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TO: DISTRIBUTION 

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

Enclosed herewith is the Monthly Project Status Report for the Westside Purple Line Extension Section 2 Project. This report contains the Los Angeles County Metropolitan Transportation Authority's (LACMTA) representation of the Westside Purple Line Extension Section 2 Project status for the period ending January 31, 2025.

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

ZV: CW  
Enclosure

**PURPLE (D LINE) EXTENSION PROJECT** Section 2



**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).

**January 2025**

## TABLE OF CONTENTS

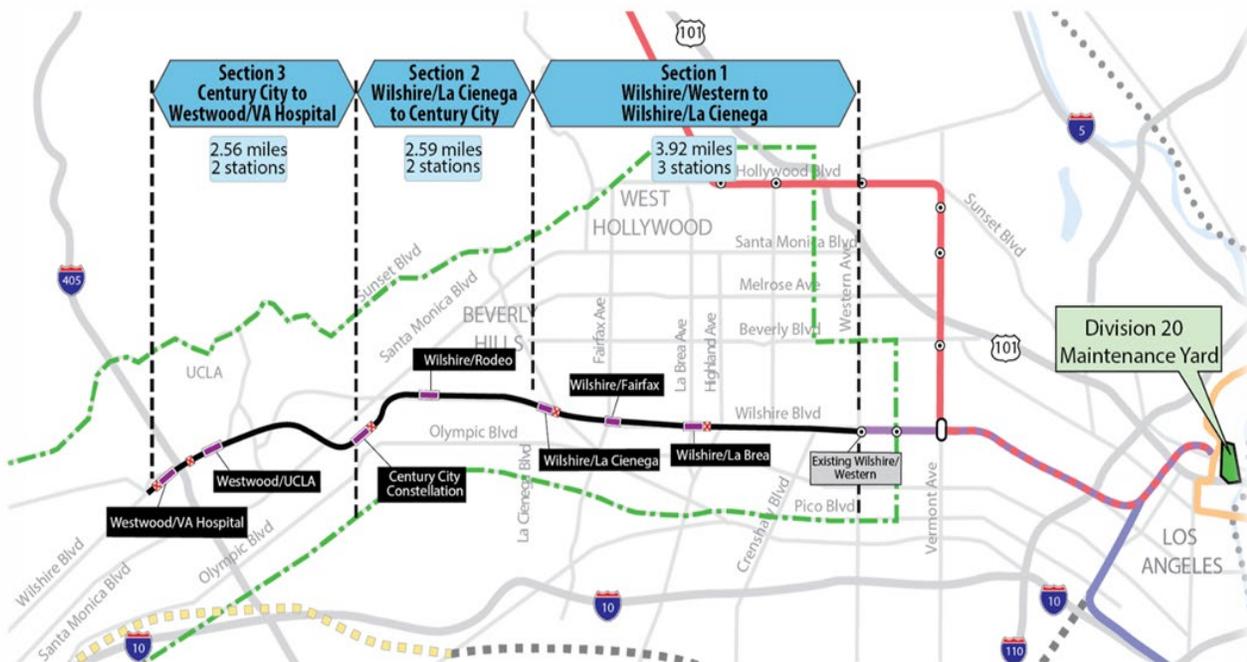
Project Overview .....	3
Executive Summary .....	6
Project Update .....	13
Project Schedule .....	13
Project Summary Schedule .....	13
Progress Summary .....	14
Planned vs. Actual Progress.....	14
Key Milestone Six-Month Look Ahead.....	15
Major Equipment Delivery.....	16
Critical Path .....	17
Project Schedule Contingency Drawdown.....	18
Project Cost.....	19
Project Cost Analysis.....	20
Cost Contingency Drawdown and Analysis .....	21
Risk Management.....	22
Summary of Contract Modifications.....	23
Disadvantaged Business Enterprise (DBE).....	24
Project Labor Agreements.....	25
Financial/Grant.....	26
Project Staffing.....	27
Real Estate.....	29
Quality Assurance .....	30
Environmental .....	31
Construction and Community Relations .....	32
Creative Services .....	32
Safety and Security .....	33
Appendix .....	34
Chronology of Events .....	34

## PROJECT OVERVIEW

### Project Background

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

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



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

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

## **Major Procurements**

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

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

### Metro Furnished Equipment

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

## **Program Management**

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

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

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

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

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

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

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

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

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

## EXECUTIVE SUMMARY

*In January 2025, the Project reached 77% 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 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 a note that TPOG submitted for this month is:

- *AFC - Radio Design Drawings DU 6.1*

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

## Construction Status

### Century City Station:

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 through the month of January 2025 with the City of Los Angeles included work under the Peak Hour Exemption and various Traffic Control Plan Permits required for the temporary restoration of Avenue of the Stars, following relocation of the City of Los Angeles storm drain and TBM utility removal along Century Park East.*

In the Station Box, installation of rebar continued, as well as setting wall forms and placing concrete on walls (concourse to roof). *Installation of rebar, falsework and concrete placement at the plenum level between G1-G17 continued. The contractor started working on rebar installation, formwork installation and placed concrete at Roof Level Slab-15/16. Acoustical spray application at the platform ceiling under concourse deck was completed and started on platform walls under the platform deck. Installation of ceiling embeds at platform level commenced. The contractor completed dismantling of metal slab plates at the High Bay concourse area. The contractor also continued working on waterproofing membrane installation on the roof between GL1 to GL31, continued backfilling the station roof between G1-G27 and performed compaction testing of roof backfill material.*

At the Future Passageway, rebar installation continued at the Exterior Walls and concrete placement was completed. In the Station Entrance, the contractor started working on waterproofing and formwork installation on the Exterior Walls. The contractor started SOE removal at BL-2 from the east and completed removal of struts up to S-10.

*At the appendages, the contractor completed excavation at Grating #4 and 5. Rebar and formwork installation continued at Side Structures #1, 3, 6, 7, 8, 9, 10, 12, 13 and 14. The contractor also placed the mud slab at Grating #4 and 5 and completed installation of HDPE membrane at Grating #5.*

*At 2000 Avenue of the Stars the contractor completed backfilling the trench with slurry, and removal of SOE at BL-2. The contractor also completed the temporary street restoration activity in this area.*

*The contractor installed equipment in the West valve fire sprinkler and tunnel room #65 and completed installing 8-inch pipe manifold equipment. Fire protection installation at platform level GL1 to GL45 continued with pre-hydrostatic testing to identify leaks prior to final Fire Marshall test and installation of fire piping system for 6- and 8-inch wet stand piping from GL 10 through 12 continued. Plumbing crews continued installing domestic cold-water lines in corridor room #35, and installed a 3-inch sanitary sewer to Under Platform Level. Electrical crews continued to install lighting fixtures, continued pulling wire at platform level and continued installing transformers in auxiliary power room.*

### Tunnels:

The contractor continued terminus activities on both the BR and BL tunnels during the month. *The cast-in-place (CIP) tunnel lining at the terminus was placed towards the latter part of the month.*

*The contractor started installation of the Omega Seal components (anchors, plates and rubber seal) along the BR reach 4 tunnel concrete lining and segmental lining at the PLE 2 and PLE 1 interface. Disassembly and removal of TBM components within the BL TBM shield continued. The BL TBM main bearing was completely removed this month. The contractor resumed demolition of the interface concrete block at the BL interface between PLE1 and PLE2.*

*The contractor performed grouting and door frame installation during this month at multiple cross-passages. Final lining construction for CP-41 as part of the Tunnel Access Shaft (TAS) continued this month. The CP-41 BL invert was completed last month and activities started (demolition, waterproofing, rebar, conduits and concrete placement) on the BR side. CP-41 permanent invert was completed this month (this is inclusive of BR Reach 5 first stage tunnel invert).*

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 5,780 feet). The contractor completed the Lasky fault zone invert this month in BL Reach 5. The contractor completed sections of the tunnel walkway at CCS, TAS and WRS interface this month. The BL Reach 5 tunnel walkway was completed from Ring 1 to Ring 1156 (approximately 4,540 LF). This does not include the two (2) fault zones or the TAS. Overall completion for the BL Reach 5 tunnel walkway is 79%. The contractor started Omega Seal components (anchors and plates) at the CCS and Reach 5 Tunnel interface this month.

*First stage tunnel invert activities 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 (approximately 5,805 LF). The contractor completed the invert at the TAS (included in the placement of CP-41 invert) this month. The BR Reach 5 first stage invert is now complete. BR Reach 5 tunnel walkway was completed from Ring 1 to 1159 (approximately 4,580 LF). The contractor completed small sections of the tunnel walkway (both CCS and TAS interfaces this month. Overall completion for the BR Reach 5 tunnel walkway is 79%. This does not include both fault zones (Wilshire and Lasky) or the TAS. The contractor started Omega Seal components (anchors and plates) at the CCS and WRS interfaces this month.*

*First stage tunnel invert activities were completed previously 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). BR Reach 4 tunnel walkway activities (cleaning, bolt tightening, waterproofing, rebar and MEP conduits) are ongoing. The tunnel walkway was completed from Ring 1162 to Ring 2075 (approximately 4,565 LF). The overall completion for the BR Reach 4 tunnel walkway is 80%.*

*First stage tunnel invert activities were previously 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%. The 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 1158 to Ring 2148 (approximately 4,955 LF). The remaining tunnel walkway will be worked once the TBM has been removed. Overall completion for the BL Reach 4 tunnel walkway is 87%.*

*Surface activities for the abandonment of cross-passage surface dewatering resumed on January 2, 2025. Activities include decommissioning and grouting of surface wells boreholes, lateral trenches restoration and pavement restoration.*

*The fire protection installation for Reach 4 made significant progress, reaching 80% completion on the 6-inch wet standpipe system. Reach 5 remained at 80% complete. The installation of fire protection manifolds continued at the cross passages, with supervisory switches attached to ensure effective monitoring and control (now 50% complete). Similarly, work continued in the BL/BR Reach 5 tunnel, where lighting fixtures are being installed and connected to 2" FRE wipes (for both normal and emergency lighting systems). Meanwhile, in the Reach 4 BR/BL tunnel, installation work for the Trainway Feeder was completed up to Station 581+08. Tunnel lighting BL lighting fixtures have been installed and the connection of 2-inch FRE wipes is in progress. The BR lighting installation of 2-inch FRE conduits with stainless steel is 63% complete.*

Tracks:

*The contractor started track-related activities during this month. Mobilization of equipment and delivery of running rails started this month. The running rails were staged at the yard or lowered straight into the TAS invert. There was a total of 126 sticks (80 LF per piece) of running rail delivered. In addition, the contractor performed a flash-butt test weld at the TAS and upon completion, an Ultrasonic Test (UT) and Magnetic Particle Test (MT) were successfully performed on the test weld. The contractor then started production weld of the running rails in the TAS invert. The completed strings (welded sticks of running rails) were pulled and stored in the BR Reach 5 tunnel. There were two (2) strings of 800 LF running rails completed this month.*

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 90% 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 backfilling continued this month and is 46% complete. The contractor started the installation of the permanent sanitary sewer system this month. At the plenum level, rebar, formwork, and placement of concrete to the roof continued. Rebar, formwork, and concrete for cast-in-place interior walls for the East and West Concourse level slabs continued. The cutting and removal of re-struts installed at the High Bay Concourse level started at invert and platform level, rebar installation continued for the walls under the platform walkway and decking. This work is 66% complete. The installation of rebar, formwork, and concrete placement for the platform walkways at the back-of-house rooms started this month.*

*At the station entrance, the contractor continued rebar and formwork installation, and concrete placement for the elevator shaft. As backfilling progressed, the contractor started the removal of BL-2 SOE, which was then completed this month.*

*At the East Under Platform Exhaust (UPE) and Exhaust Air Shaft #3 appendage, the contractor resumed excavation in the area connecting to the Station Box.*

*The contractor continued extending 5-inch PVC conduits for the SCE duct bank. Forms have been placed for future encasement, and the remaining portion, approximately 30%, over the Station Box, will be completed during final street restoration.*

*Electrical work progressed in Emergency Fan Room #79 with the installation of PVC and GRS conduits and device boxes. Electrical installation for both normal and emergency lighting fixtures along platform walkways and pulling wire from and terminating inside stainless steel junction boxes also continued. Cable tray installation for Auxiliary Power Room #8 and 70 and TC &C rooms are ongoing. Installation of Public Address back boxes was completed from GL 1 to 12. Electrical crews continued to pull and verify embedded conduits for useability at GL 30 to 36. Plumbing crews progress continued with installation of Domestic Cold Water through the concourse level. Fire Protection crews progressed with the installation of seismic restraints and hangers along with installing 4-inch sleeves for 2-inch Fire Standpipes in emergency exit stairs. Progress in Valve Room #20 continued with the operations of 8-inch lines, valve placement and manifold piping. The mechanical contractor placed exhaust fans on pads in Ancillary Mechanical Room #30 and installed fire smoke dampers (FSD) and fire dampers (FD) on the penetrating walls.*

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

**Cost and Schedule Summary**

*For the C1120 Design/Build contract, Metro received TPOG’s January 2025 schedule update, which reports the substantial completion date finishing 274 calendar days behind the February 08, 2026, contractual date. The contractor did not lose or gain any time 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 fifteen (15) open claims. Ten (10) remain with TPOG to identify next steps, three (3) reside 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. Unilateral CO No. 48 NPDES Construction Project Dewatering Permit (Claim 45)
5. Station Revised OPE Construction (Claim 47)
6. CCS Elevators 1 & 2 Additional Sheet – Framing (Claim 50)
7. Tunnel Suspension Delays (Claim 51)
8. Escalation of Metals (Claim 53)
9. WRS Entrance EMP/FA Equipment Relocation (Claim 57)
10. Unilateral CO-58 RFC-100.2 (Part 3) WRS Delays (Claim 59)
11. Unilateral CO-58 (CN-215) RFC 100.2 (Part 1) Tunnel Delays (Claim 60)
12. RFC-100.2 (Part 2) CCS Construction Delays (Claim 62)
13. (RFC-154.1) CCS Construction Delays (Claim 63)
14. (RFC-172) Added EMS Activation Functionality (*Claim 64*)
15. (RFC-166) *Federal Agency Road Closures and CCS Work Stoppages (Claim 65)*

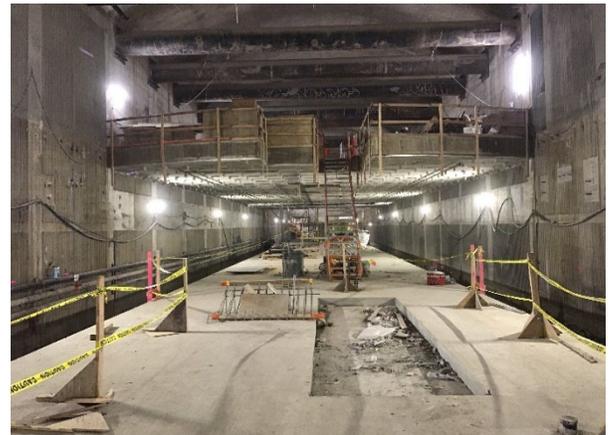
### Key Management Concerns

- *The Project Recordable Injury Rate for this period is 2.26, which is lower than the national average of 2.4.* TPOG reported no recordable injuries 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.

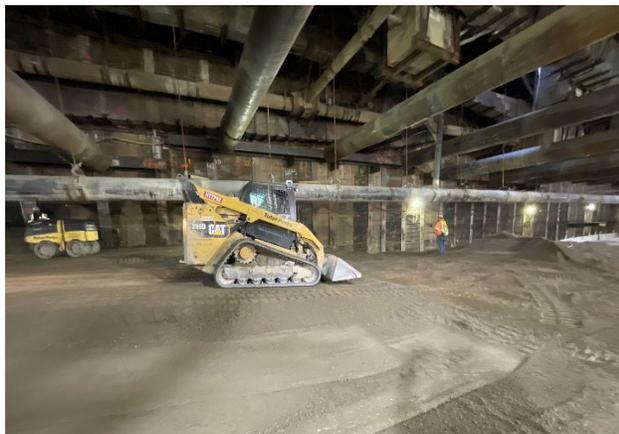
Project Construction Photos



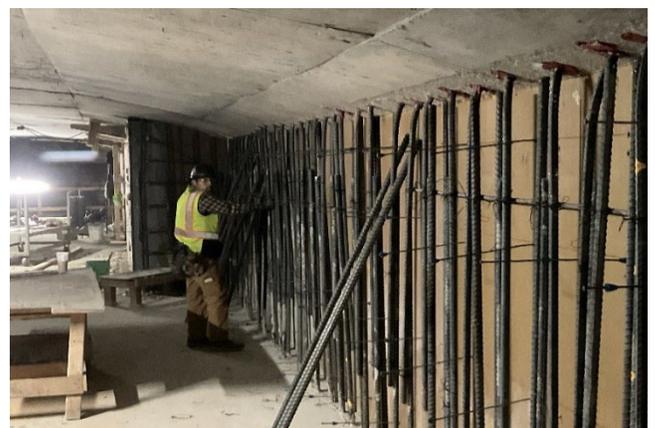
WRS Backfilling at Station Roof



WRS Platform Deck at Platform Level



CCS Spreading and Compaction of Backfill  
on the Roof



CCS Rebar Installation at Plenum Level Interior  
Walls



Dismantling of BL TBM Cutterhead

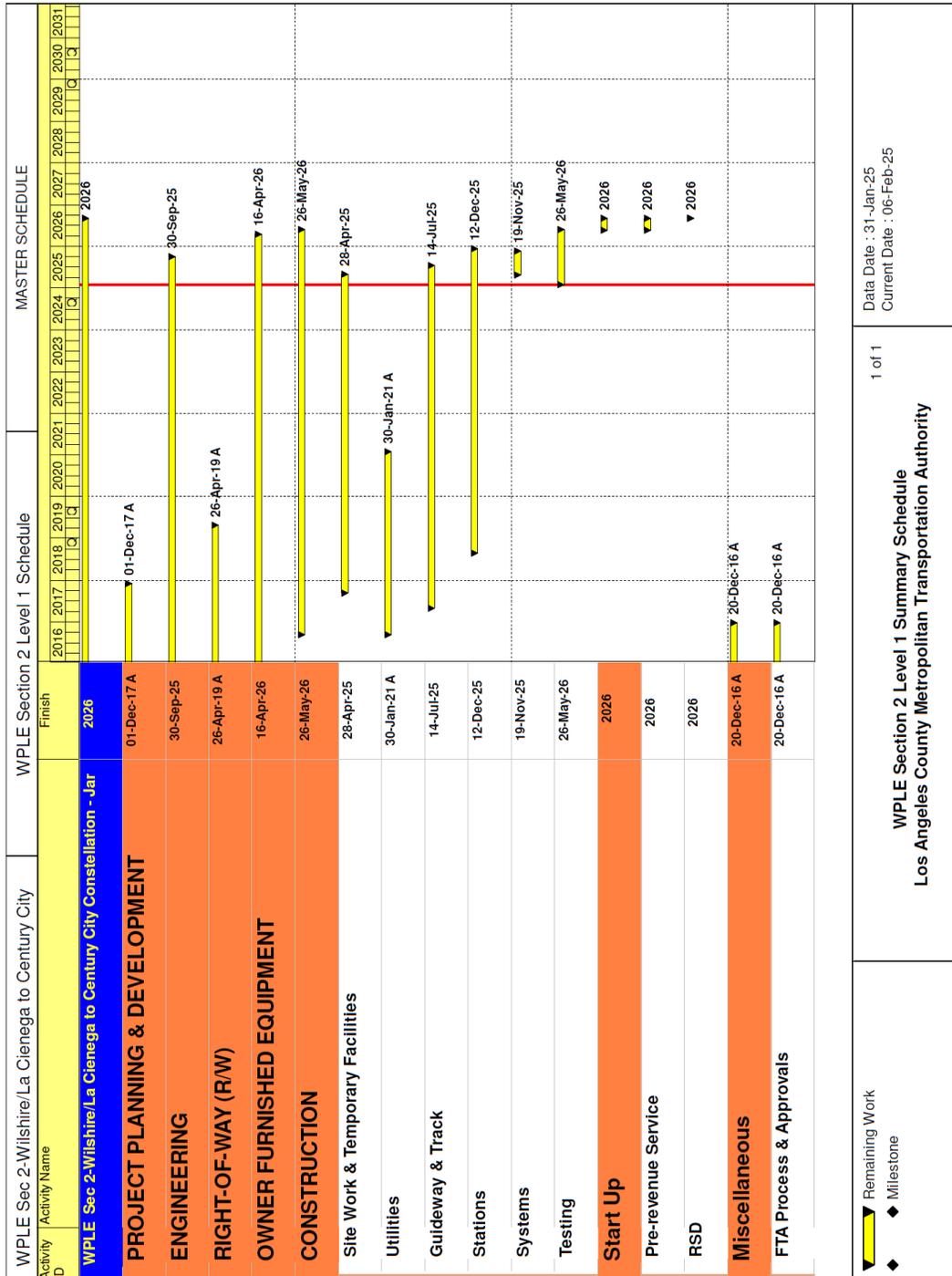


BL Tunnel Demolition of PLE1 and PLE2  
Interface Concrete Block

# PROJECT UPDATE

## PROJECT SCHEDULE

### Project Summary Schedule

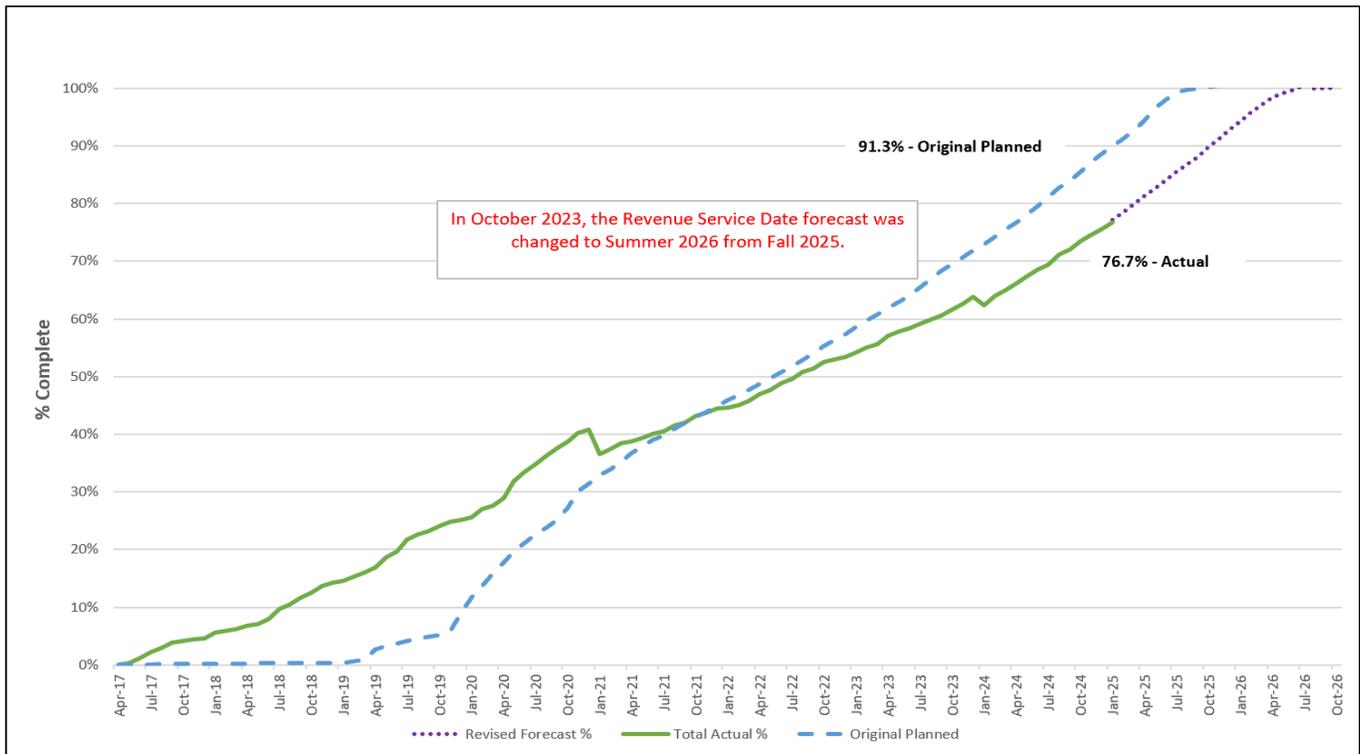


**Progress Summary**

	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	
<b>Final Design Progress:</b>			
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.
<b>Construction Contracts Progress:</b>			
Contract C1120	76.70%	0.50%	

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

**Planned vs. Actual Progress**



The actual overall construction progress is 76.7% versus an original planned of 91.3% through January 2025. The progress curves represent the physical progress of work performed to complete Contract C1120. The physical progress percentage excludes non-construction items such as contractor's design and construction mobilization costs and all general requirement costs not tied specifically to a construction work effort.

**Key Milestone Six-Month Look Ahead**

	Milestone Date	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25
Completed first level interior walls at Century City Station	01/6/25 A	⬡					
Complete disassembly of BL TBM	02/03/25		⬡				
Complete roof slab on intermediate landing at Wilshire/Rodeo Station entrance	02/27/25		⬡				
Complete interior walls at Century City Station entrance	02/28/25		⬡				
Complete roof at Century City Station entrance	03/04/25			⬡			
Complete roof backfill at Wilshire/Rodeo Station	03/28/25			⬡			
Complete backfill to 6' under deck at Century City Station	04/16/25				⬡		
Complete station backfill at Wilshire/Rodeo Station	05/16/25					⬡	
Complete deck removal & final backfill at Century City Station	06/29/25						⬡

◆ MTA Staff



MTA Board Action



FTA  
(Federal  
Transit)



Utility Company



Other Agencies



Contractors



Design  
Consultant



C1120 D/B

"A" following date is actual and completed

\* New

**Major Equipment Delivery**

**MAJOR EQUIPMENT DELIVERY**

	<b>Submittal</b>	<b>Procurement</b>	<b>Delivery</b>	<b>Installation</b>
<b>C1120 DESIGN/BUILD*</b>				
Tunnel Boring Machines	27-Jul-17(A)	14-Aug-17(A)	13-Sep-18(A)	26-Dec-19(A)
Emergency Ventilation Fans	3-Feb-25	14-Feb-23(A)	29-Nov-24(A)	25-Apr-25
Station Elevators/Escalators	08-Feb-23(A)	14-Dec-22(A)	14-Mar-25	21-Oct-25
Track - Running Rail	22-Aug-2(A)	1-May-23(A)	30-Apr-24(A)	16-Dec-25
Traction Power Equipment	16-Jun-23(A)	14-Apr-23(A)	30-Oct-24 (A)	2-Jul-25
Automatic Train Control	11-Mar-22(A)	2-Mar-23(A)	21-Aug-24(A)	30-May-25
Radio System	2-Feb-25	3-Oct-23(A)	14-Apr-25	8-Jul-25
SCADA RTU System	11-Mar-22(A)	3-Oct-22(A)	27-Feb-25	8-Jul-25
<b>Heavy Rail Vehicles</b>	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.			
<b>Universal Fare System***</b>	TBD	TBD	TBD	Dec. 2025**

\* Dates derived from TPOG's January 2025 Schedule.

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

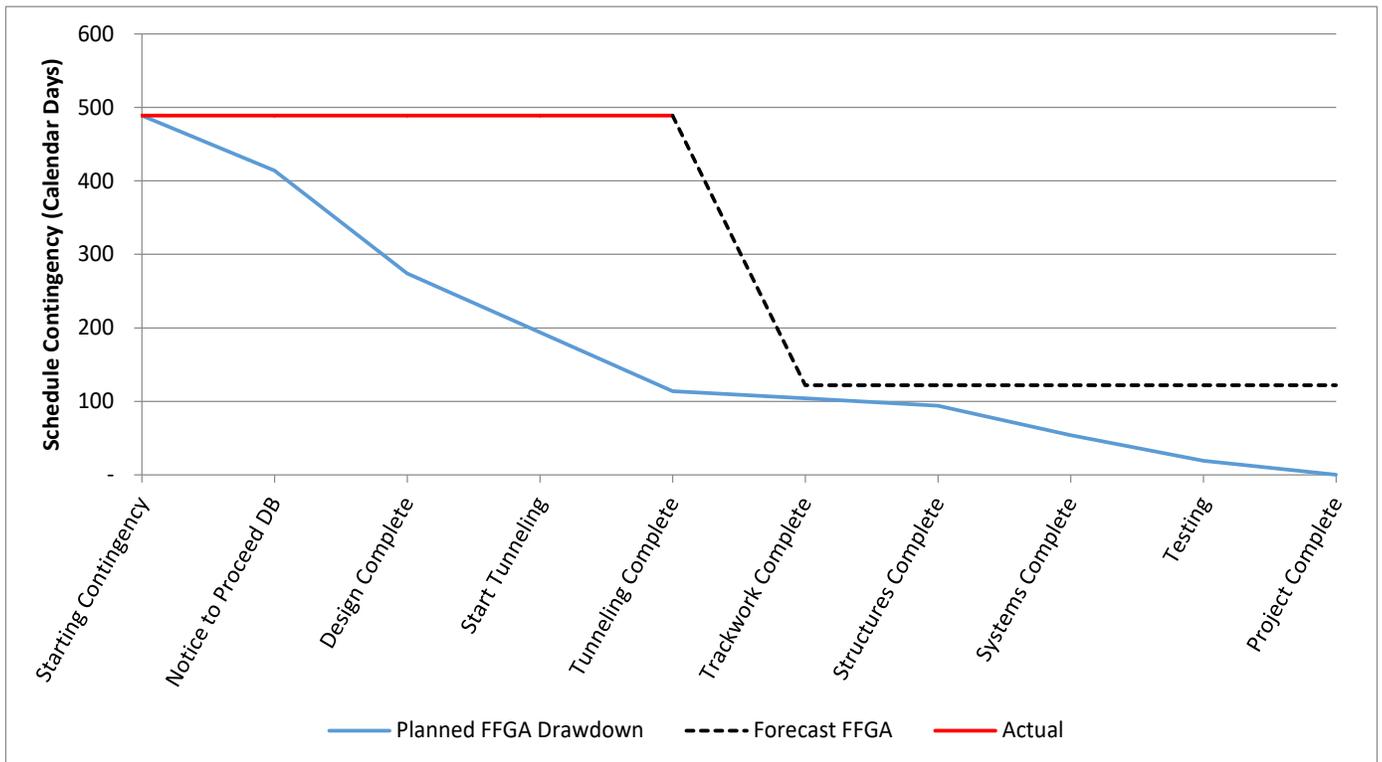
\*\*\* Metro supplied equipment.



**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	1,561	327,090	4,423	269,389	-	393,718	17,615
20	STATIONS, STOPS, TERMINALS, INTERMODAL	434,990	-	528,983	3,450	516,387	5,721	368,276	-	550,102	21,119
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	-	-	-	-	-	-	-	-	-	-
40	SITework & SPECIAL CONDITIONS	553,282	-	629,491	521	618,587	2,490	545,094	-	626,214	(3,277)
50	SYSTEMS	81,457	-	84,845	-	74,429	661	32,094	-	81,701	(3,144)
<b>CONSTRUCTION SUBTOTAL (10-50)</b>		<b>1,416,169</b>	<b>-</b>	<b>1,619,421</b>	<b>5,532</b>	<b>1,536,493</b>	<b>13,295</b>	<b>1,214,853</b>	<b>-</b>	<b>1,651,736</b>	<b>32,314</b>
60	ROW, LAND, EXISTING IMPROVEMENTS	426,396	-	351,675	-	318,091	(50)	306,502	-	351,675	-
70	VEHICLES	42,000	-	42,000	-	-	-	-	-	42,000	-
80	PROFESSIONAL SERVICES	374,878	-	504,579	4,975	474,481	5,593	425,328	-	513,264	8,686
<b>SUBTOTAL (10-80)</b>		<b>2,259,444</b>	<b>-</b>	<b>2,517,675</b>	<b>10,507</b>	<b>2,329,065</b>	<b>18,838</b>	<b>1,946,683</b>	<b>-</b>	<b>2,558,675</b>	<b>41,000</b>
90	UNALLOCATED CONTINGENCY	177,176	-	52,944	-	-	-	-	-	11,944	(41,000)
100	FINANCE CHARGES	88,695	-	88,695	-	39,764	-	39,764	-	88,695	-
<b>TOTAL PROJECT 865522 (FFGA &amp; NON-FFGA CONCURRENT ACTIVITIES)</b>		<b>2,525,314</b>	<b>-</b>	<b>2,659,314</b>	<b>10,507</b>	<b>2,368,829</b>	<b>18,838</b>	<b>1,986,447</b>	<b>-</b>	<b>2,659,314</b>	<b>0</b>
ENVIRONMENTAL/PLANNING 465522		4,349	-	4,349	-	3,982	-	3,402	-	4,349	-
<b>TOTAL PROJECT 465522 (ENV / PLAN'G)</b>		<b>4,349</b>	<b>-</b>	<b>4,349</b>	<b>-</b>	<b>3,982</b>	<b>-</b>	<b>3,402</b>	<b>-</b>	<b>4,349</b>	<b>-</b>
<b>TOTAL PROJECTS 465522 &amp; 865522</b>		<b>2,529,664</b>	<b>-</b>	<b>2,663,664</b>	<b>10,507</b>	<b>2,372,811</b>	<b>18,838</b>	<b>1,989,849</b>	<b>-</b>	<b>2,663,664</b>	<b>0</b>

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

**Original Budget**

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

**Current Budget**

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

**Current Forecast**

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

**Commitments**

*The Commitments increased this period by \$10.51 million mainly due to the continuation of Environmental Engineering Monitoring Service, continuation of 3rd Party Private Utilities support, and executed Contract Modifications and Change Orders for the Design/Build Contract C1120. The \$2.37 billion in Commitments to date represent 89.1% of the Current Budget.*

**Expenditures**

*The Expenditures increased this period by \$18.84 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, and City of Los Angeles Master Cooperative Agreement. The \$1.99 billion in Expenditures to date represent 74.7% 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	SITWORK & SPECIAL CONDITIONS	-	-	-	-	-	-	-	-	-	-
50	SYSTEMS	-	-	-	-	-	-	-	-	-	-
<b>CONSTRUCTION SUBTOTAL (10-50)</b>		<b>27,350</b>	<b>-</b>	<b>27,350</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>27,350</b>	<b>-</b>
60	ROW, LAND, EXISTING IMPROVEMENTS	-	-	-	-	-	-	-	-	-	-
70	VEHICLES	-	-	-	-	-	-	-	-	-	-
80	PROFESSIONAL SERVICES	1,900	-	1,900	-	371	-	48	-	1,900	-
<b>SUBTOTAL (10-80)</b>		<b>29,250</b>	<b>-</b>	<b>29,250</b>	<b>-</b>	<b>371</b>	<b>-</b>	<b>48</b>	<b>-</b>	<b>29,250</b>	<b>-</b>
90	UNALLOCATED CONTINGENCY	-	-	-	-	-	-	-	-	-	-
100	FINANCE CHARGES	-	-	-	-	-	-	-	-	-	-
<b>TOTAL PROJECT 860522</b>		<b>29,250</b>	<b>-</b>	<b>29,250</b>	<b>-</b>	<b>371</b>	<b>-</b>	<b>48</b>	<b>-</b>	<b>29,250</b>	<b>-</b>

**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.

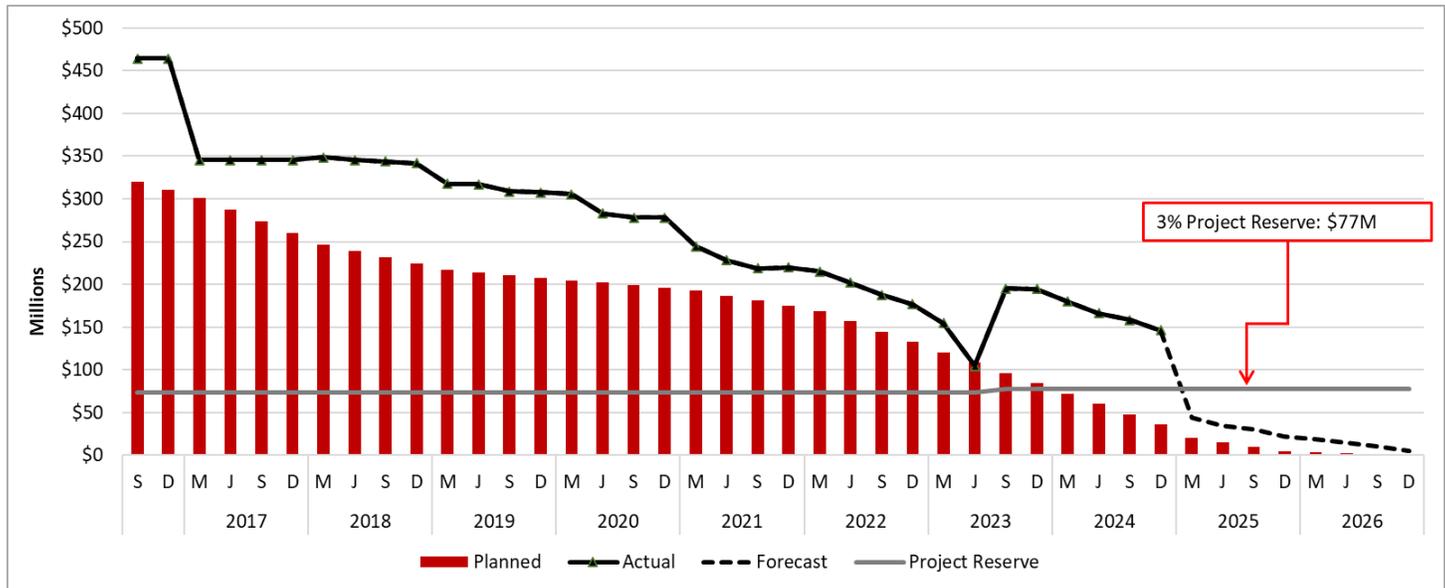
**Expenditures**

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

**Notes**

*Effective next month, Beverly Hills North Portal information will no longer be presented. Metro’s Board supported discontinuation of the Beverly Hills North Portal Project similar to the City of Beverly Hills City Council’s recommendation in May 2024.*

**Cost Contingency Drawdown**



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

**Cost Contingency Drawdown Analysis**

The Original Budget of \$2.5 billion includes finance charges of \$88.7 million. It also includes a project cost contingency of \$345.7 million or 13.7% of the total project, which is based on the Life of Project (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 draw down contingency below the project reserve threshold to cover project costs. This process was adopted by the Metro Board of Directors in September 2012. The project cost contingency drawdown curve is based on a revised 2026 Forecast Revenue Service Date (RSD).

*The Unallocated FFGA Contingency remains the same during this period. The Allocated FFGA Contingency decreased this period by \$10.2 million due to executed Modifications and Change Orders for the C1120 Design/Build Contract.*

PROJECT COST CONTINGENCY					
DOLLARS IN THOUSANDS					
	Original Contingency (LOP Budget)	Previous Period	Current Period	To-Date	Remaining Contingency (Forecast)
Unallocated Contingency	177,176	(165,232)	-	(165,232)	11,944
Allocated Contingency	168,534	(34,254)	(10,186)	(44,440)	124,093
<b>Total Contingency</b>	<b>345,710</b>	<b>(199,486)</b>	<b>(10,186)</b>	<b>(209,672)</b>	<b>136,038</b>

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

# Risk Management

## Summary of Risks

During the quarterly Risk Register update that occurred on December 23, 2024, five (5) risks were closed. There are sixty-seven (67) risks that are being tracked with four (4) risks scored as high, thirty-eight (38) scored as medium, twenty-five (25) scored as low.

Five (5) Closed Risks:

Risk ID	Risk Description	SCC	Risk Score
PLE2-72	Material hauling restrictions differ from those specified in Contract.	10	4.0
PLE2-73	Dewatering of x-passages prior to excavation could be unsuccessful and require ground treatment not included in Contract	10	3.5
PLE2-116	Established settlement criteria is exceeded and causes damage to utilities and structures.	10	2.0
PLE2-113	Quality issues with HDPE at cross-passages leads to additional cost/delay.	10	1.5
PLE2-126	D/B delays due to design and construction integration issues.	80	1.5

## Top Five Risks

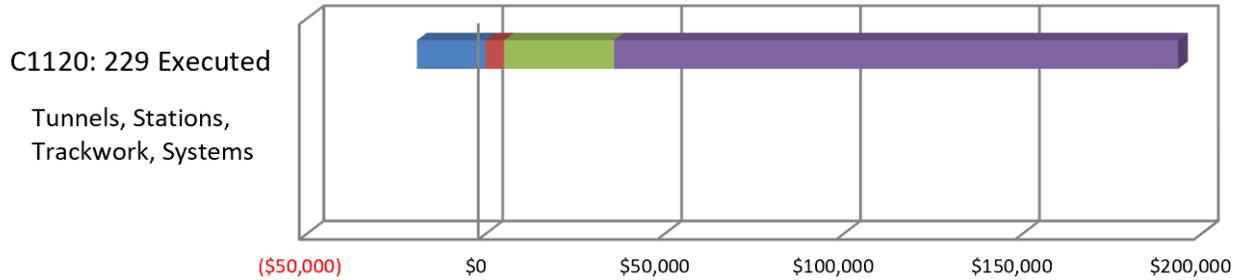
The table below shows the top five Project risks identified after the Risk Register update meeting:

Risk ID	Risk Description	Risk Score	Action Items
PLE2-60.1	Requests to extend some temporary easements may be required	15.0	<ol style="list-style-type: none"> <li>1. Reflected in Master schedule.</li> <li>2. Project is coordinating with Real Estate group for identification of potential critical SSEs.</li> <li>3. Follow up to discuss specific parcels and required durations.</li> <li>4. Complete Property Impact Statements.</li> </ol>
PLE2-20.5	Inability to recover time lost at Century City Constellation Station	13.5	<ol style="list-style-type: none"> <li>1. Look for opportunities for potential mitigation of schedule delays along Century City schedule path.</li> </ol>
PLE2-90.5	Contractor doesn't recover time shown on schedule	12.5	<ol style="list-style-type: none"> <li>1. Identify schedule mitigation or acceleration opportunities.</li> <li>2. Look into future activities and track if meeting schedule or loosing additional time.</li> </ol>
PLE2-140	Start up and commissioning delay due to System Integration Testing 2 (SIT2) testing. (Metro to lead TPOG to support)	10.0	<ol style="list-style-type: none"> <li>1. Closely monitor the SIT1 &amp; SIT2 activities.</li> <li>2. New Systems Coordination Meeting with Contractor has been established for every 2 weeks.</li> </ol>
PLE2-20.2	Coordination between JMB and Metro impacts JMB Schedule	9.0	<ol style="list-style-type: none"> <li>1. JMB planned concrete placement by the end of July 2023, revisit this at next meeting.</li> </ol>

Summary of Contract Modifications

Contract Modifications (MODs) by Cost Level

Dollars in Thousands



	C1120: 229 Executed
■ Under \$100K	(19,161)
■ \$100K to \$250K	5,168
■ \$250K to \$1M	30,765
■ Over \$1M	157,601
<b>Total Contract MODs</b>	<b>174,373</b>
<b>Contract Award Amount</b>	<b>1,376,500</b>
<b>% of Contract MODs</b>	<b>12.67%</b>

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

*Two hundred and twenty-nine (229) Contract Modifications (MODs) with a total value of \$174.4 million have been executed since the award of C1120 Contract – Tunnels, Stations, Trackwork and Systems.*

## DISADVANTAGED BUSINESS ENTERPRISE (DBE)

<b>DBE Commitment – Design</b> <sup>(1)</sup> The percentage of funds apportioned to Design Contracts	25.31%
<b>Current DBE Commitment Design</b> <sup>(1)</sup> Actual commitments as Design work is awarded	\$20.3M 26.19%
<b>Current DBE Participation</b> <sup>(2)</sup> Total amount paid to date to DBEs divided by the amount paid to date to Prime	\$22.6M 29.93%

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

<b>DBE Commitment – Construction</b> <sup>(1)</sup> The percentage of funds apportioned to Construction Contracts	17.00%
<b>Current DBE Commitment Construction</b> <sup>(1)</sup> Actual commitments as Construction work is awarded	\$198.9M 13.59%
<b>Current DBE Participation</b> <sup>(2)</sup> Total amount paid to date to DBEs divided by the amount paid to date to Prime	\$175.1M 15.60%

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

(1) Date report prepared: *February* 2025 (when the report was run).  
 (2) Data as of *December* 2024.

## PROJECT LABOR AGREEMENTS (PLA)

As of *December 2024*:

<b>Targeted Worker Goal</b> Construction work to be performed by residents from Economically Disadvantaged Area in the United States	40.00%
<b>Targeted Worker Current Attainment</b>	43.18%
<b>Apprentice Worker Goal</b> Construction work to be performed by Apprentices	20.00%
<b>Apprentice Worker Current Attainment</b>	20.37%
<b>Disadvantaged Worker Goal</b> Construction work to be performed by disadvantaged workers	10.00%
<b>Disadvantaged Worker Current Attainment</b>	10.29%

## FINANCIAL/GRANT

### Status of Funds Source

JANUARY 2025

#### STATUS OF FUNDS BY SOURCE

SOURCE	(A)	(B)	(C)	(D)	(D/B)	(E)	(E/B)	(F)	(F/B)
	ORIGINAL BUDGET	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS \$	%	EXPENDITURES \$	%	BILLED TO FUNDING SOURCE \$	%
FEDERAL - SECTION 5309 NEW STARTS	\$1,187,000	\$1,187,000	\$1,021,984	\$1,076,423	91%	\$901,475	76%	\$810,284	68%
FEDERAL - SECTION 5309 NEW STARTS (ARPA-CIG**)	\$0.000	\$58,418	\$58,418	\$58,418	100%	\$58,418	100%	\$58,418	100%
FEDERAL CMAQ	\$169,000	\$169,000	\$169,000	\$169,000	100%	\$169,000	100%	\$169,000	100%
MEASURE R - TIFIA LOAN	\$307,000	\$307,000	\$307,000	\$307,000	100%	\$307,000	100%	\$307,000	100%
MEASURE R 35%	\$811,902	\$887,484	\$887,484	\$707,208	80%	\$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%
<b>TOTAL</b>	<b>\$2,529,664</b>	<b>\$2,663,664</b>	<b>\$2,498,648</b>	<b>\$2,372,811</b>	<b>89.1%</b>	<b>\$1,989,849</b>	<b>74.7%</b>	<b>\$1,861,568</b>	<b>69.9%</b>

EXPENDITURES ARE CUMULATIVE THROUGH JANUARY 31, 2025

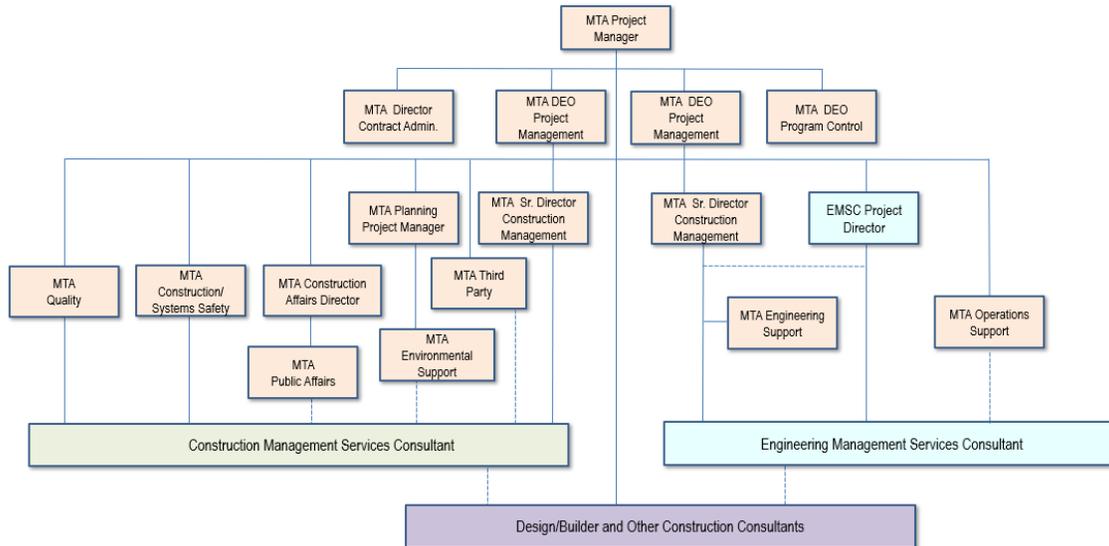
\*\*AMERICAN RESCUE PLAN ACT - CAPITAL INVESTMENTS PROGRAM (ARPA-CIG)

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

## PROJECT ORGANIZATION AND STAFFING

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

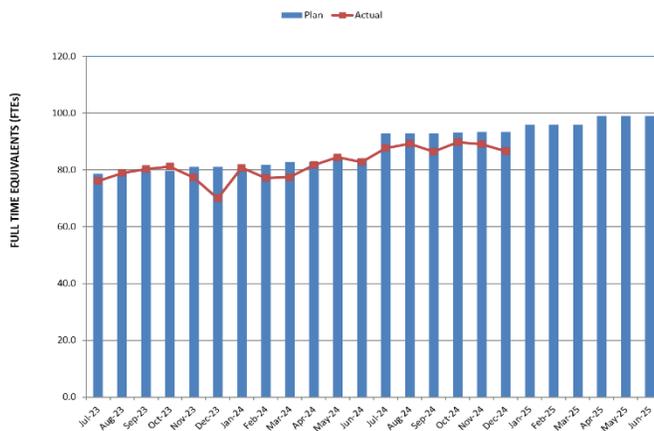
**Purple (D Line) Extension Project Section 2  
 Responsibility and Reporting Matrix**



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

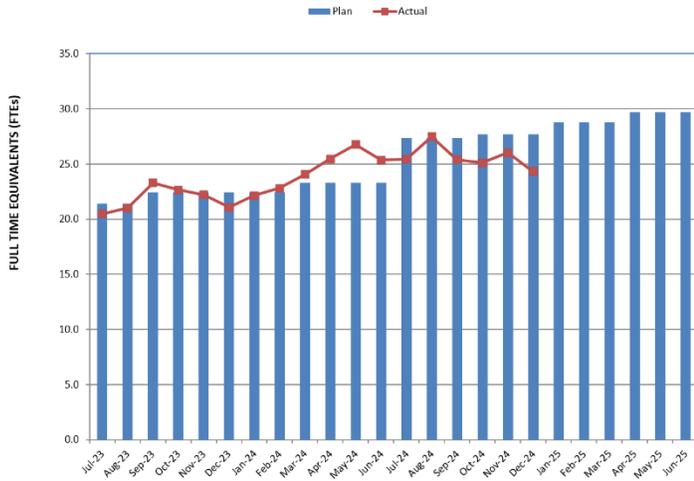
*For December 2024, there were a total of 24.3 FTEs for MTA's Project Administration Staff and 62.3\* FTEs for Consulting Staff. The total project staffing for December 2024 was 86.6 FTEs.*

### Total Project Staffing – Metro and Consultants



\*Actuals include 8.0 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**



**Staffing by Group**

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

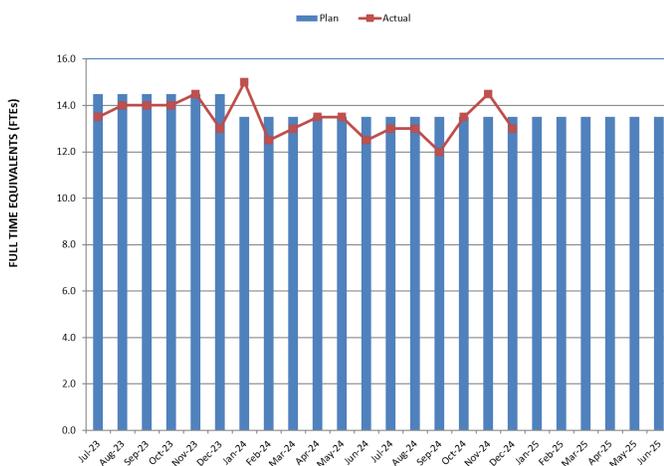
Metro staffing includes full time staff located in the IPMO as well as part-time support located at Gateway Headquarters.

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

**CM Support Services Staff (Consultant)**



**Engineering Services Staff (Consultant)**



## REAL ESTATE

<b>Real Estate Status Summary</b>									
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
<b>Total Parcels</b>	<b>32</b>	<b>32</b>	<b>32</b>	<b>32</b>	<b>21</b>	<b>13</b>	<b>25</b>	<b>25</b>	<b>32</b>

Parcel W-3301: Award granted by Jury in November 2023. Final order of condemnation is in review by opposing counsel.

Parcel W-3303: Settlement reached, pending final documentation. Final order of condemnation is with the court for signature.

Parcel W-3304: Litigated settlement obtained. Received Metro approval and FTA concurrence. In process of filing Stipulation for Entry of Judgement. Final order of condemnation is in process.

Parcel W-3505: Settlement was reached and an agreement was executed. Stipulation for Entry of Judgement and Final Order of Condemnation has been filed but there was a clerical error by the Court. *Pending the updated final Order of condemnation with all exhibits.*

## 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. *Conducted quarterly QMO management review meeting for the Fourth Quarter of 2024.*
- 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:
  - *Traffic Signal Equipment Product Data*
  - *Construction Work Plan Secondary Pour*
  - *Escalator As-Built Shop Drawings – 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.
- *Submitted Q4 2024 MMRP to the FTA on January 31, 2025.*

## CONSTRUCTION AND COMMUNITY RELATIONS

- *Produced and distributed nine (9) 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. Participated in 16 Beverly Hills stakeholder meetings to present the alternative expedited deck removal plan for consideration. Attended construction coordination meetings for PLE2 in Beverly Hills and Century City. Continued individual contact with commercial and residential stakeholders as needed in Beverly Hills and Century City. Began one on one stakeholder meetings in Century City specifically to discuss upcoming deck removal phases on Constellation Bl. Extensive outreach for community meetings including distribution of digital notices, direct emails, postcard mailers, social media and paid online and print advertising. Primary outreach efforts are digital, with door-to-door outreach taking place in Beverly Hills for appendage work, cross passages and other construction activities within the City of Beverly Hills. Maintained expanded footprint of door-to-door distribution of monthly notices 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

- *Procurement underway for glass and/or ceramic mosaic artwork fabrication for Wilshire/Rodeo and Century City Stations.*
- *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 zero (0) Recordable Injuries in January 2025.*
- *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 January Monthly Safety and Security Meeting for Section 2 Westside-Purple Line Extension Contractors was conducted on January 31, 2025.*
- *TPOG reported 107,380 actual work hours in January 2025.*
- *TPOG Project to Date Work Hours are 5,051,449. with fifty- seven (57) Recordable Injuries and twelve (12) days Away from Work Injuries.*
- *The Recordable Injury Rate for the Project is 2.26. The Bureau of Labor Statistics reports that 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 <sup>nd</sup> 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 <sup>st</sup> Stage invert (Excluding Fault Zones and TAS).
April 2024	Re-opened S. Canon Dr. full street closure.
April 2024	Completed first Cross Passage (CP 40).
May 2024	Final lining for all cross passages complete for Reach 5.
May 2024	Start BR TBM Disassembly.
July 2024	Board approves Century City Station naming from current placeholder of Century City Constellation Station.
August 2024	Completed all exterior walls at Century City Station Box.
September 2024	Completed removal of BR TBM Cutterhead.
September 2024	Started BL concrete block demolition at Section 1 and 2 Interface.
November 2024	Completed 1 <sup>st</sup> stage invert in BR Seismic Zones along BR Reach 5.
November 2024	Completed demolition of BR concrete block at PLE 1/ PLE 2 Interface.
December 2024	Completed BL Tunnel Invert.
December 2024	Placed first stage invert connecting to PLE1 BR Tunnel.
December 2024	Completed all Cross Passages final lining except for Tunnel Access Shaft which completed concrete placement on BL side.
<i>January 2025</i>	<i>Mobilized equipment, delivered running rails and commenced production welding.</i>
<i>January 2025</i>	<i>Started Omega Seal of tunnels at both Wilshire/Rodeo and Century City wall interfaces.</i>
<i>January 2025</i>	<i>Metro's Board approved to discontinue Beverly Hills North Portal Project.</i>