



Metro

December 19, 2024

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SENIOR EXECUTIVE OFFICER/PROJECT MANAGER

SUBJECT: WESTSIDE PURPLE LINE EXTENSION SECTION 2 PROJECT
NOVEMBER 2024 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 November 29, 2024.

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



Metro

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).

November 2024

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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 City of Beverly Hills, and the Century City Station is within the jurisdiction of 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 tunnel boring machine (TBM) launch shaft will be constructed at the 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, bids were received in April 2023. In January 2024, Metro Board approved 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 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 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, a 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 November 2024, the Project reached 76% completion based on earned value measurements for design and construction. The focus of the Project continued to be completion of final design and construction activities in Century City and Beverly Hills. Final design base scope is anticipated to be completed by September 2025. In August 2024, the C1120 Design-Build Contract adjusted the contractual substantial completion to February 2026. The forecast Revenue Service Date (RSD) for the Project is Summer 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 final design submittals, responding to RFI's, and assisting in the preparation of change notices.

The design work has originally been identified into three distinct design unit packages. They are the following:

1. Design Package 1 – Utility/Civil Design at Launch Box in Century City
2. Design Package 2 – Remaining Utility Conflicts (Outside of Launch Box)
3. Design Package 3
 - (Volume 1) – Tunnel Reaches
 - (Volume 2) – Stations
 - (Volume 3) – Track & Systems

The design packages noted above have been broken out into discrete advanced design units/packages to facilitate and prioritize design deliverables.

Metro, Tutor Perini/O&G (TPOG) and TPOG's lead design firm STV, have been working together to identify advanced partial design units for the above-mentioned design packages and proposed submittal dates to facilitate timely design review to support the Project schedule.

Each design unit package will be submitted and evaluated at each of the following phases: 60%, 85%, 100%, Approved for Construction (AFC) and Issued for Construction (IFC). Critical design units have been advanced as Advanced Partial Design Units (APDU's) to support ongoing construction activities.

Design progress meetings occur weekly related to the design unit packages. Weekly design task force meetings (by individual discipline) began at the end of March 2018 and are scheduled to continue through design completion. TPOG is continuing with the required contractual submittals.

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

- AFC - CCS LADWP Permanent Power (CN-00144) DU 2.3
- AFC - CCS Entrance Plaza, Appendages, ROW Design Revisions (CN-00110) DU 2.1, DU 2.2, DU 2.3, DU 6.1
- AFC - CCS Package 3 Vol 2C Station Architecture and MEP DU 2.2 - OPE Redesign

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

Construction Status

Century City Station:

The Haul Route Permit required for overall construction activities was renewed with the City of Los Angeles Public Works Department and now expires on August 1, 2025. Other on-going coordination work with the City of Los Angeles included Peak Hour Exemption and various temporary Traffic Control Plan Permits required for work associated with temporary restoration of Avenue of the Stars following relocation of the City of Los Angeles storm drain; potholing activities for support of excavation appendage work. *Permits issued by LADOT and LABOE through July were set to expire in November 2024 but have since been extended through December 2024. The contractor began and completed coordination for the 2024 Holiday Moratorium Permit with the City of Los Angeles.*

The contractor coordinated a renewal for the Noise Variance with the LAPD and the permit was issued through May 2025.

In the Station Box, installation of rebar continued, setting wall forms and placing concrete on walls (concourse to roof). *The contractor completed concrete placement at platform deck/walkway between G36-G39 North and South. Installation of rebar, falsework, and concrete placement at upper concourse level between G47 and the Future Passageway continued. Acoustical spray at platform ceiling under concourse deck, and inside rooms at platform level and installation of vertical hangers continues. TPOG started installation of metal ceiling panels at High Bay area. TPOG continued working on HCR membrane installation on roof between GL 1 to GL 31.*

At the Future Passageway, waterproofing installation has started on exterior walls and slab. Mud mat and protective slab placement continued, and rebar installation started on exterior walls.

In the Station Entrance, SOE removal at BL-3, decking, installation of rebar, and form work at intermediate landing east continued.

At the appendages, work continued with excavation at Grating #5, #4, and Stair #2. *Concrete placement commenced at Side Structures 1, 4, 11, and Stair #2 atop the station box roof. Rebar and formwork continued at Side Structures 1, 5, 6, 8, 9, and 13.*

Excavation of storm drain work at 2000 Avenue of the Stars continued, and pipe bed placement commenced for the storm drainpipe, pipe encasement, and manholes. Removal of SOE at BL-2 continued.

Post concrete activities progressed with advancements in both electrical and mechanical installations. Cleaning out and verifying the usability of all embedded conduits continues while also laying out, placing, and torquing the Motor Control Centers (MCC) to housekeeping pads in the Auxiliary Power Rooms as well as continuing the installation of electrical panels throughout Traction power equipment AC and DC Switchgears were delivered. *Installation of duct support and hangers continued throughout the Station and fire smoke/fire dampers at penetrating walls continued. Installation of drains, vent lines, conduct air leaks and pressure test system continued.*

Additionally, the fire protection sector advanced by installing 1.5", 2", and 6" sprinklers along with clevis hangers and sleeves for the wet standpipe system for crossover and ancillary rooms.

Tunnels:

TPOG continued terminus activities on both the BR and BL tunnels during the month. BR TBM cutterhead removal was completed last month and TPOG started preparation activities within the shield for the cast-in-place tunnel lining. Waterproofing elements (i.e. geotextile fabric and HDPE membrane) installation for the BR cast-in-place tunnel lining started this month and is ongoing. Disassembly and removal of BL TBM trailing gear support gantries continued throughout the month. BL TBM Gantries 9 through 1 have been removed, and removal of TBM components within the shield is ongoing. Demolition of the BR concrete block at the PLE 1 and 2 interface was completed this month. No interface demolition activities were performed on the BL side.

Excavation of all fourteen (14) mined tunnel cross passages was completed on January 31, 2024. Final lining construction is complete in all seven (7) of the cross passages in Reach 5 as of May 24, 2024. In Reach 4, final lining construction is complete for six (6) cross passages, CP-28, 29, 30, 31, 32 and 33. Final lining activities (waterproofing, rebar and concrete) at CP-27 are ongoing this month (invert and lower and upper bulkheads were completed).

First stage tunnel invert activities were completed in the BL Reach 5 tunnel from the west side of the Wilshire/ Rodeo Station to the east side of the Century City Station (approximately 5,740 feet). This does not include the two (2) fault zones (Wilshire and Lasky) or the Tunnel Access Shaft (TAS). Overall completion for the BL Reach 5 first stage invert is 78%. The BL Reach 5 tail tunnel walkway was completed this month, and the BL Reach 5 tunnel walkway is now completed from Ring 1148 to Ring 2. This does not include the two (2) fault zones or the TAS. Approximately 4,480 LF of BL Reach 5 tunnel walkway was completed.

First stage tunnel invert activities along both fault zones were completed in the BR Reach 5 tunnel from the west side of Wilshire/Rodeo Station to the east side of the Century City Station. Overall completion for the BR Reach 5 first stage invert is 98%. Remaining first stage tunnel invert is for the TAS. BR Reach 5 tunnel walkway activities (waterproofing, rebar, MEP conduits, and concrete) continued this month. Tunnel walkway was completed from Ring 2 to 1159 (approximately 4,560 LF). Overall completion for the BR Reach 5 tunnel walkway is 79%. This does not include the Lasky fault zone or the TAS.

First stage tunnel invert activities were completed in the BR Reach 4 tunnel from the back of the BR TBM shield heading west towards the Wilshire/Rodeo Station East headwall (approximately 5,734 feet). Overall completion for the BR Reach 4 first stage invert is 100%. BR Reach 4 tunnel walkway activities (cleaning, bolt tightening, waterproofing, rebar and MEP conduits) are ongoing. Tunnel walkway was completed from Ring 1199 to Ring 1163 (approximately 180 LF). Overall completion for the BR Reach 4 tunnel walkway is 3%.

First stage tunnel invert activities were completed in the BL Reach 4 tunnel from the back of the BL TBM heading west towards the Wilshire/Rodeo Station East headwall (approximately 5,723 feet). Overall completion for the BL Reach 4 first stage invert is 92%. Remaining tunnel invert from Ring 2,211 to 2,296 will be worked on once the BL TBM has been removed. BL Reach 4 tunnel walkway was completed from Ring 2,148 to Ring 1,158 (approximately 4,950 LF). Remaining

tunnel walkway will be worked on once the TBM has been removed. Overall completion for the BL Reach 4 tunnel walkway is 87%.

Abandonment activities for the cross-passage surface dewatering wells along the tunnel alignment is ongoing. TPOG implemented lane closures (moving west to east) and continued trench and street restoration from CP-33 heading East. *No surface activities were performed starting Thanksgiving Day, November 28, 2024, and will only resume once the MOA Holiday Moratorium has been lifted on January 2, 2025.*

The installation of the 6" wet standpipe system in Reach 4 continued and progress is at 34% and Reach 5 progress at 41%. Welding work is ongoing for the 6" wet standpipe from the cross passages to the face of the tunnel walkway. In parallel, work continued with the installation of 2" FRE conduit and stainless-steel junction boxes for normal and emergency lighting in the BL/BR Reach 5 tunnel. Work is also progressing in Reach 4 BR/BL tunnel with the installation of 5" FRE conduit and stainless-steel junction boxes, which will form the trainway feeder conduit to supply power from the traction power equipment and emergency diesel generator.

Wilshire/Rodeo Station:

Installation of rebar, formwork, and concrete placement for air shaft walls and exit stairs above the Station roof continued this month and is 80% complete. The installation of HCR membrane for the waterproofing system above the station roof continued. Aggregates placement and the installation of perforated and riser piping for the gas venting system above the station roof continued. Station backfill operations started this month and is 10% complete. The application of sprayed-on acoustical finish at the West Highbay ceiling was completed this month. Installation of suspended metal ceiling, and of conduits at the platform level continued, and as well as rebar, formwork, and concrete for cast-in-place interior walls for East and West concourse level slabs. Installation of CMU walls commenced for East and West concourse level slabs. The application of sprayed-on acoustical finish at the platform ceiling was completed. At invert level, rebar installation commenced for the walls under the platform walkway.

At the station entrance, TPOG started rebar and formwork installation for the elevator shaft. Concrete placement for the elevator shaft started this month and spray-on acoustical finish commenced on the concourse ceiling.

Installation of HCR membrane for the waterproofing system above the roof was completed this month at the East Under Platform (UPE) and Exhaust Air Shaft #3 appendage, including backfilling and restoration above the appendages from the roof to the sidewalk on S. Canon Drive.

The cutting and removal of BL-1 SOE continued at the West Emergency Ventilation System (EVS).

Construction for permanent power infrastructure to support (SCE) continued. The installation of conduits from Vault #3 and #5 towards the Station Box continued this month and is over 70% complete. The portion over the Station Box will be completed during final street restoration.

Post concrete activities progressed on both electrical and mechanical installations. The contractor continued torquing Motor Control Centers (MCC) to housekeeping pads in the east and west Auxiliary Power Rooms and installed power panels. Wire was pulled at platform level for station normal/emergency lighting. Installation of ductwork at the track, platform and concourse levels continued, as well as fire smoke and fire dampers at wall penetrations. Installation of electrical and

plumbing at passageway and emergency exit stairs continued. Equipment continued to be delivered to the stations for Mechanical and Electrical systems. In the fire protection sector, various sizes of sprinklers and a wet standpipe system in platform and ancillary rooms were installed, alongside a clean agent fire protection system for the Train Control and Communication Room (TC&C).

Nineteen (19) dewatering wells continued to be operational around the WRS site. One dewatering well had to be abandoned due to conflict with appendage pile alignment.

Cost and Schedule Summary

For the C1120 Design/Build contract, Metro received TPOG’s November 2024 schedule update, which reports the substantial completion date finishing 274 calendar days behind the February 08, 2026, contractual date. The contractor was able to gain 4 calendar days from the last reporting period. The primary critical path associated with the forecasted delay to the Century City Station is followed closely by the secondary path which flows through tunnel finishing activities. Future revisions to the contractor’s means and methods, and revised schedule logic may have an impact on future updates. The Project Master Schedule shows a forecast Revenue Service Date of Summer 2026.

The Critical Path (CP) goes through the Century City Station platform level concrete along with cross passages and track installation. It then proceeds to Century City Station finishes, and systems installation and testing work. It then flows into System Integration Testing (contractor testing), System Integration Testing with ROC then Substantial Completion. It then follows into Pre-Revenue Operations then RSD. 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	261	02/08/26	05/26/2026	107

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 those risks to control costs.

There are currently twenty-two (22) open claims. *Nineteen (19) remain with TPOG to identify next steps, one (1) resides with Metro and two (2) are in preparation for Alternative Disputes Resolution (ADR).*

1. Mitigation Plan for Subsurface Settlement above BL Tunnel (Claim 19)
2. WRS Groundwater Inflows (Claim 21)
3. COVID Impacts (Claim 22)
4. Wilshire/Rodeo Structural Changes (Claim 23)
5. Resubmittal of 100% Submittal DU 6.1 Pkg 3, Volume 3B (Claim 29)
6. CCS Appendage Grating 15 (Claim 31)
7. CCS Emergency Stair 1 (Claim 33)
8. WRS East EVS Grating 4 Design (Claim 41)

9. WRS Emergency Exit 4 Design (Claim 42)
10. Unilateral CO No. 48 NPDES Construction Project Dewatering Permit (Claim 45)
11. Appendage Grating 10 Design (Claim 46)
12. Station Revised OPE Construction (Claim 47)
13. CCS Elevators 1 & 2 Additional Sheet – Framing (Claim 50)
14. Tunnel Suspension Delays (Claim 51)
15. Escalation of Metals (Claim 53)
16. WRS Entrance EMP/FA Equipment Relocation (Claim 57)
17. Additional Project Management for Extended Design Services (Claim 58)
18. Unilateral CO-58 RFC-100.2 (Part 3) WRS Delays (Claim 59)
19. Unilateral CO-58 (CN-215) RFC 100.2 (Part 1) Tunnel Delays (Claim 60)
20. Unilateral CO-63 (CN-226) RFC-104 Prolongation of Design Schedule (Claim 61)
21. RFC-100.2 (Part 2) CCS Construction Delays (Claim 62)
22. (RFC-154.1) CCS Construction Delays (Claim 63)

Key Management Concerns

- The Project Recordable Injury Rate for this period is 2.35, which is lower than the national average of 2.4. *TPOG reported one (1) recordable injury this period. TPOG is continuing to utilize a third-party consultant to provide safety oversight on both shifts. TPOG will continue to utilize this safety oversight until they have maintained a Recordable Rate below the national average for a consecutive 6-month period.*
- Final lining construction is progressing much slower than what was assumed in TPOG's baseline schedule.
- Opportunities to mitigate the delay to the critical path through Century City Station (CCS) are not likely to substantially reduce the impact. Metro is forecasting a revised RSD of Summer 2026.

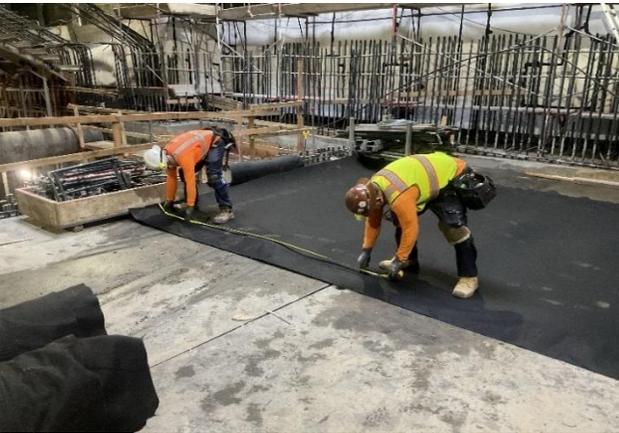
Project Construction Photos



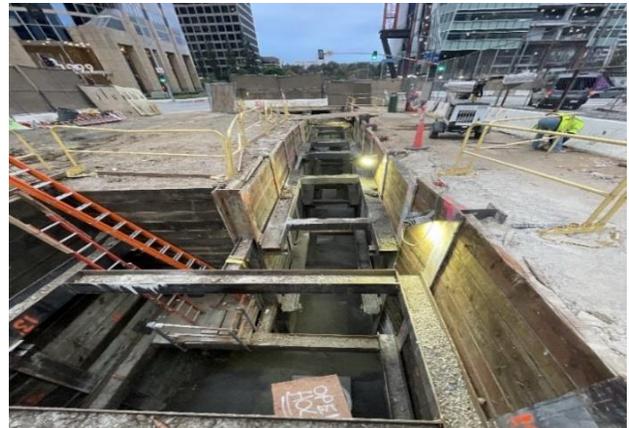
WRS Station Backfilling Operations – East End



WRS Shaft Walls Above Roof – West End



CCS HDPE Membrane Installation & Lap Joint at Upper Concourse



CCS Backfill Along Avenue of the Stars



BR R5 Wilshire Seismic Zone Invert Rebar Install

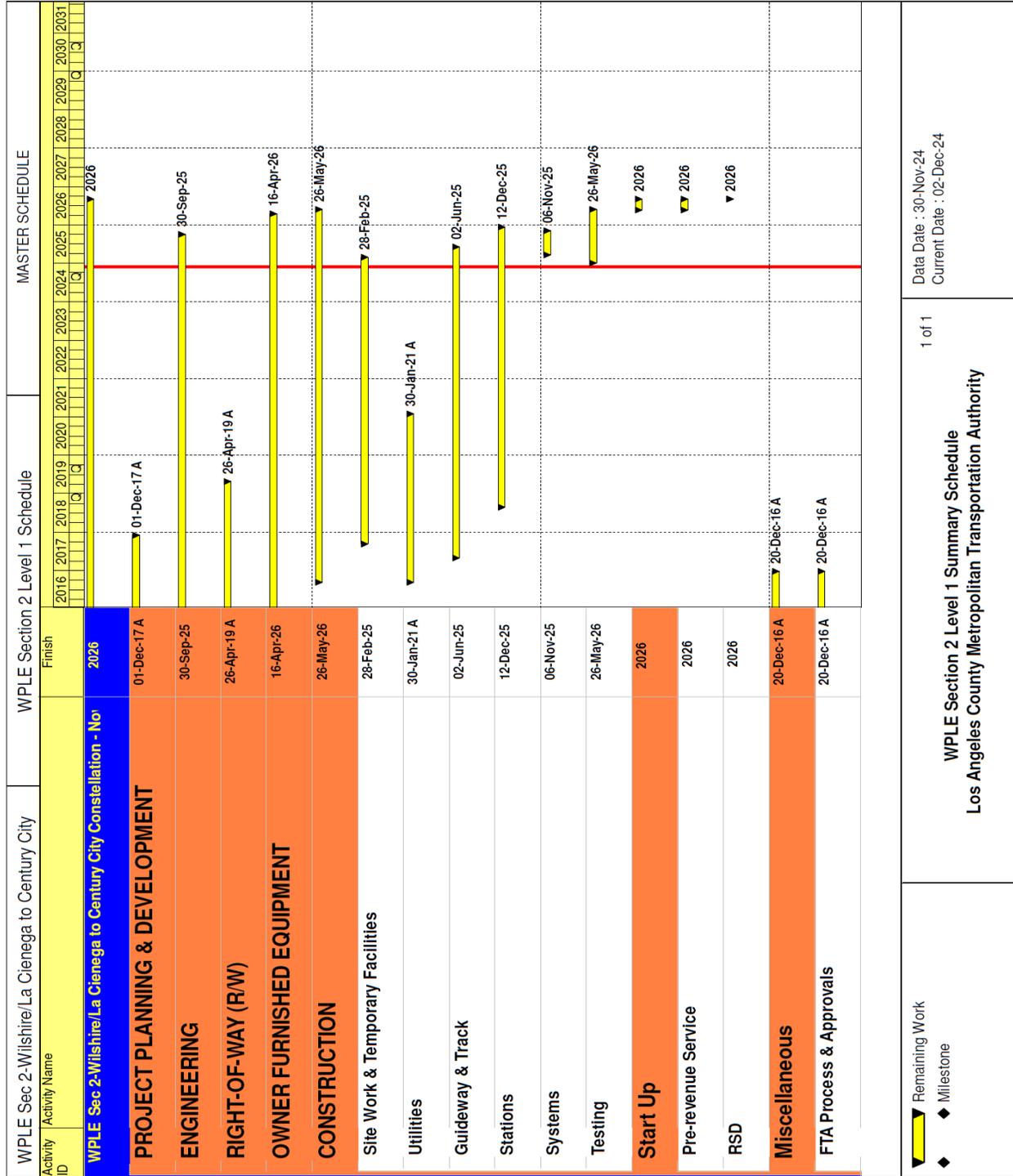


BR R4 Walkway HDPE Membrane Installation

PROJECT UPDATE

PROJECT SCHEDULE

Project Summary Schedule



Data Date : 30-Nov-24
 Current Date : 02-Dec-24

1 of 1

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

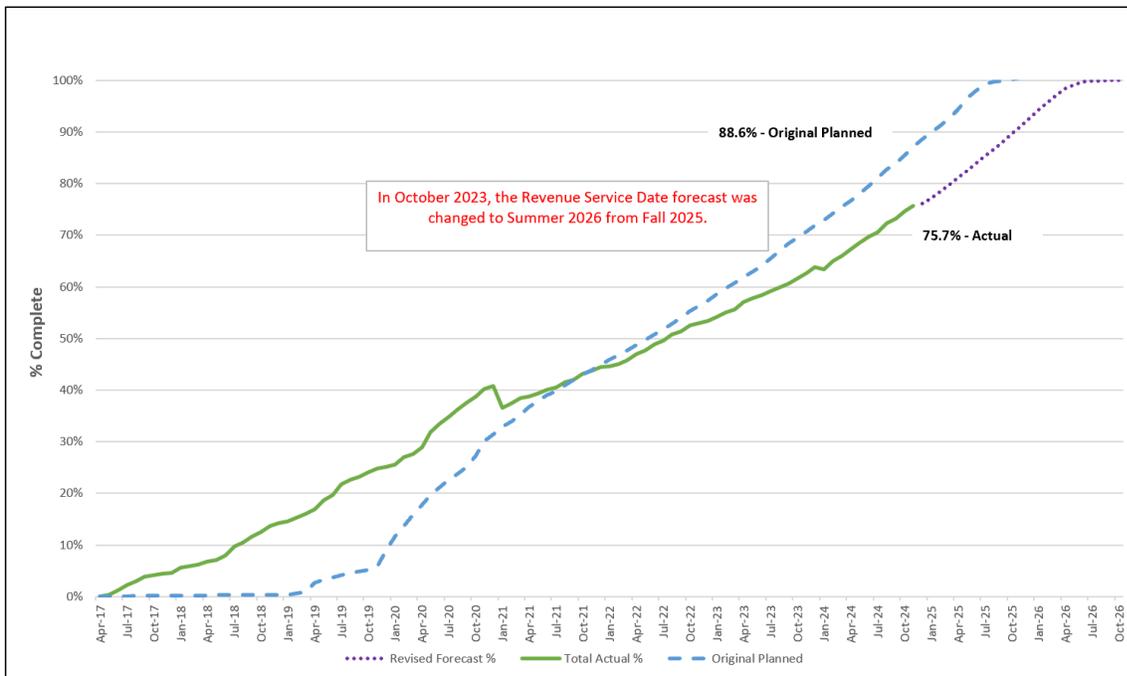
Remaining Work
 Milestone

Progress Summary

	Status	Change from Last Period	Comment
Forecast Revenue Service Date	2026	None	Forecast RSD - Summer 2026
TIFIA Revenue Service Date	12/31/2026	None	
FFGA Revenue Service Date	12/31/2026	None	
Final Design Progress:			
Contract C1120	99.94%	0.00%	Final Design for Base scope is anticipated to be complete by September 2025 which includes base scope and change scope for street restoration limits. No impact to Project schedule.
Construction Contracts Progress:			
Contract C1120	75.70%	1.05%	

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

Planned vs. Actual Progress



The actual overall construction progress is 76% versus an original planned of 88.6% through November 2024. 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	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25
Completed disassembly of BR TBM	11/04/24 A	⬡					
Complete disassembly of BL TBM	12/12/24		⬡				
Complete first level interior walls at Century City Station	12/30/24		⬡				
Complete roof slab on intermediate landing at Wilshire/Rodeo Station entrance	12/30/24		⬡				
Complete roof at Wilshire/Rodeo Station	01/09/25			⬡			
Complete roof at Century City Station entrance	01/30/25			⬡			
Backfill roof at Wilshire/Rodeo Station	02/06/25				⬡		
Complete concourse deck at Century City Station	02/12/25				⬡		
Complete roof slab on intermediate landing at Century City Station entrance	03/27/25					⬡	
Complete installation of backfill to 6' under deck at Century City Station	04/08/25						⬡

- ◆ MTA Staff
 - Ⓜ MTA Board Action
 - ⌘ FTA (Federal Transit)
 - ▽ Utility Company
 - △ Other Agencies
 - Contractors
 - Design Consultant
 - ⬡ C1120 D/B
 - * New
- "A" following date is actual and completed

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-Dec-24	14-Feb-23(A)	29-Nov-24(A)	10-Apr-25
Station Elevators/Escalators	08-Feb-23(A)	14-Dec-22(A)	25-Feb-25	20-Aug-25
Track - Running Rail	22-Aug-2(A)	1-May-23(A)	30-Apr-24(A)	8-May-25
Traction Power Equipment	16-Jun-23(A)	14-Apr-23(A)	30-Oct-24 (A)	19-Jan-26
Automatic Train Control	11-Mar-22(A)	2-Mar-23(A)	21-Aug-24(A)	14-Apr-25
Radio System	2-Dec-24	3-Oct-23(A)	12-Feb-25	6-May-25
SCADA RTU System	11-Mar-22(A)	3-Oct-22(A)	27-Dec-24	6-May-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	Nov. 2025**

* Dates derived from TPOG's November 2024 Schedule.

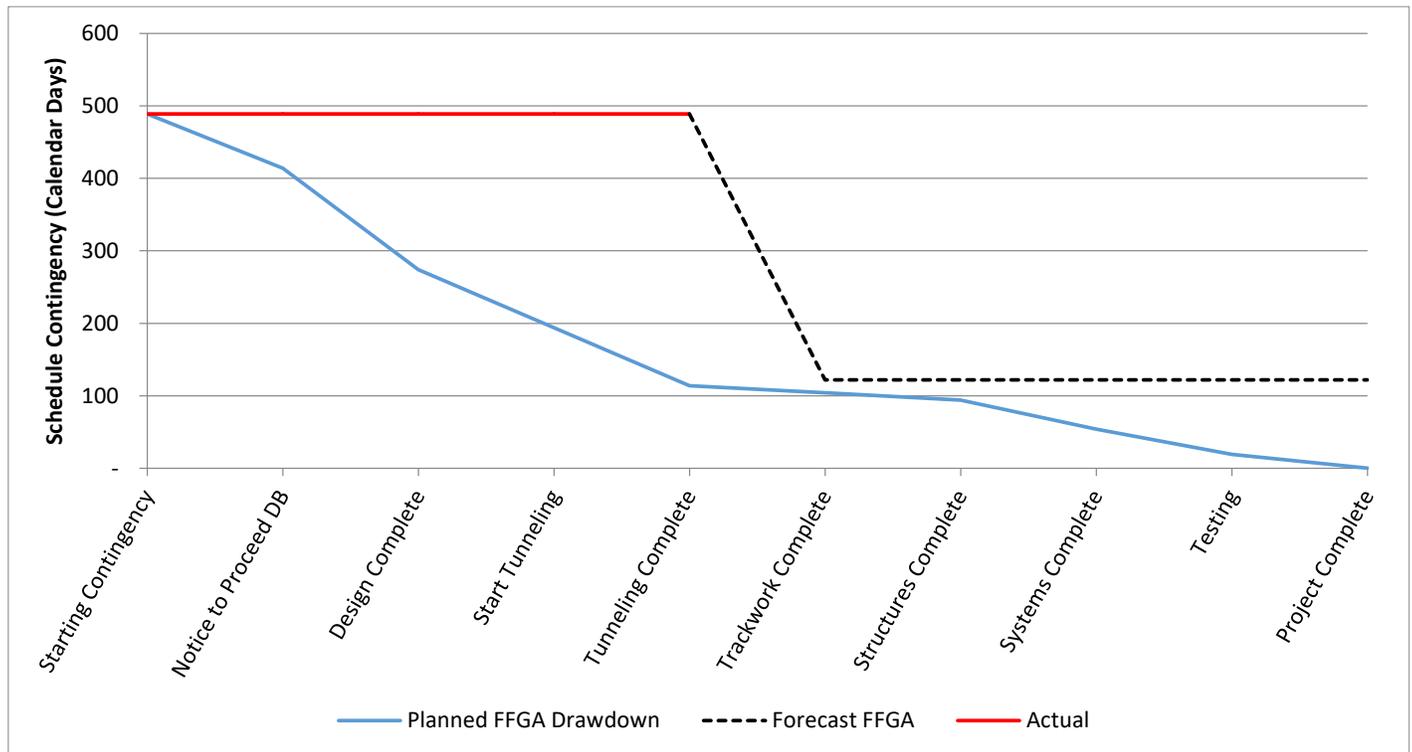
** Forecast release date by TPOG to UFS contractor access at stations.

*** Metro supplied equipment.

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 Summer 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 actuals once trackwork is complete. The Forecast FFGA line depicted in black dashes below has been adjusted to account for the revised variance of 4 months between the revised forecast RSD and the FFGA RSD.



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	-	319,380	3,799	262,567	-	376,102	-
20	STATIONS, STOPS, TERMINALS, INTERMODAL	434,990	-	528,983	-	511,595	9,636	353,824	-	528,983	-
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	-	-	-	-	-	-	-	-	-	-
40	SITework & SPECIAL CONDITIONS	553,282	-	629,491	6	618,066	2,553	540,136	-	629,491	-
50	SYSTEMS	81,457	-	84,845	-	74,317	1,072	31,327	-	84,845	-
CONSTRUCTION SUBTOTAL (10-50)		1,416,169	-	1,619,421	6	1,523,359	17,061	1,187,854	-	1,619,421	-
60	ROW, LAND, EXISTING IMPROVEMENTS	426,396	-	351,675	-	318,091	(74)	303,626	-	351,675	-
70	VEHICLES	42,000	-	42,000	-	-	-	-	-	42,000	-
80	PROFESSIONAL SERVICES	374,878	-	504,579	2,000	468,018	3,455	414,722	-	504,579	-
SUBTOTAL (10-80)		2,259,444	-	2,517,675	2,006	2,309,468	20,443	1,906,202	-	2,517,675	-
90	UNALLOCATED CONTINGENCY	177,176	-	52,944	-	-	-	-	-	52,944	-
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	2,006	2,349,233	20,443	1,945,966	-	2,659,314	-
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	2,006	2,353,215	20,443	1,949,368	-	2,663,664	-

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

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

Commitments

The Commitments increased this period by \$2.01 million mainly due to continuation of Legal Support Services. The \$2.35 billion in Commitments to date represent 88.3% of the Current Budget.

Expenditures

The Expenditures increased this period by \$20.44 million primarily for costs associated with Third Party Utilities, Environmental Services, Real Estate Acquisition, Metro Project Administration, Engineering Management Support Services, Construction Management Support Services, Legal Support Services, Quality Management Consulting Services, City of Beverly Hills Memorandum of Agreement, City of Los Angeles Master Cooperative Agreement. The \$1.95 billion in Expenditures to date represent 73.2% of the Current Budget.

Project Cost Analysis – 860522 (Beverly Hills North Portal)

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	-	-	-	-	-	-	-	-	-	-
20	STATIONS, STOPS, TERMINALS, INTERMODAL	27,350	-	27,350	-	-	-	-	-	27,350	-
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	-	-	-	-	-	-	-	-	-	-
40	SITework & SPECIAL CONDITIONS	-	-	-	-	-	-	-	-	-	-
50	SYSTEMS	-	-	-	-	-	-	-	-	-	-
CONSTRUCTION SUBTOTAL (10-50)		27,350	-	27,350	-	-	-	-	-	27,350	-
60	ROW, LAND, EXISTING IMPROVEMENTS	-	-	-	-	-	-	-	-	-	-
70	VEHICLES	-	-	-	-	-	-	-	-	-	-
80	PROFESSIONAL SERVICES	1,900	-	1,900	-	371	-	48	-	1,900	-
SUBTOTAL (10-80)		29,250	-	29,250	-	371	-	48	-	29,250	-
90	UNALLOCATED CONTINGENCY	-	-	-	-	-	-	-	-	-	-
100	FINANCE CHARGES	-	-	-	-	-	-	-	-	-	-
TOTAL PROJECT 860522		29,250	-	29,250	-	371	-	48	-	29,250	-

Original Budget

Original Budget of \$29.3 million reflects the Life of Project (LOP) budget approved by the Board on May 26, 2022. This project satisfies the terms and conditions set forth in a Settlement Agreement executed by and between LA Metro and City of Beverly Hills on November 10, 2020. The Agreement requires Metro to assist the City in designing and constructing a new half entrance on the north side of the future Wilshire/Rodeo Station. This is a Non-Federal Funded Project, managed by the City of Beverly Hills. In addition to the LOP budget indicated above, the remainder of Metro’s contribution per the Settlement Agreement (approximately \$10M) is being paid by using contingency from the C1120 contract to cover the cost of changes to the Wilshire/Rodeo Station to facilitate the connection to the City’s new entrance.

Current Budget and Current Forecast

Current Budget and Current Forecast remain the same in this period at \$29.25 million.

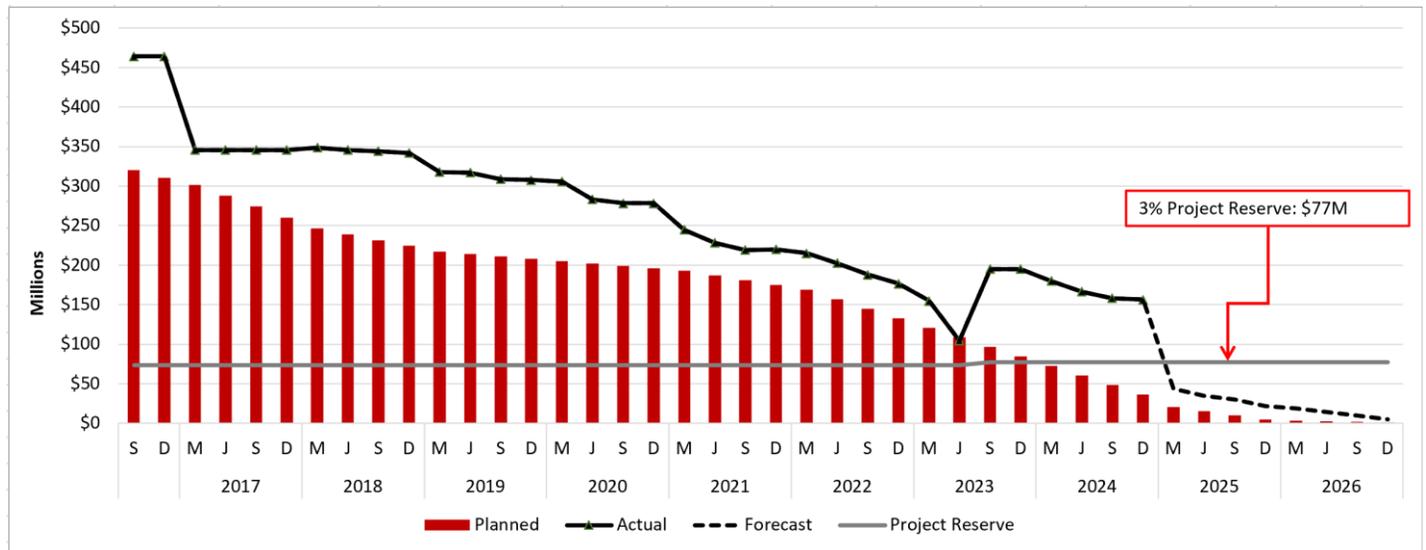
Commitments

Commitments remain the same this period. The \$0.37 million in Commitments to date represent 1.3% of the Current Budget.

Expenditures

The Expenditures remain the same this period. The \$48 thousand in Expenditures to date represent less than 1% of the Current Budget.

Cost Contingency Drawdown



The above represents project contingency as of November 30, 2024.

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 (LOP) 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 (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 revised 2026 Forecast Revenue Service Date (RSD).

The Unallocated and Allocated Contingency remains the same this period.

PROJECT COST CONTINGENCY					
DOLLARS IN THOUSANDS					
	Original Contingency (LOP Budget)	Previous Period	Current Period	To-Date	Remaining Contingency (Forecast)
Unallocated Contingency	177,176	(124,232)	-	(124,232)	52,944
Allocated Contingency	168,534	(65,228)	-	(65,228)	103,306
Total Contingency	345,710	(189,460)	-	(189,460)	156,250

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

Risk Management

Summary of Risks

During the quarterly Risk Register update that occurred on September 24, 2024, and September 26, 2024, ten (10) risks were closed. There are seventy-one (71) risks that are being tracked with four (4) risks scored as high, forty-one (41) scored as medium, twenty-six (26) scored as low.

Ten (10) Closed Risks:

Risk ID	Risk Description	SCC	Risk Score
PLE2-90.4	City of LA potentially adding a small area to the street restoration limits after verbal consensus was achieved at several meetings	90	7.5
PLE2-60.2	SCE may prohibit sale of air rights reserved to Beverly Hills by the MOA	60	5.0
PLE2-139	Contractor has challenges performing work due to COVID Pandemic (tunnels) - (Staffing Challenges)	10	2.5
PLE2-51	Remediation of oil wells and removal of contaminated soil will add cost and time.	20	2.0
PLE2-14	Major Incident during construction due to gassy ground.	20	2.0
PLE2-35	Logistical problems or restrictions on moving strings of welded rail to locations within the tunnel. Could require more costly welding in the completed tunnel with attendant risks of fumes/fire, especially with thermal weld.	10	1.5
PLE2-47	Rodeo Station Gas beneath street decking-enclosed space lead to schedule delay and cost increases.	20	1.5
PLE2-48	Century City Station Gas beneath street decking-enclosed space lead to schedule delay and cost increases.	20	1.5
PLE2-10.4	Procurement delay if Contractor decides to order shorter length of rail.	10	1.0
PLE2-138	Contractor has challenges performing work due to COVID Pandemic (Stations)	20	1.0

Top Five Risks

The table below shows the top five (5) Project risks identified after the Risk Register update meeting:

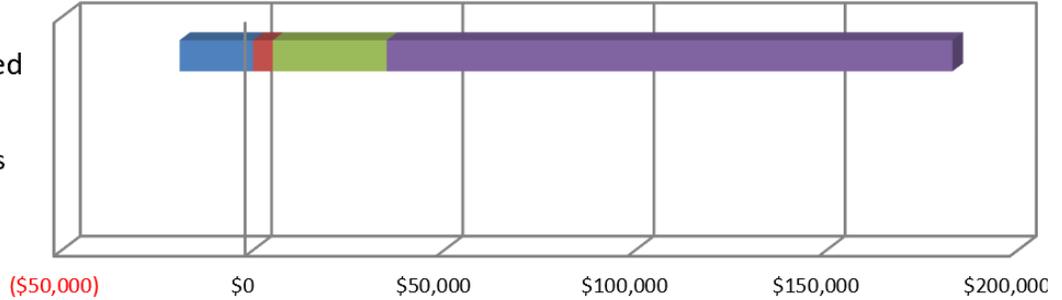
Risk ID	Risk Description	Risk Score	Action Items
PLE2-60.1	Requests to extend some temporary easements may be required	15.0	1. Reflected in Master schedule. 2. Project is coordinating with Real Estate group for identification of potential critical SSEs. 3. Follow up to discuss specific parcels and required durations. 4. Complete Property Impact Statements.
PLE2-20.5	Inability to recover time lost at Century City Constellation Station	13.5	1. Look for opportunities for potential mitigation of schedule delays along Century City schedule path.
PLE2-90.5	Contractor doesn't recover time shown on schedule	12.5	1. Identify schedule mitigation or acceleration opportunities. 2. Look into future activities and track if meeting schedule or loosing 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	1. Closely monitor the SIT1 & SIT2 activities. 2. New Systems Coordination Meeting with Contractor has been established for every 2 weeks.
PLE2-20.2	Coordination between JMB and Metro impacts JMB Schedule	9.0	1. JMB planned concrete placement by the end of July 2023, revisit this at next meeting.

Summary of Contract Modifications

Contract Modifications (MODs) by Cost Level

Dollars in Thousands

C1120: 223 Executed
 Tunnels, Stations,
 Trackwork, Systems



	C1120: 223 Executed
■ Under \$100K	(19,186)
■ \$100K to \$250K	5,168
■ \$250K to \$1M	29,791
■ Over \$1M	147,968
Total Contract MODs	163,742
Contract Award Amount	1,376,500
% of Contract MODs	11.90%

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

Two hundred and twenty-three (223) Contract Modifications (MODS) with a total value of \$163.7 million have been executed since the award of C1120 Contract – Tunnels, Stations, Trackwork and Systems.

DISADVANTAGED BUSINESS ENTERPRISE (DBE)

DBE Commitment – Design ⁽¹⁾ The percentage of funds apportioned to Design Contracts	25.31%
Current DBE Commitment Design ⁽¹⁾ Actual commitments as Design work is awarded	\$20.3M 26.19%
Current DBE Participation ⁽²⁾ Total amount paid to date to DBEs divided by the amount paid to date to Prime	\$22.6 M 30.24%

Twenty-one (21) Design DBE sub-consultants have been identified to date.

DBE Commitment – Construction ⁽¹⁾ The percentage of funds apportioned to Construction Contracts	17.00%
Current DBE Commitment Construction ⁽¹⁾ Actual commitments as Construction work is awarded	\$198.9M 13.59%
Current DBE Participation ⁽²⁾ Total amount paid to date to DBEs divided by the amount paid to date to Prime	\$172.1M 15.70%

Fifty-Seven (57) Construction DBE sub-contractors have been identified to date.

(1) Date report prepared: November 2024 (when the report was run).

(2) Data as of October 2024.

PROJECT LABOR AGREEMENTS (PLA)

As of October 2024:

Targeted Worker Goal Construction work to be performed by residents from Economically Disadvantaged Area in the United States	40.00%
Targeted Worker Current Attainment	43.07%
Apprentice Worker Goal Construction work to be performed by Apprentices	20.00%
Apprentice Worker Current Attainment	20.29%
Disadvantaged Worker Goal Construction work to be performed by disadvantaged workers	10.00%
Disadvantaged Worker Current Attainment	10.28%

FINANCIAL/GRANT

Status of Funds Source

WESTSIDE PURPLE LINE EXTENSION - SECTION 2

(IN MILLIONS OF DOLLARS)

NOVEMBER 2024

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	\$1,021.984	\$1,065.916	90%	\$860.994	73%	\$810.284
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	\$608.598	\$698.119	79%	\$499.194	56%	\$462.104	52%
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	\$2,219.762	\$2,353.215	88.3%	\$1,949.368	73.2%	\$1,861.568	69.9%

EXPENDITURES ARE CUMULATIVE THROUGH NOVEMBER 30, 2024

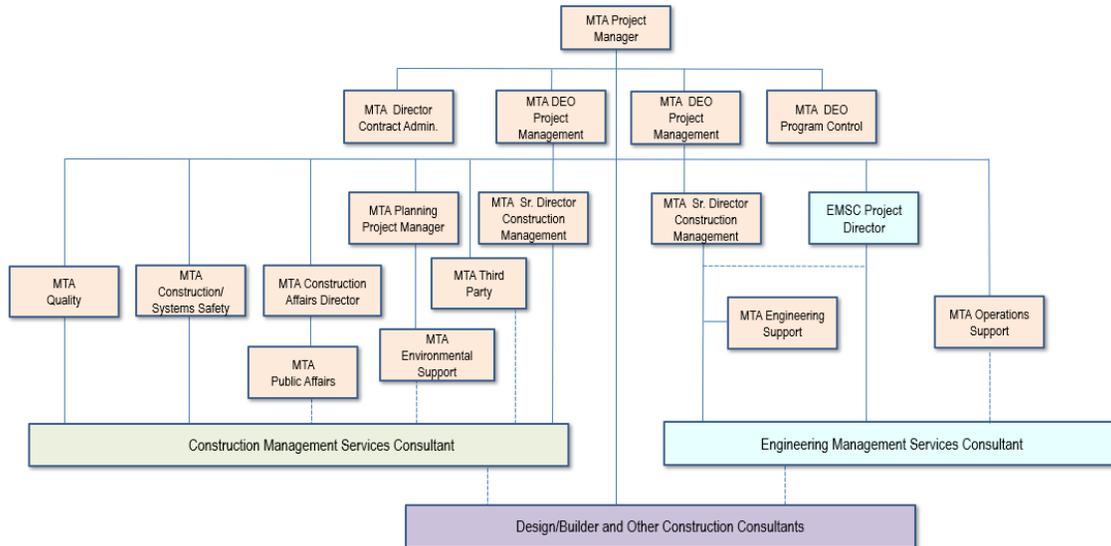
**AMERICAN RESCUE PLAN ACT - CAPITAL INVESTMENTS PROGRAM (ARPA-CIG)

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).

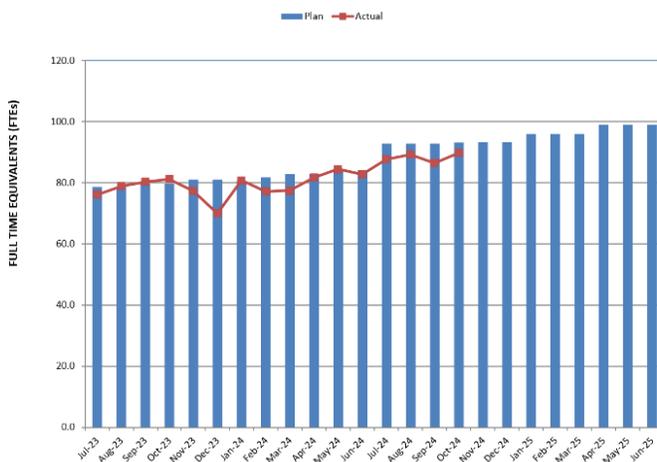
Purple (D Line) Extension Project Section 2 Responsibility and Reporting Matrix



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

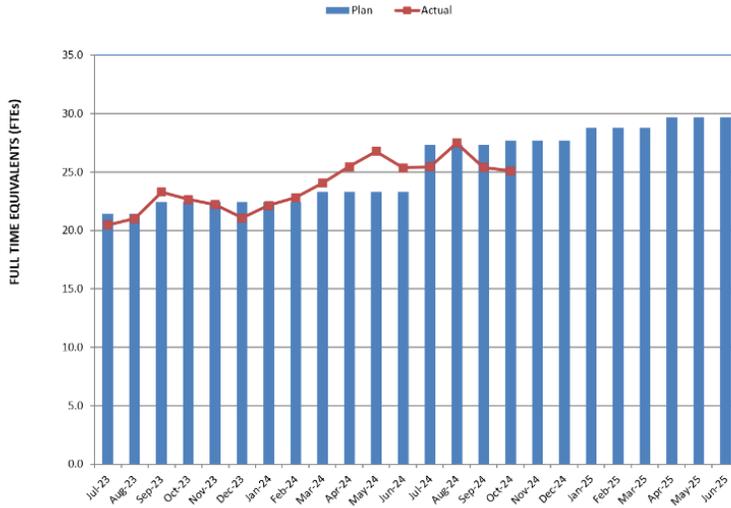
For October 2024, there were a total of 25.1 FTEs for MTA's Project Administration Staff and 64.8 FTEs for Consulting Staff. The total project staffing for October 2024 was 89.9 FTEs.*

Total Project Staffing – Metro and Consultants

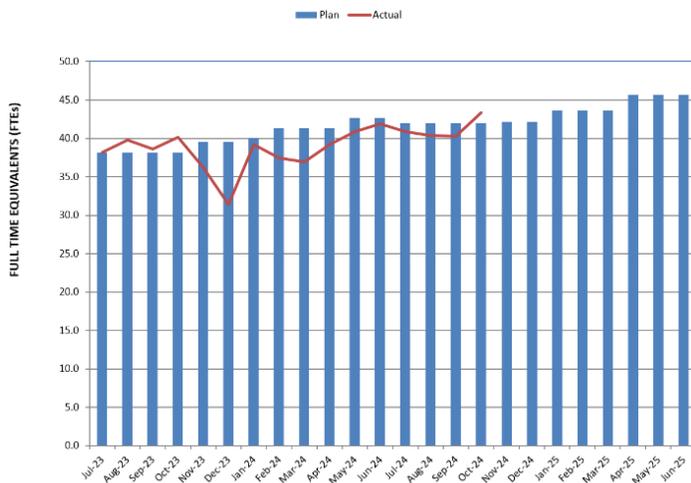


*Actuals include 8.7 FTEs related to Project Management Support Services, Program Control Support Services, System Engineering and Tracks Support Services, Construction Claims Support Services, and Quality Management Consulting Services.

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

Real Estate Status Summary									
Description	Number of Parcels	Certified	Appraisals Completed	Offers Made	Agreements Signed	Condemnation Filed	Relocations		Parcels Available
							Required	Completed	
Full Takes	3	3	3	3	1	2	21	21	3
Part Takes	0	0	0	0	0	0	0	0	0
TCE	3	3	3	3	2	1	1	1	3
SSE	23	23	23	23	15	9	3	3	23
Permanent Easements	3	3	3	3	3	1	0	0	3
Total Parcels	32	32	32	32	21	13	25	25	32

- Parcel W-3301: Award granted by Jury, pending signed final order of condemnation. *Metro is requesting an update from outside attorney.*
- Parcel W-3303: Settlement reached, pending final documentation. *Metro is requesting an update from outside attorney.*
- Parcel W-3304: Litigated settlement obtained. Received Metro approval and FTA concurrence. In process of filing Stipulation for Entry of Judgement. *Metro is requesting an update from outside attorney.*
- Parcel W-3505: Settlement reached and agreement executed. *Stipulation for Entry of Judgement and Final Order of Condemnation has been filed but there was a clerical error by the Court. This item will be heard on December 20, 2024, to correct the error.*

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:
 - *Plenum and Upper Concourse Rebar Shop Drawings - CCS*
 - *Concourse CMU Wall Rebar Shop Drawings - CCS*
 - *Elevator Shop Drawings for Fabrication – WRS and CCS*

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.
- *Completed abatement of Centrio lines at Century City Station.*
- *NPDES Self-Monitoring Reports submitted to the Regional Water Quality Board on November 17, 2024.*

CONSTRUCTION AND COMMUNITY RELATIONS

- *Produced and distributed ten (10) construction work notices which include specific construction location updates, monthly Look Ahead summaries and weekly construction work updates.*
- *Conducted one-on-one stakeholder meetings in person and online with Property Managers, business owners, the Century City BID and Beverly Hills Chamber regarding traffic control and schedule updates. 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. 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, South Canon Dr, North Canon Dr., cross passages and other construction activities within the City of Beverly Hills. Maintained expanded footprint of door-to-door distribution of monthly notices and construction updates in the City of Beverly Hills.*
- *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

- *Held Meet the Artist event in collaboration with Century Park with Oscar Magallanes, who is designing the lower entrance artwork for the Century City Station.*
- *Reviewed fabricator proposals for exterior and interior glass artworks.*
- *Participated in a comment resolution meeting for glass mosaic installer qualifications.*
- *Continued management of artwork design development for integrated station artworks.*
- *Continued coordination with arts and cultural stakeholders.*
- *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 November 2024.*
- Attended daily toolbox meetings, weekly crew all hand 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 (ROW) 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 November/December combined Monthly Safety and Security Meeting for Section 2 Westside-Purple Line Extension Contractors will take place on December 6, 2024.*
- *TPOG reported 87,569 actual work hours in November 2024.*
- *TPOG Project to Date Work Hours are 4,844,589 with fifty- seven (57) Recordable Injuries and twelve (12) days Away from Work Injuries.*
- The Recordable Injury Rate for the Project is 2.35. The Bureau of Labor Statistics reports the National Average Recordable Injury Rate is 2.4.

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.
<i>November 2024</i>	<i>Completed 1st stage invert in BR Seismic Zones along BR Reach 5.</i>
<i>November 2024</i>	<i>Completed demolition of BR concrete block at PLE 1/ PLE 2 Interface.</i>