C1153 – Advanced Utility Relocations: (Complete)
Substantial completion occurred on June 30, 2019, and the contract is 100% complete. The City of Los Angeles' Bureau of Contract Administration signed-off on all punch list items on July 31, 2019. SBCC completed all punch list items and submitted 100% billing for all remaining items. SBCC submitted a request for Certificate of Final Acceptance and release of retention on April 12, 2020, and Final Acceptance was issued by Metro on April 13, 2020. Metro has issued a contract modification to close the balance of provisional sums and final payment and the release of retention was processed to the contractor. Metro issued the final release of retention check and SBCC issued "Unconditional Waiver and Release on Final Payment" on July 16, 2020.
- Tunnels Progress:
Running rail was completed in both tunnels. Special trackwork installation and adjustments continued at the east and west double crossovers. Began distribution of contact rail material in Reach 6 and 7 in the BL tunnel. Tunnel lighting installation, cable pulling, termination and labeling of cable to equipment, and installation of cables at various cross passages is ongoing.
- Westwood/UCLA and Westwood/VA Hospital Station Progress:
At the Westwood/UCLA Station, equipment installation and mechanical, electrical, and plumbing (MEP) work continued at the main entrance and within the main station box. Installation of escalators and elevator frames continued. At the main entrance, appendage construction, elevator shaft, support of excavation (SOE), and excavation for the stairway and escalators continued. At the Northeast Entrance, excavation was completed and waterproofing installation is ongoing. At the Southeast Entrance, excavation is 41% complete, SOE bracing remains at 48% complete, and a sewer line bypass was completed.

At the Westwood/VA Hospital station, main station box concrete is 98% complete, interior walls are 99% complete, and appendages concrete placements above the roof deck are 79% complete. Main station installation of mechanical, electrical, plumbing, and systems continued, including elevator frames and equipment for traction power, train control, and communication. Backfilling above the main station box progressed. Concrete placements progressed for the main entrance north and west upper exterior walls. The North Entrance Plaza concrete work was completed.

Systems Local Field Acceptance Testing (LFAT) continued and is 8% complete. Completed LFATs to date include 81 LFATs in tunnels, 240 LFATs at the Westwood/UCLA station, and 66 LFATs at the Westwood/VA Hospital station.
- C1212 – VA Parking Structure
At the VA Hospital Parking Structure, stair towers and columns construction is ongoing. Fire lane construction began. Installed roll up doors at the south entrance.

Cost and Schedule Summary

Metro issued Contract Modification 2 to the C1151 Tunnels contractor for extending Substantial Completion by 95 calendar days. In October 2022 Metro issued Contract Modification 23 that approved a time extension for 60 calendar days. In December 2023 Metro issued Contract Modification 28 to grant 758 calendar days extension. In May 2025 Metro issued Contract Modification 34 that approved 288 calendar days extension. Metro issued Contract Modification 105 to the C1152 Stations Contractor granting 233 calendar days for late access with mitigation and acceleration efforts to improve the Substantial Completion date and minimize impact to the C1152 Stations contract. Contract Modification 138 was executed granting time extension for rain impact of 48 calendar days. Contract Modification 147.2 was executed in May 2025 with 80 calendar days extension. Metro issued Contract Modification 7 to C1212 VA Parking Structure extending Substantial Completion by 141 calendar days for Package 2 delay impact.

The Critical Path of the Project includes third party utility relocations, C1152 Contractor required utility relocations, followed by both stations' support of excavation, street decking, station box excavations, and structural concrete for the stations. Next it flows into installation of the interior finishes and electrical equipment, followed by trackwork and systems installation, testing and pre-revenue operations. A summary graphic of the critical path is found on Page 17.

C1151 Tunnels

	Original Contract Dates	Time Extension	Current Contract	Forecast	Variance CDs
Notice to Proceed	01/15/19A	0	01/15/19A		0
Substantial Completion	11/15/22	1,201	12/23/25A		0

C1152 Stations, Trackwork, Systems, and Testing

	Original Contract Dates	Time Extension	Current Contract	Forecast	Variance CDs
Notice to Proceed	7/16/19A	0	7/16/19A		0
Substantial Completion	06/08/26	361	06/04/27	06/04/27	0

C1212 VA Parking Structure, Parking Lots and GSA

	Original Contract Dates	Time Extension	Current Contract	Forecast	Variance CDs
Notice to Proceed	9/27/23A	0	9/27/23A		0
Substantial Completion	04/30/26	141	09/18/26	09/18/26	0

Project costs continue to track within budget and projected contingency limits. The Current Budget and Current Forecast remain the same this period at \$3.7 billion. Detailed cost and budget information is provided on Page 19.

There are currently three (3) open Claims that is in Metro review.

- 1. C1151 Third Party Delay: Excessive Review of CalOSHA Probe Drilling Variance*
- 2. C1151 Analysis & Solutions Consultants' (ASC's) Manual Survey Overruns*
- 3. C1152 Claim for DU-70 Structural Calculations*

Key Management Concerns

Contractor resources to support the Accelerated Re-sequenced Coordinated Schedule

Project Construction Photos



Westwood/VA Hospital Station:
Cutting and Removal of Temporary Support of
Excavation Struts at Roof Level



Westwood/UCLA Station:
Northeast Entrance Waterproofing
Installation at Invert Level



VA Parking Structure:
VA Parking Structure, Facing Northwest

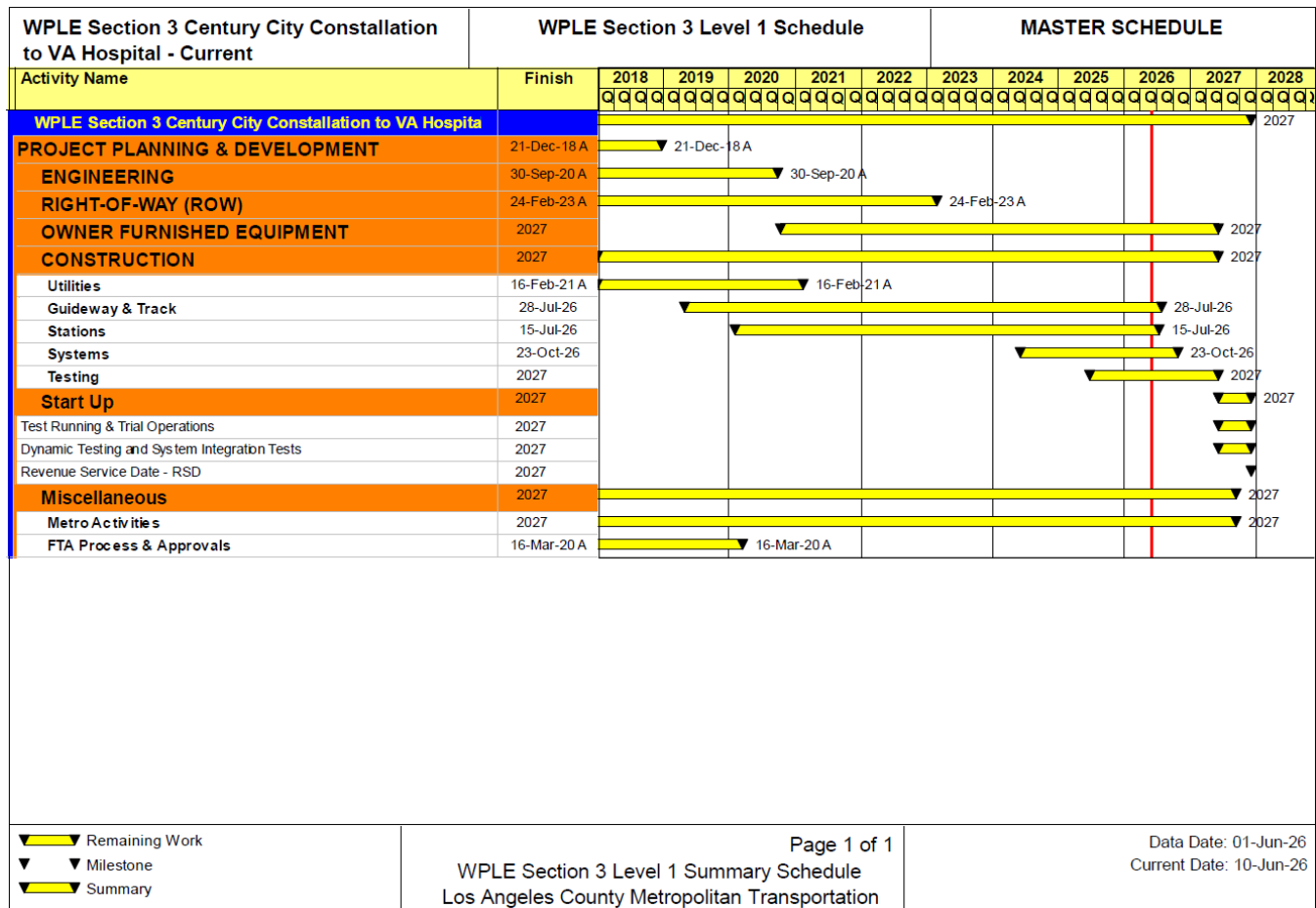


Tunnels/Track:
Rail Profiling and Geometry Check for
Running Rail at the Tail Track
in the BR Tunnel

PROJECT UPDATE

PROJECT SCHEDULE

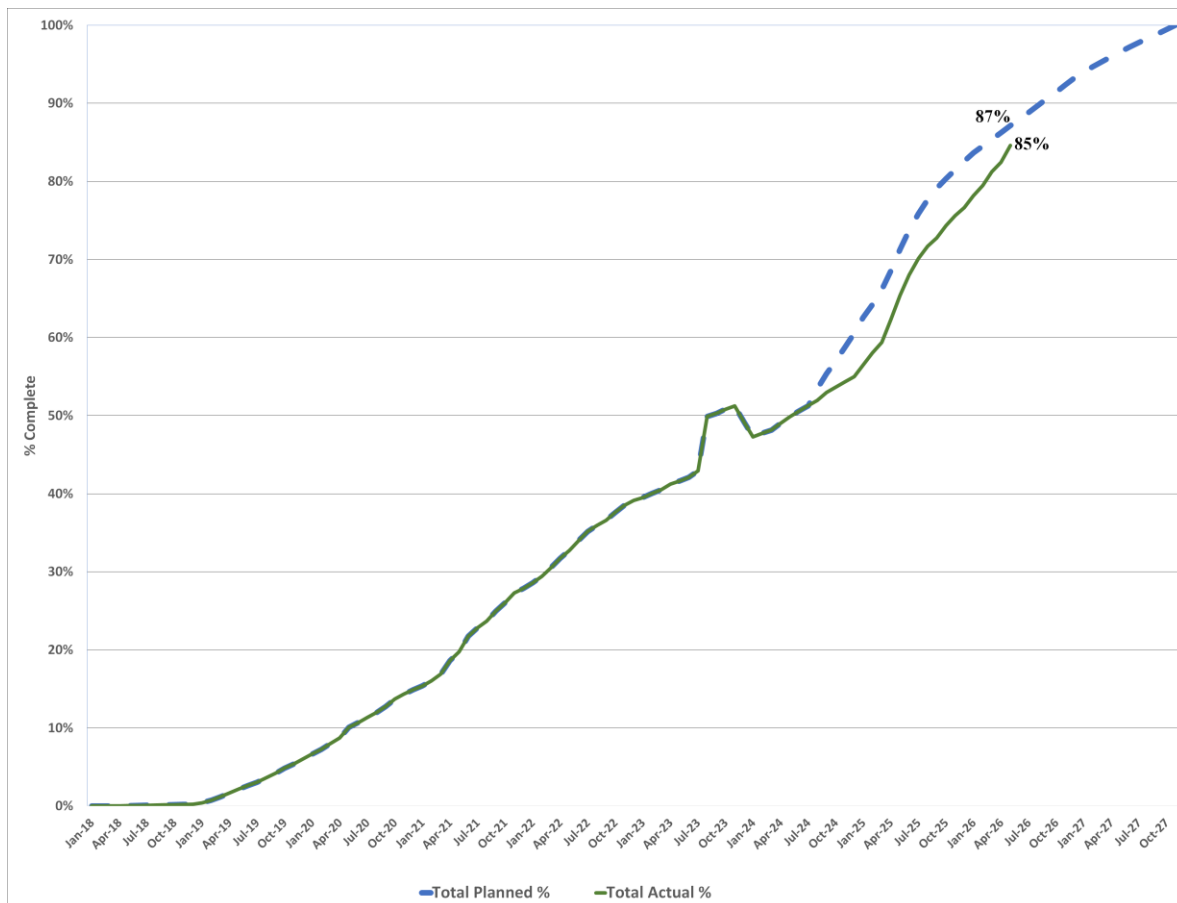
Project Summary Schedule



Progress Summary

	Status	Change from Last Period	Comment
Forecast Revenue Service	2027		
FFGA Revenue Service	2028		FFGA was awarded in March 2020
Final Design Progress:			
Contract C1151	100%	0%	
Contract C1152	99%	0%	
Construction Contracts Progress:			
Contract C1151	98%	0%	Substantial Completion occurred on 12/23/25
Contract C1152	78%	3%	
Contract C1153	100%	0%	Substantial Completion occurred on 6/30/19
Contract C1212	67%	1%	

Planned vs. Actual Progress



Key Milestones Six-Month Look Ahead

	Milestone Date	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26
C1152 Began VA Station Backfill	05/01/26A	⬡					
C1152 Completed Construct 2nd Stage Infill, BL Track	05/11/26A	⬡					
C1152 Complete BL Tunnel Radio Cables & Antenna Installation	06/02/26		⬡				
C1152 Complete Construct 2nd Stage Infill, BR Track	06/12/26		⬡				
C1152 Complete UCLA Lot 36 Entrance Concrete Work	06/27/26		⬡				
C1152 Complete BL Tunnel Wire/Cable for Switchgear/Feeders	07/10/26			⬡			
C1152 Complete all design IFCs	07/14/26			⬡			
C1152 Complete 3rd Rail Installation in BR Tunnel	07/15/26			⬡			
C1152 Complete 3rd Rail Installation in BL Tunnel	07/28/26			⬡			
C1152 Complete MEP Installation (VA Entrance) - DMI	08/30/26				⬡		
C1152 Complete VA Deck Removal & Final Backfill	08/30/26				⬡		
C1152 Complete MEP Installation (VA Entrance) - FISK	09/10/26					⬡	
C1152 Begin VA Station Testing for MEP & Arch Finishes	10/22/26						⬡



MTA Staff



MTA Board Action

FTA (Federal Transit Administration)



Other Agencies



Contractor



D/B Contractor

Major Equipment Delivery

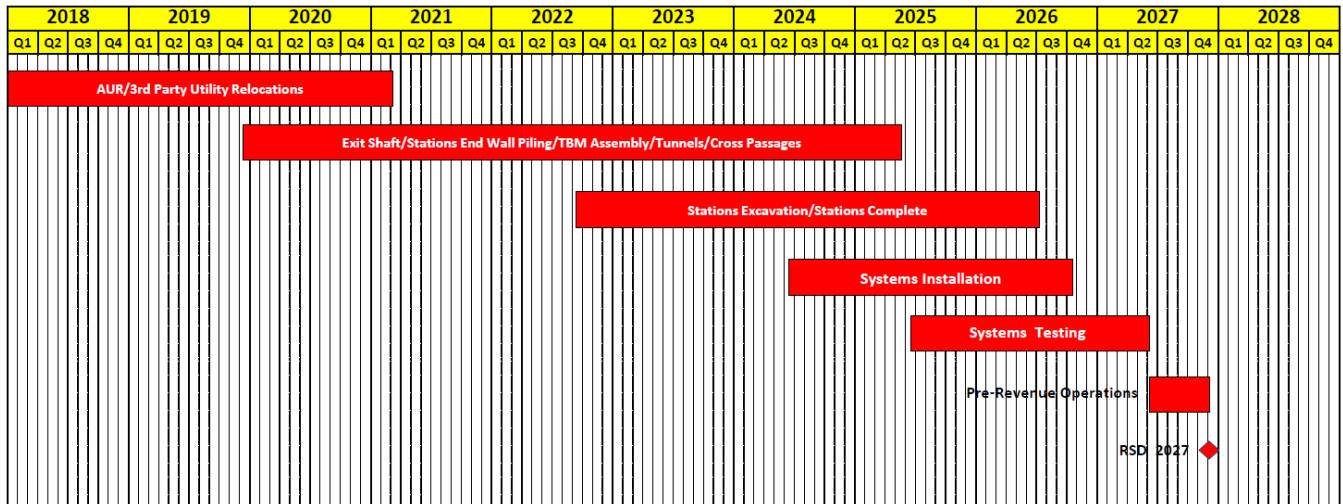
	Submittal (Finish)	Procurement (Start)	Delivery (Start)	Installation (Start)
C1152 Design/Build (Stations)*				
Emergency Ventilation Fans	08/07/25 A	04/29/24 A	10/23/25 A	03/03/26 A
Station Elevators	03/20/25 A	03/19/25 A	03/01/26 A	03/02/26 A
Station Escalators	12/12/24 A	12/13/24 A	03/01/26 A	03/16/26 A
Track – Running Rail	02/03/25 A	02/18/25 A	08/01/25 A	08/25/25 A
Traction Power Equipment	03/27/25 A	10/15/24 A	10/01/25 A	10/29/25 A
Automatic Train Control	09/30/25 A	09/30/25 A	05/25/26	06/04/26
SCADA RTU System	06/02/26	04/25/25 A	08/25/25 A	07/02/26
Radio System	06/09/26	01/05/26 A	05/21/26 A	06/22/26
Heavy Rail Vehicles***	HR5000 new HRV procurement RFP was issued on 12/05/22 and bids received on 04/17/23. NTP issued in February 2024. Pilot Car Conditional Acceptance is forecasted in May 2027.			
Universal Fare System**	08/20/25 A	08/21/25 A	09/22/26	10/01/26

* Dates derived from C1152 May 2026 Schedule Update.

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

***Metro supplied equipment.

Project Critical Path

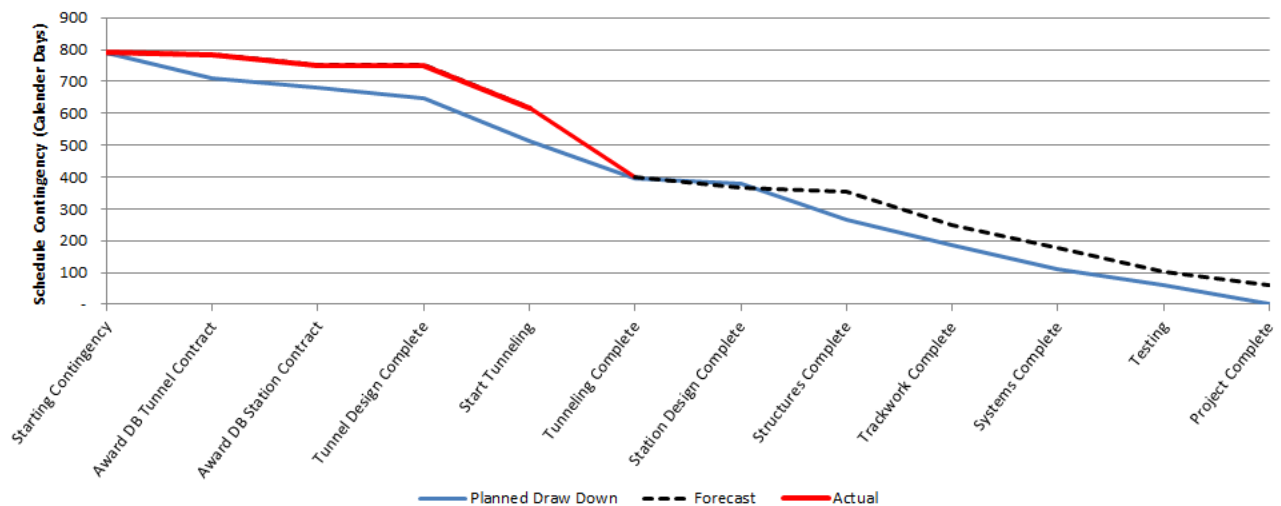


Project Schedule Contingency Drawdown Analysis

The project schedule contingency drawdown model provides a dual-axis perspective based upon the FFGA RSD of December 2028 and Metro's Project Master Schedule (PMS) forecast of 2027.

The introduction of the PMS model axis reflects a proportional distribution of available float relative to the FFGA model.

With regards to the FFGA RSD, schedule float is currently Thirteen (13) months with respect to the current forecast project completion.



PROJECT COST

Project Cost Analysis

DOLLARS IN THOUSANDS

SCC CODE	DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		EXPENDITURES		CURRENT FORECAST		CURRENT BUDGET/ FORECAST VARIANCE
			PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
10	GUIDEWAYS & TRACK ELEMENTS	490,712	0	522,171	0	507,668	4,019	480,836	0	522,171	0
20	STATIONS, STOPS, TERMINALS, INTERMODAL	624,995	0	651,687	85	646,632	12,631	490,606	0	651,687	0
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN, BLDGS	0	0	0	0	0	0	0	0	0	0
40	SITWORK & SPECIAL CONDITIONS	497,805	0	919,835	499	886,089	6,548	743,590	-3,431	919,835	0
50	SYSTEMS	130,778	0	83,635	100	63,080	1,236	43,787	0	83,635	0
	CONSTRUCTION SUBTOTAL (10-50)	1,744,291	0	2,177,328	684	2,103,470	24,433	1,758,818	-3,431	2,177,328	0
60	ROW, LAND, EXISTING IMPROVEMENTS	467,874	0	255,000	0	198,546	0	188,914	0	255,000	0
70	VEHICLES	38,092	0	76,569	0	58,346	0	5,214	0	76,569	0
80	PROFESSIONAL SERVICES	508,093	0	647,124	112	527,339	4,073	469,085	0	647,124	0
	SUBTOTAL (10-80)	2,758,350	0	3,156,021	796	2,887,701	28,507	2,422,031	-3,431	3,156,021	0
90	UNALLOCATED CONTINGENCY	464,142	0	119,727	0	0	0	0	0	119,727	0
100	FINANCE CHARGES	387,375	0	387,375	0	3,739	0	3,739	0	387,375	0
	TOTAL PROJECTS 865523 (FFGA & Non-FFGA)	3,609,867	0	3,663,123	796	2,891,440	28,507	2,425,771	-3,431	3,663,123	0
	ENVIRONMENTAL/PLANNING - 465523	1,131	0	875	0	875	0	875	0	875	0
	TOTAL PROJECTS 465523 (ENV/PLAN'G)	1,131	0	875	0	875	0	875	0	875	0
	TOTAL PROJECTS 465523 & 865523	3,610,998	0	3,663,998	796	2,892,315	28,507	2,426,646	-3,431	3,663,998	0

Original Budget

Original Budget of \$3.6 billion reflects the Life of Project (LOP) budget approved by the Board on February 28, 2019, plus Finance Charges of \$387.4 million.

Current Budget and Current Forecast

The Current Budget and Current Forecast remain the same this period at \$3.7 billion.

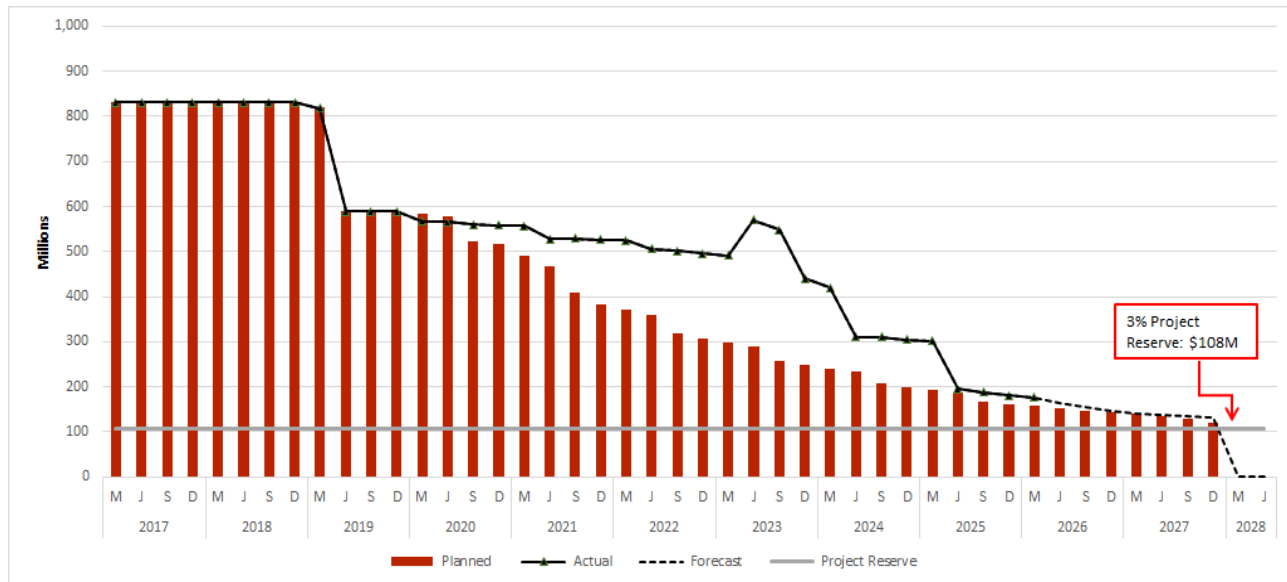
Commitments

The Commitments increased by \$0.8 million primarily due to Change Orders for Stations Contract C1152, Contract Modifications for Stations Contract C1152, Project Management Services Support and Art Program and purchase order for Community Relations. The \$2.9 billion in Commitments to date represent 78.9% of the Current Budget.

Expenditures

The Expenditures increased by \$28.5 million primarily due to costs associated with Stations Contract C1152, VA Shuttle and Valet Services Contract 1204, VA Parking Structure C1212, Metro Project Administration, Engineering Management Support Services, Construction Management Support Services, Project Management Support Services, Systems Engineering Support Services, Environmental Support Services, Quality Assurance Support Services, Legal Services, and Third Party Master Cooperative Agreements. The \$2.4 billion in Expenditures to date represent 66.2% of the Current Budget.

Cost Contingency Drawdown



Cost Contingency Drawdown Analysis

The Original Budget of \$3.6 billion includes finance charges of \$387.4 million. It also includes a project cost contingency of \$830.6 million or 23.1% of the total project, which is based on the amended Life of Project (LOP) Budget approved by the Board in February 2019. An allocated contingency amount of \$366.5 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 (SCC)].

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 drawdown 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 2027 Forecast (RSD).

The allocated contingency decreased by \$0.02 million due to executed Contract Modifications and approved Change Orders for Stations Contract.

PROJECT COST CONTINGENCY DOLLARS IN THOUSANDS					
	Original Contingency (Budget)	Previous Period	Current Period	To-Date	Remaining Contingency (Forecast)
Unallocated Contingency	464,142	(344,415)	-	(344,415)	119,727
Allocated Contingency	366,455	(306,599)	(19)	(306,618)	59,837
Total Contingency	830,597	(651,014)	(19)	(651,033)	179,564

Risk Management

Summary of Risks

During the quarterly risk register meeting, one (1) new risk was identified, five (5) risks were closed, resulting in a total of thirty-five (35) risks to be managed in the next quarter.

Of the thirty-five (35) risks, three (3) are scored as high, eleven (11) as medium, and twenty-one (21) as low.

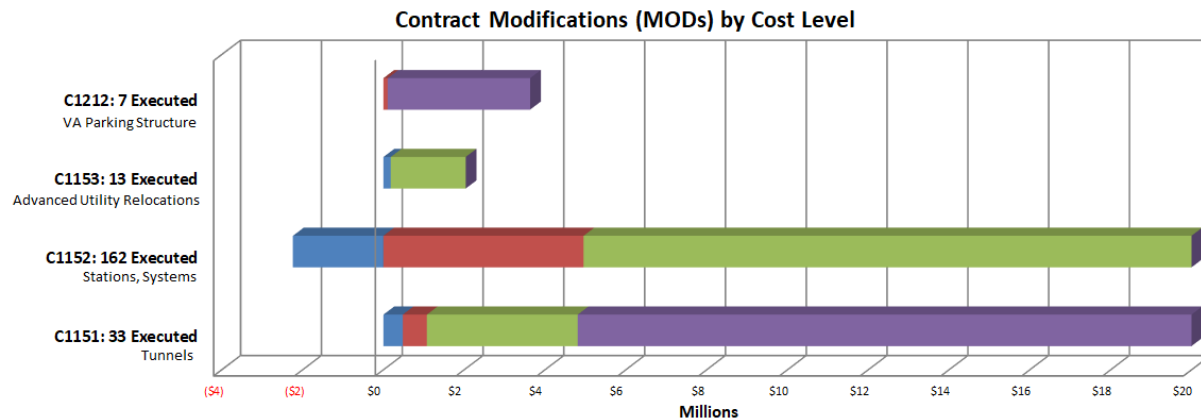
The next Purple (D Line) Extension Transit Project Section 3 Risk Register quarterly update is scheduled for August 2026.

Top Risks

The table below shows the top five (5) project risks.

Risk ID	Risk Description	Risk Score	Action Items
PLE3-0053	Systems testing schedule is too optimistic and may take longer than expected based on previous project experience (including test failures, exceptions, fixes, and retesting. Specific for LFAT and SIT 1	20.0	1. Project team to manage schedule through monthly progress updates with contractor by requesting more detailed activities and reasonable durations (On going) 2. Facilitate systems coordination meeting to track testing. Review smart sheet update regularly and provide comment for pro-active action. 3. Weekly monitoring of testing progress (Dashboard). 4. Monthly review deviation from schedule updates in coordination with Project Controls. 5. Coordination with TPOG on a daily basis. 6. Metro Project supporting pre-testing.
PLE3-0066	Covid 19 pandemic potential cost impact	15.0	1. RFCs for cost to be submitted by the contractors.
PLE3-0048	Interface risk with system integration tie-in with Section 2. Delays by PLE2 provision of interface items with PLE-3, including core connections of trainway feeder, third rail and transfer trip/ETS. PLE-2 may not be ready to connect to PLE-3.	12.5	1. Contractor to comply with Systems Integration Plan. 2. Contractor to prepare cutover and testing plan. 3. Continuous coordination meetings with Metro Operation 4. Facilitate a weekly coordination meeting with the contractor starting in Oct 2023. (On Going) 5. Obtain lesson learn from PLE1 and PLE2 interface connection - in progress
PLE3-0061	Potential late delivery of new vehicles after RSD. HR 5000 (16 veh) delay may not meet FFGA requirement.	9.0	1. Production (In progress)
PLE3-0055	SIT 2 start date gets delayed due to any factor or SIT 2 takes longer than expected	8.0	1. Closely monitor SIT2 activities (on going) 2. Discuss pre-revenue service activities in Systems Coordination Meeting with Contractor (on going) 3. To mitigate SIT taking longer, will perform pre-SIT 2 draft activities during SIT 1 to debug. Start date is the biggest risk, reassessing constantly as the project progress 4. Started early (in July 2025), monthly coordination meeting with Metro Operation to discuss project and test schedules and other important activities involving Metro Operation. 5. Lesson learned from PLE1 6. Contractor's SCADA database to be completed prior to SIT 2. 7. Perform non official SIT 2 pretesting activities during SIT 1 as TPOG allows.

Summary of Contract Modifications



	C1151 33 Executed		C1152 162 Executed		C1153 13 Executed		C1212 7 Executed		Total
■ Under \$100K	\$	478,951	\$	(2,237,219)	\$	181,291	\$	-	\$ (1,576,977)
■ \$100K to \$250K	\$	596,640	\$	4,953,654	\$	-	\$	106,187	\$ 5,656,481
■ \$250K to \$1M	\$	3,733,762	\$	15,475,498	\$	1,855,558	\$	-	\$ 21,064,818
■ Over \$1M	\$	96,006,508	\$	152,289,827	\$	-	\$	3,525,000	\$ 251,821,335
Total Contract MODs	\$	100,815,861	\$	170,481,760	\$	2,036,849	\$	3,631,187	\$ 276,965,657
Contract Award Amount	\$	410,002,000	\$	1,363,620,000	\$	11,439,000	\$	100,302,645	\$ 1,885,363,645
% of Contract MODs		24.6%		12.5%		17.8%		3.6%	14.7%

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

Thirty-three Contract Modifications (MODs) with a total value of \$100.8 million have been executed since the award of C1151 Contract for Tunnels.

One hundred and sixty-two Contract Modifications (MODs) with a total value of \$170.5 million have been executed since the award of C1152 Contract for Stations.

Thirteen Contract Modifications (MODs) with a total value of \$2.0 million have been executed since the award of C1153 Contract for Advanced Utility Relocations.

Seven Contract Modifications (MODs) with a total value of \$3.6 million have been executed since the award of C1212 Contract for VA Parking Structure.

DISADVANTAGED BUSINESS ENTERPRISE (DBE)

Contract C1151

DBE Goal – Design The percentage of funds apportioned to Design Contracts	11.19% - Paused
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Seven (7) Design DBE sub-consultants have been identified for Design.

DBE Goal – Construction The percentage of funds apportioned to Construction Contracts	17.10% - Paused
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Sixty-Five (65) Construction DBE sub-contractors have been identified to date.

The U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program and DBE regulations at 49 C.F.R. Part 26, effective October 3, 2025. During this transition period, certain provisions contained in the contract documents related to contract goals, enforcement, and counting of participation are suspended. To the extent provisions are not impacted by the application of the IFR, said provisions, such as prompt payment to all subcontractors, prior Metro written approval for termination and substitution of DBE firms, and adding subcontractors, remain effective.

Contract C1152

DBE Goal – Design The percentage of funds apportioned to Design Contracts	19.25% - Paused
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Seventeen (17) Design DBE subcontractors have been identified for Design.

DBE Goal – Construction The percentage of funds apportioned to Construction Contracts	21.00% - Paused
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Twenty-Eight (28) Construction DBE sub-contractors have been identified to date.

The U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program and DBE regulations at 49 C.F.R. Part 26, effective October 3, 2025. During this transition period, certain provisions contained in the contract documents related to contract goals, enforcement, and counting of participation are suspended. To the extent provisions are not impacted by the application of the IFR, said provisions, such as prompt payment to all subcontractors, prior Metro written approval for termination and substitution of DBE firms, and adding subcontractors, remain effective.

Contract C1212

DBE Goal	5.38% -
The percentage of funds apportioned to Contracts	Paused

Fourteen (14) DBE subcontractors have been identified.

The U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program and DBE regulations at 49 C.F.R. Part 26, effective October 3, 2025. During this transition period, certain provisions contained in the contract documents related to contract goals, enforcement, and counting of participation are suspended. To the extent provisions are not impacted by the application of the IFR, said provisions, such as prompt payment to all subcontractors, prior Metro written approval for termination and substitution of DBE firms, and adding subcontractors, remain effective.

PROJECT LABOR AGREEMENTS (PLA)

As of March 2026

Contract C1151

Targeted Worker Goal Construction work to be performed by residents from Economically Disadvantaged Area of Los Angeles County	40.00%
Targeted Worker Current Attainment	42.34%
Apprentice Worker Goal Construction work to be performed by Apprentices	20.00%
Apprentice Worker Current Attainment	20.23%
Disadvantaged Worker Goal Construction work to be performed by Disadvantaged Workers	10.00%
Disadvantaged Worker Current Attainment	11.49%

Contract C1152

Targeted Worker Goal Construction work to be performed by residents from Economically Disadvantaged Area of Los Angeles County	40.00%
Targeted Worker Current Attainment	64.74%
Apprentice Worker Goal Construction work to be performed by Apprentices	20.00%
Apprentice Worker Current Attainment	20.14%
Disadvantaged Worker Goal Construction work to be performed by Disadvantaged Workers	10.00%
Disadvantaged Worker Current Attainment	10.11%

Contract C1153

Targeted Worker Goal Construction work to be performed by residents from Economically Disadvantaged Areas in the United States	40.00%
Targeted Worker Current Attainment (Final)	47.64%
Apprentice Worker Goal Construction work to be performed by Apprentices	20.00%
Apprentice Worker Current Attainment (Final)	21.18%
Disadvantaged Worker Goal Construction work to be performed by Disadvantaged workers	10.00%
Disadvantaged Worker Current Attainment (Final)	12.07%

Contract C1212

Targeted Worker Goal Construction work to be performed by residents from Economically Disadvantaged Areas in the United States	40.00%
Targeted Worker Current Attainment	44.66%
Apprentice Worker Goal Construction work to be performed by Apprentices	20.00%
Apprentice Worker Current Attainment	25.73%
Disadvantaged Worker Goal Construction work to be performed by Disadvantaged workers	10.00%
Disadvantaged Worker Current Attainment	9.27%

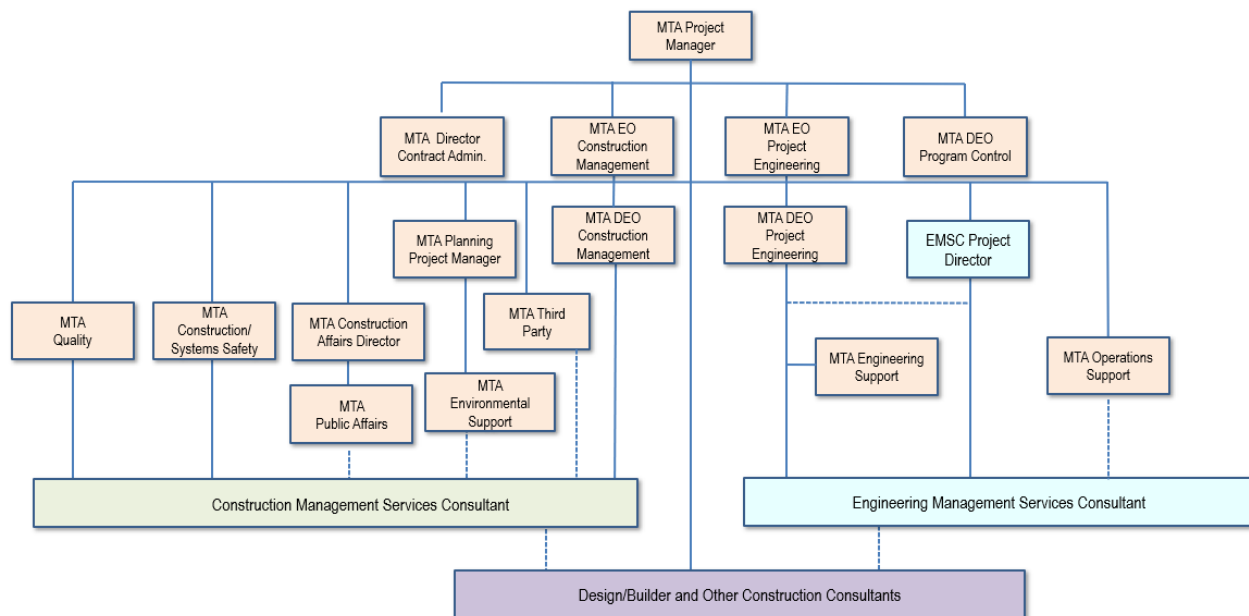
FINANCIAL/GRANT

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	\$1,300.000	\$1,300.000	\$1,300.000	\$867.341	67%	\$811.444	62%	\$735.131	57%
FEDERAL - SECTION 5309 NEW STARTS (ARPA-CIG**)	\$0.000	\$93.438	\$93.438	\$93.438	100%	\$93.438	100%	\$93.438	100%
FEDERAL STBG	\$93.048	\$93.048	\$93.048	\$93.048	100%	\$93.048	100%	\$93.048	100%
FEDERAL CMAQ	\$45.000	\$45.000	\$45.000	\$45.000	100%	\$45.000	100%	\$45.000	100%
FEDERAL - CIG SECTION 165	\$0.000	\$59.584	\$59.584	\$59.584	100%	\$59.584	100%	\$59.584	100%
LOCAL AGENCY	\$96.391	\$96.391	\$0.000	\$0.000	0%	\$0.000	0%	\$0.000	0%
TCRP	\$10.001	\$10.001	\$10.001	\$10.001	100%	\$10.001	100%	\$10.001	100%
MEASURE R 35%	\$844.063	\$871.574	\$871.574	\$729.652	84%	\$319.880	37%	\$318.777	37%
MEASURE M 35%	\$1,190.661	\$994.251	\$994.251	\$994.251	100%	\$994.251	100%	\$994.251	100%
STATE RIP	\$31.834	\$31.834	\$0.000	\$0.000	0%	\$0.000	0%	\$0.000	0%
PROPOSITION C 25%	\$0.000	\$68.877	\$0.000	\$0.000	0%	\$0.000	0%	\$0.000	0%
TOTAL	\$3,610.998	\$3,663.998	\$3,466.896	\$2,892.315	78.9%	\$2,426.646	66.2%	\$2,349.230	64.1%

PROJECT ORGANIZATION AND STAFFING

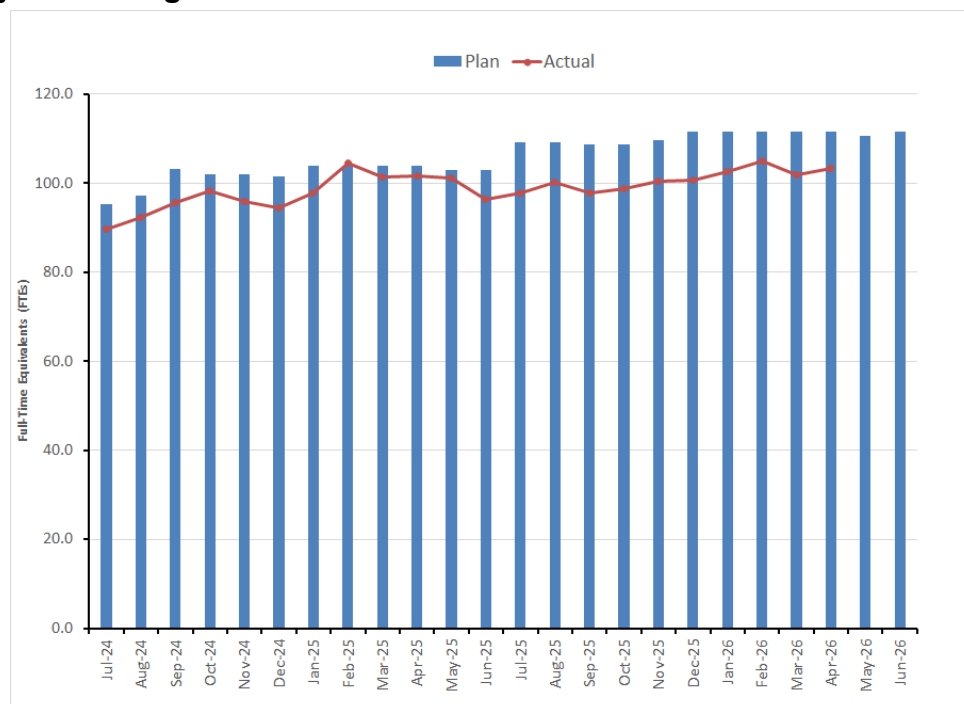
Metro Purple (D Line) Extension Transit Project Section 3 Responsibility and Reporting Matrix



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). The overall FY26 Total Project Staffing Plan averages 110.4 FTEs per month.

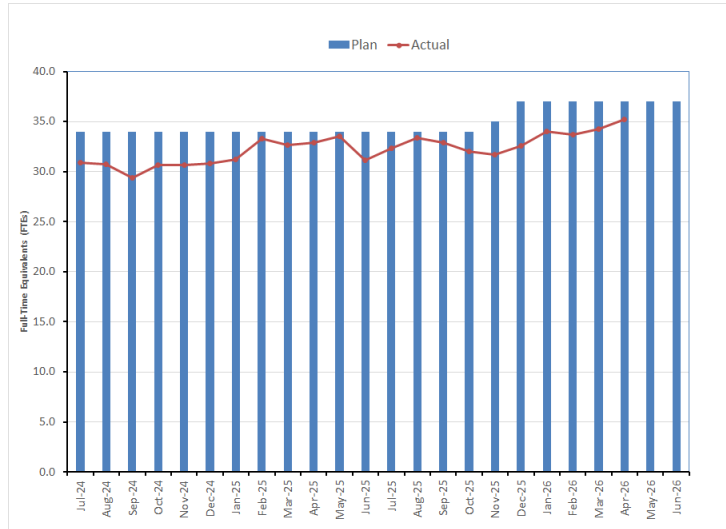
For April 2026, there were a total of 35.2 FTEs for MTA's Project Administration Staff and 68.0 FTEs for Consulting Staff. The total project staffing for April 2026 was 103.2 FTEs.*

Total Project Staffing – Metro and Consultants

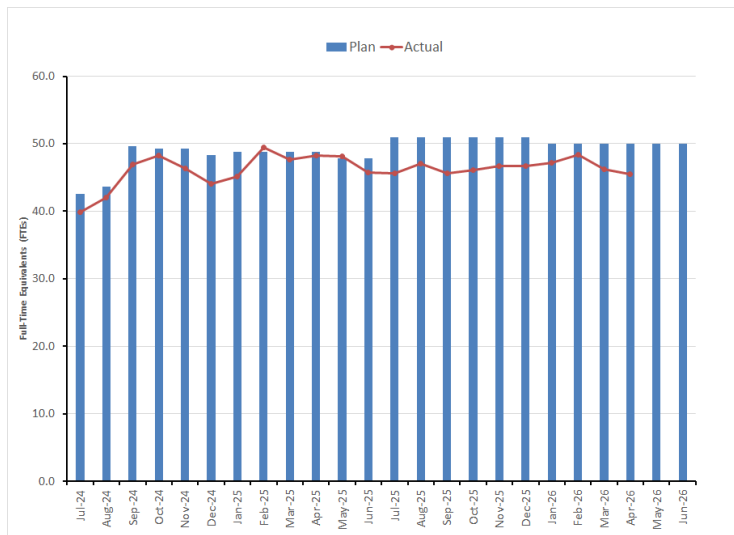


**Actual includes 4.5 FTEs related to Project Management Support Services (PMSS).*

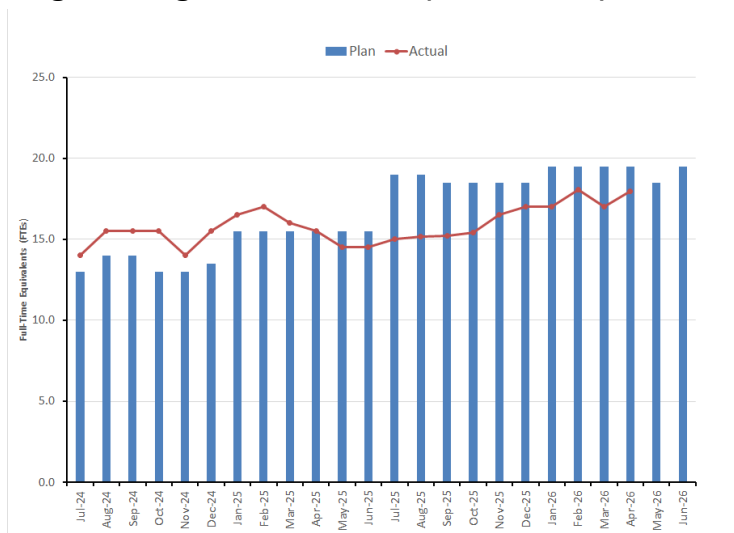
Metro Staff



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

Real Estate Status Summary of all Rights											
# Properties	Properties	Description	Number of Project Parcels	Certified	Appraisals Completed	Offers Made	Agreements Signed	Condemnation Filed	Relocations		Property Parcel Available
									Required	Completed	
85	Westfield Mall (2)	SSE	2	2	1	1	1	1	0	0	2
		TCE	1	1							
	WW Med	SSE	1	1	1	1	1	1	2	0	1
		SE	1	1							
		TCE	1	1							
	10900	SSE	1	1	1	1	0	1	1	0	1
		SE	1	1							
		TCE	1	1							
	UCLA	PE (SE & SSE)	1	1	1	1	1	0	0	0	1
		SSE	1	1							
		SE	1	1							
		TCE	1	1							
	GSA	SSE	1	1	1	1	1	0	0	0	1
		PE (SE & SSE)	1	1							
	VA	SSE	1	1	1	1	1	0	0	0	1
		SE	1	1							
		TCE	1	1							
		PE (SE & SSE)	1	1							
	SSE Only (75)	SSE	75	75	75	75	74	62	0	0	75
	Public street (2)	SSE (CPU code)	2	2	N/A	N/A	N/A	N/A	N/A	N/A	2
	Caltrans	JUA (handled by Thirty Party)	1	1	N/A	N/A	1	0	0	0	1
85		Total	96	96	81	81	80	65	3	0	85

QUALITY ASSURANCE

- Attended C1212 Metro Management System Audit Pre-meeting to discuss the Audit schedule, Process and checklist items.
- Coordinated with N&M to perform oversight QA testing and collected soil sampling. Conducted **new assessments** and issued subsequent conforming or non-conforming items for the following:
 - C1152 (Westwood/UCLA Station)
 - Auxiliary Power Room 207 & 225 transformer & switchboard permanent installation anchor DC gear & rectifier TPSS Room 227 Drawing: DU-70
 - Appendages and Side Structures – Lagging
 - Installation of the metal ceiling system at the concourse level
 - Excavation and shoring for sewer line E
 - Elevators - Northeast Entrance, elevator casing 5 & 6
 - Process assessment on TPOG Current Status Documents
 - C1152 (Westwood/VA Hospital Station)
 - Main Entrance - Roof deck concrete placement work
 - Station concourse level deck
 - C1152 TPOG / (Environmental)
 - Verify the requirements of GR 01 53 20 - Acoustic, Noise and Vibration Control
 - C1212 Swinerton/VA Parking Structure
 - Facility water, storm drain, and fire standpipe installation in the VA parking garage
 - Painting of concrete and CMU wall surfaces in the parking garage, Levels 1–2

Conducted **on-going and monthly assessment** and issued subsequent conforming or non-conforming items for the following:

- C1152 (Westwood/ UCLA Station)
 - Traffic management and traffic control
 - Backfill and Support of Excavation removal
 - MEP & Architectural finishing work
 - Waterproofing and reinforcement installation
- C1152 (Westwood/VA Hospital Station)
 - MEP & Architectural finishes
 - Temporary bracing removal and backfill
 - Waterproofing membrane installation top of the roof and appendages
 - Utility coordination
 - Structural rebar installation
- C1152 TPOG (Environmental)
 - Acoustic, Noise and Vibration Control
- C1212 (VA Parking Structure)
 - Water, storm drain, and fire standpipe installation
 - Painting of concrete and CMU wall surfaces

ENVIRONMENTAL

- Conducted field environmental monitoring and inspections for environmental compliance and VA/UCLA MOA's for FKTP, TPOG, and Swinerton.
- Completed construction inspection on station backfill material.
- Completed inspection with the Regional Water Board for VA Parking Structure

CONSTRUCTION AND COMMUNITY RELATIONS

- Continued meeting with station adjacent stakeholders to coordinate construction activities at both Project stations.
- Next virtual community update meeting will be on July 8.
- Facilitated construction banners for 10921 Wilshire property, and banners were installed.
- Addressed comments for fencing with green screen at 10920 Wilshire and 10900 Wilshire property line, and fencing was installed by the contractor.

CREATIVE SERVICES

- Delivered Metro furnished Westwood/UCLA Station ticketing area mosaic artwork, North Wall
- Continued oversight of Metro furnished mosaic fabrication progress for Westwood/UCLA and Westwood/VA Hospital Stations
- Reviewed and responded to artwork submittals
- Continued coordination with LA County and VA on "Veterans Legacy Art Project."
- Continued coordination with arts and cultural stakeholders.
- Ongoing assessment of project operating impacts to signage between sections and systemwide.
- Ongoing coordination of RFI responses for signage consistency between sections.

SAFETY AND SECURITY

Contract C1151 Tunnels

- Metro Project Safety staff attended weekly Toolbox Meetings, Progress Meetings, readiness reviews, and other project meetings to evaluate Contractors Safety Program compliance with contract requirements.
- Metro / FKTP-JV project safety staff conducted schedule, safety / security, and over-the-shoulder review meetings.
- Metro Project Safety staff worked regularly 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.
- Metro Project Safety staff conducted project Safety Orientation, SCSR and H2S Safety Training for new Metro / Consultants and IPMO project staff.
- Metro Project Safety staff conducted right-of-way (ROW) and safety / security walks, safety / security reviews and coordination with FKTP-JV staff for oversight and support of all project field work activities.
- Metro Project Safety hosted the combined May Monthly Safety and Security Meeting for Section 3 Westside-Purple Line Extension Contractors on May 29th, 2026.
- Frontier-Kemper-Tutor Perini (FKTP-JV) reported Zero (0) Recordable Injuries in May 2026.
- FKTP-JV reported 249 actual work hours through May 2026.
- FKTP-JV Project to Date through May 2026, Contractor FKTP-JV Work Hours are 2,095,884.
- FKTP-JV Project to Date, there are Twenty-four (24) Recordable Injuries and Six (6) Days Away from Work Injuries. The Recordable Injury Rate of 2.29. The Bureau of Labor Statistics reports the National Average Recordable Injury Rate is 2.3.

Contract C1152 Stations, Trackwork, Systems, and Testing

- Metro Project Safety staff attended weekly Toolbox Meetings, Progress Meetings, readiness reviews, and other project meetings to evaluate Contractors Safety Program compliance with contract requirements.
- Metro/ TPOG-JV project safety staff conducted schedule, safety/security, and over-the-shoulder review meetings.
- Metro Project Safety staff conducted project Safety Orientation, SCSR/W-65 and H2S Safety Training for new Metro / Consultants and IPMO project staff.

- Metro Project Safety hosted the combined May Monthly Safety and Security Meeting for Section 3 Westside-Purple Line Extension Contractors on May 29th, 2026.
- Metro Project Safety staff conducted project Safety Orientation for new Metro / Consultants and IPMO project staff.
- Metro Project Safety conducted right-of-way (ROW) and safety / security walks, safety / security reviews and coordination with TPOG-JV staff for oversight and support of all project field work activities.
- Tutor Perini-O&G (TPOG-JV) reported Zero (0) Days Away from Work Injury Cases in May 2026.
 - TPOG-JV submitted updated Incident Information, including details of one (1) Recordable Incident that occurred in April 2026.
- TPOG-JV reported 114,445 actual work hours through May 2026.
- TPOG-JV Project to Date through May 2026 Contractor TPOG-JV Work Hours is 3,661,147.
- TPOG-JV Project to Date, there are twenty-one (21) Recordable Injuries and four (4) Days Away from Work Injuries. The Recordable Injury Rate of 1.15. 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.
April 2017	Issued RFQ for C1151 Tunnels Design/Build Contract.
May 2017	Issued IFB for C1153 AUR Contract.
September 2017	Issued RFQ for C1152 Stations, Trackwork, Systems & Testing Design/Build Contract.
January 2018	Issued NTP for C1153 AUR Contract.
April 2018	C1153 Contractor commenced work.
August 2018	FTA approval to enter New Starts Engineering Phase.
September 2018	Received FTA approval for Letter of No Prejudice for C1151 Tunnels Contract.
November 2018	Issued Contract Award for C1151 Tunnels Contract.
December 2018	FTA completed environmental review of 23 CFR §771.130 ©.
January 2019	Issued NTP for C1151 Tunnels Contract.
April 2019	Received FTA's Letter of No Prejudice for C1152 Stations Contract.
May 2019	Issued Contract Award for C1152 Stations Contract.
June 2019	C1153 AUR Contract achieved Substantial Completion.
July 2019	Issued NTP for C1152 Stations Contract.
September 2019	FKTP began SCE Ductbank Construction.
December 2019	Partial VA Site Access Given for Tree Removal.
January 2020	Access to Tail Track Exit Shaft & Western Staging Area.
February 2020	UCLA Lot 36 Access Given to TPOG.
March 2020	FTA Executed FFGA.
June 2020	FKTP Completed SCE Ductbank Construction.

July 2020	Began TBM Assembly in the Tail Track Exit Shaft.
October 2020	TBM #1 Began Initial Tunnel Operations on October 23, 2020.
November 2020	Access to VA Campus Lot 42.
December 2020	Installation of Starter Gantry for TBM #1 (BR).
January 2021	TBM #1 (BR) Bore the first 415 feet. Permeation Grouting at Sepulveda started.
February 2021	Removal of Starter Gantry for TBM #1 (BR).
March 2021	Installation of Starter Gantry and Cradle for TBM #2 (BL). Start Utilities Relocation in VA. Westwood/VA Station SOE pile installation started.
April 2021	Commission TBM #2 (BL) Starter Gentry & Start Boring. SOE Piling at VA started.
May 2021	Storm Drain and Sanitary Sewer in VA completed.
June 2021	West Endwall at VA completed.
July 2021	Removal of Starter Gantry for TBM #2 (BL).
August 2021	UCLA Station SOE Pile Installation Started (Install West to East). Westwood/VA SOE pile installation complete. TBM #1 (BR) resumed full-mode mining.
September 2021	East Endwall at Westwood/VA Hospital Station completed. Permeation grouting work underneath Sepulveda Blvd completed.
October 2021	Install Soldier Piles Wilshire North - Stage 1 East - Gayley to Westwood.
November 2021	TBM #1 (BR) completed continuous mining underneath I-405 freeway and 96" MWD feeder. TBM #2 (BL) resumed full-mode mining.
December 2021	Contract C1204 – Shuttle and Valet Services During Construction of the Westwood/VA Station awarded to Everpark Inc. and NTP issued.
January 2022	BL TBM and BR TBM completed mining through the Westwood/VA Station and proceeding to the Westwood/UCLA Station. VA steam tunnel relocation work initiated.
February 2022	Concrete placement for the Construction on VA steam tunnel concrete cradle initiated. BR TBM reached the Westwood/UCLA Station, and the BL TBM completed the I-405/Sepulveda crossing.

March 2022	Installation of reinforced concrete pipes for the VA Steam tunnel commenced and was completed in the month. TBM #2 (BL) reached Westwood/UCLA Station.
April 2022	First hyperbaric intervention for tool changes on TBM #2 (BL).
May 2022	TBM #1 (BR) completed 50% of the tunnel drive. TBMs successfully passed through the location of Westwood/UCLA station. Casting of C1151 tunnel linings 75% complete.
June 2022	TBM #2 (BL) completed 50% of the tunnel drive.
July 2022	Current phase of Westwood/UCLA SOE piles complete (87% of piles) - SOE to be completed following pile installation for entrances in 2024.
August 2022	Commenced installation of Westwood/UCLA station road decking at Wilshire Blvd. Construction at relocated Chase Bank at Westwood/UCLA completed. SCE power cut-over at Westwood/VA completed.
September 2022	Ground improvement at Westwood/UCLA completed. Commenced change-over of Westwood/VA Steam lines to new condensate & steam lines.
October 2022	Completed Change-over of Westwood/VA Steam lines to new condensate & steam lines. Commenced excavation of Westwood/VA Station. TBM #1 (BR) completed 75% of the tunnel drive. Invitation For Bid (IFB) documents issued for the VA Parking Structure - Contract C1212.
November 2022	Completed temporary road decking at Wilshire Blvd over the Westwood/UCLA station box location. Started excavation of Westwood/UCLA station. At Westwood/VA station started installation of the first level of struts/bracing. Manufacture of seismic steel tunnel linings completed.
December 2022	TBM #1 (BR) started installation of seismic steel tunnel linings. Casting of C1151 tunnel linings 100% complete.
January 2023	Westwood/UCLA Station excavation 13% complete. Westwood/VA station excavation 16% complete. Both TBMs, BR & BL, have advanced east of Santa Monica Boulevard.
February 2023	Westwood/UCLA Station excavation 16% complete. Westwood/VA station excavation 17% complete.
April 2023	Guideway mechanized tunneling 100% complete.
May 2023	Cross passage excavation started.
August 2023	Issued C1212 (VA Parking Structure) Notice to Award.

September 2023	Issued C1212 (VA Parking Structure) Notice to Proceed.
October 2023	Tunnel Boring Machines breakthrough at Century City/Constellation Station.
January 2024	Tunnel Boring Machine (BR) extraction from Century City/Constellation Station.
February 2024	Tunnel Boring Machine (BL) extraction from Century City/Constellation Station.
July 2024	Excavation of Westwood/UCLA Station main box completed.
September 2024	Excavation of Westwood/VA Hospital Station main box completed.
October 2024	Westwood/UCLA Station main box invert concrete placement completed.
December 2024	Westwood/VA Hospital Station main box invert concrete placement completed.
January 2025	Westwood/UCLA Station lower exterior wall concrete placement completed.
February 2025	Westwood/VA Hospital Station lower exterior wall concrete placement completed.
March 2025	Westwood/UCLA Station concourse slab concrete placement completed.
May 2025	Westwood/VA Hospital Station concourse slab concrete placement completed.
June 2025	Westwood/UCLA Station main box exterior walls concrete placement completed.
July 2025	Westwood/UCLA Station main box roof concrete placement completed.
October 2025	Westwood/VA Hospital Station main box exterior walls concrete placement completed.
December 2025	C1151 Tunnels Contract achieved Substantial Completion. Westwood/VA Hospital Station main box roof concrete placement completed.
February 2026	Westwood/UCLA Station main box backfill and temporary deck removal completed.