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April 22, 2025

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MANAGEMENT
SUBJECT: WESTSIDE PURPLE LINE EXTENSION SECTION 2 PROJECT
MARCH 2025 QUARTERLY 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 March 28, 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

QUARTERLY 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).

March 2025

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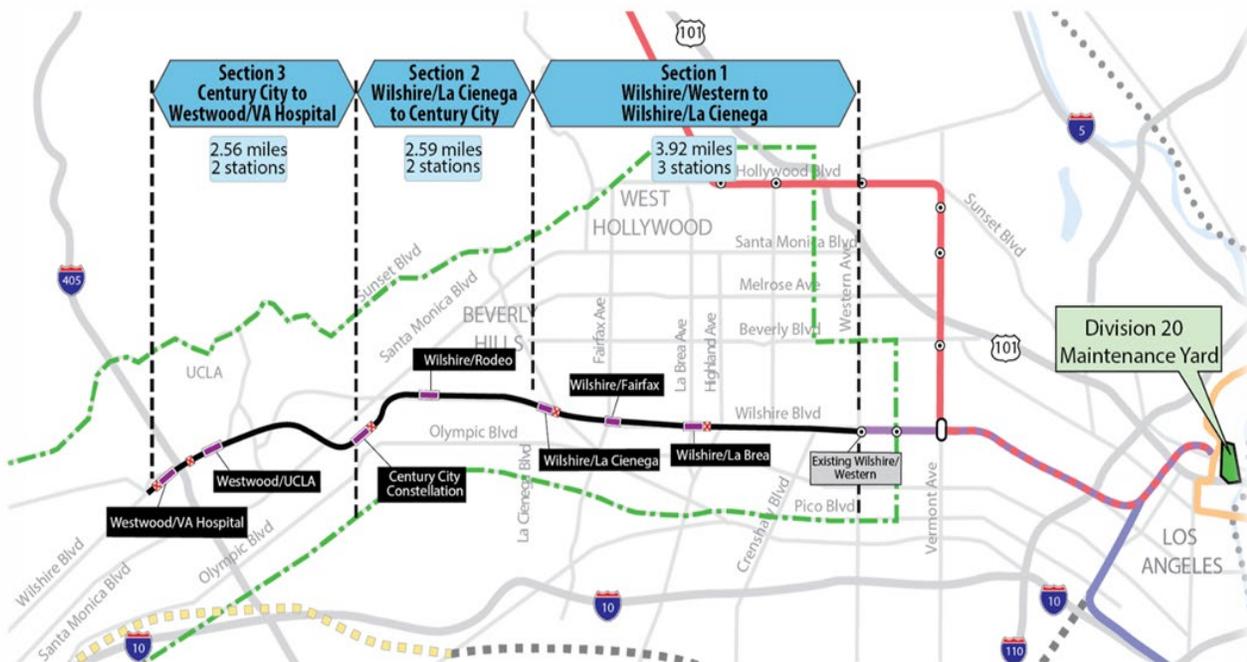
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PROJECT OVERVIEW

Project Background

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

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



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

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

Major Procurements

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

The Design/Build contract provides for final design and construction of the infrastructure along the 2.59-mile alignment. Contract scope includes demolition and removal of structures and clearing sites to facilitate construction operations. The structures to be constructed include twin bored tunnels complete with cross-passages and walkways including all mechanical, electrical, and finished work. A launch shaft for assembly of 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 March 2025, the Project reached 75% 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 February 2025, the C1120 Design-Build Contract adjusted the contractual substantial completion to June 2026. The forecast Revenue Service Date (RSD) for the Project is December 2026. The following is an overview of current design and construction activities.

Design Status

The Engineering Management Services team (WSP) continued to provide engineering services during construction as well as real estate support services. The team is also supporting Metro in reviewing 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.

- *Please note that no design submittals were received or issued for the month of March.*

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 March 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. Additionally, there were multiple coordination meetings with the LA Marathon, TPOG and other third parties, LAFD, LAPD, LADOT and Streets LA.*

In the Station Box, the contractor performed concrete placement at the platform deck between GL-18 and GL-27 and continued rebar and formwork installation for the roof of the future passageway. The contractor continued the SOE removal process at BL-2 from the East and removed of South walers W-7 and W-8, and North walers W-8 and W-9.

In the Station Entrance, the contractor continued working on waterproofing, formwork, and rebar installation on the exterior walls, and resumed formwork, rebar installation, and concrete placement at the intermediate landing level.

At the appendages, the contractor continued rebar and formwork installation at side structures 1, 2, 3, 4, 6, 7, 8, 9, 10, 11, 12, 13 and 14. *Concrete was placed for the first lift walls at Grating 5. Waterproofing activities also continued around the gratings.*

The Mechanical, Electrical and Plumbing (MEP) construction and installation activities were performed across multiple areas including the East and West concourse levels, Auxiliary Power Rooms, and Traction Power Pull Rooms. The contractor engaged in different stages of installation, modification and testing processes across multiple systems, including electrical conduits, mechanical duct systems, plumbing, fire safety systems, and flooring. Key activities included the contractor's continued work on installing and labeling PVC conduits ranging from 1" to 2.5" for power, control, and communication systems, as well as other conduit systems for normal and emergency lighting.

Additionally, the contractor continued with the application of dielectric epoxy flooring in the TPSS Room #45, and electrical contractors worked on verifying the condition of conduits in preparation for concrete masonry unit (CMU) wall installations. The contractor also continued installation of seismic anchors and other support systems for electrical and mechanical equipment.

Tunnels:

The contractor continued terminus activities in the BL tunnel during the month. The contractor completed installation of tunnel interface seal components (anchors, galvanized plates and rubber seal) along both reaches and at the WRS, CCS and PLE 1 interfaces. The contractor performed intermittent leak sealing activities at BR Reach 5, WRS interface and at BR Reach 4 and WRS interface.

The contractor started cast-in-place tunnel lining activities (waterproofing, rebar, formwork and concrete placement) in the BL Reach 4 tunnel PLE 1 and PLE 2 interface (PLE 2's TBM shield section) and this work is ongoing. The contractor completed placement of the first stage cast-in-

place tunnel invert from Ring 2210 to 2295 and up to PLE 1 terminus. The overall completion for the BL Reach 4 tunnel invert is 100%.

The contractor continued performing punch list activities including contact grouting, final lining patchwork and shear pins grouting at multiple cross passage locations during this month.

No walkway activities were performed on both the BR and BL Reach 5 tunnels this month. Overall completion for both the BR and BL Reach 5 tunnel walkway is 80% each. The remaining walkway sections for each tunnel are the steel walkway at both seismic zones and cast-in-place walkway at the Tunnel Access Shaft (TAS).

BR Reach 4 tunnel walkway activities (waterproofing, rebar and MEP conduits and concrete placement) continued during this month based on revised survey information and the contractor is proceeding at-risk within the ramp of the walkway activities. The tunnel walkway was completed from Ring 1162 to Ring 2303 (approximately 5,710 LF). The overall completion for the BR Reach 4 tunnel walkway is 100%.

BL Reach 4 tunnel walkway activities (waterproofing, rebar and MEP conduits and concrete placement) continued during this month. The tunnel walkway was completed from Ring 1157 to 2208 (approximately 5,255 LF). The overall completion for the BL Reach 4 tunnel walkway is 92%.

The contractor did not perform any surface activities for the abandonment of cross-passage surface dewatering wells to focus on the upcoming 3-week full closure of Wilshire Blvd in the City of Beverly Hills scheduled for mid-March.

The contractor worked on MEP installations across various tunnel sections, focusing on lighting, junction boxes, and conduit systems. In the BR Reach 5 Tunnel, work at Sta. 664+78 to 660+00 included the installation of electrical connections for lighting fixtures, progressing toward CP-37 and CP-40. At Sta. 647+00 and 649+00 stainless steel junction boxes and X-1 light fixtures were installed. At Sta. 701+75 to 704+75 electricians prepared for wiring by pulling tape through the conduit system.

In the BL Reach 5 Tunnel, the contractor installed 2" FRE conduit, pull boxes, and connections for tunnel lighting at CP-40 and Sta. 654+69 to 646+83. Seismic anchors were added at Sta. 652+50, and the installation of light fixtures and wiring continued. At Sta. 670+75 and 686+75, Uni-struts and junction boxes were installed. At Sta. 680+95 and 673+00 tape was pulled for future wiring.

In the BR Reach 4 Tunnel, the contractor completed longitudinal welds for stray current mitigation and continued installing tunnel lighting whips from Sta. 607+00 to 616+00. The duct bank was extended between Sta. 588+25 and 584+00, with PVC components properly secured. In the BL Reach 4 Tunnel, work involved extending the duct bank, installing Uni-struts, and performing continuity checks.

At CP-33 to CP-34, 12"x12" stainless steel tunnel lighting junction boxes were mounted and anchored to struts. Mechanical work at CP-28 to CP-30 included hydrostatic testing on the wet standpipe system, and installation of air ducts and motor supports at CP-27 through CP-30. At CP-39 and CP-37, Uni-strut channel frames were fabricated for motor support systems and electrical layout.

Tracks:

The contractor continued track-related activities during this month. *There was a total of 462 sticks (80 LF per piece) of running rail delivered. The contractor previously completed production welding for the BR rails and completed thirty-six (36) strings of 400 and 800 LF running rails. No production welding for the BL rails was performed during this month.*

The contractor started track installation for the BR tunnels during this month. The contractor continued delivery of LVT 2 and 3 blocks during the month. LVT 3 blocks were lowered in the Tunnel Shaft and brought to PLE 1 and PLE 2 interface and distributed on top of the walkway at 10 feet spacing heading West. Towards the latter part of this month the contractor started distributing LVT 2 and 3 blocks on the tunnel invert from PLE 1 and PLE 2 interface heading West.

Wilshire/Rodeo Station:

The contractor started a 3-week full closure of Wilshire Blvd on March 17, 2025, in order to remove the decking and start final restoration activities. The removal of deck beam and panels were completed this month. Station backfilling continued this month and is 98% complete. The contractor continued the installation of the permanent sanitary sewer system this month. The restoration of the storm drain system continued this month. The installation of the permanent water line started this month.

At the Station Box, installation of rebar, formwork, and concrete placement for air shaft walls and exit stairs above the Station Roof was completed this month. The installation of HCR membrane for the waterproofing system above the station roof was completed this month. Aggregates placement and the installation of perforated and riser piping for the gas venting system above the station roof was completed this month. Rebar, formwork, and concrete for cast-in-place interior walls for the East and West Concourse Level slabs were completed this month. The installation of falsework, decking and rebar for the cantilevered walkway at the Concourse Level commenced and was completed this month. Application of acoustical finishing continued this month at the Concourse Level. Rebar installation continued for the walls under the platform walkway and decking was completed this month. The installation of rebar, formwork, and concrete placement for the platform walkways at the back-of-house rooms was completed this month. The contractor started the installation of metal ceiling at the Platform Level.

At the Station Entrance the contractor continued rebar and formwork installation, and concrete placement for the walls to plaza level and exhaust shafts. In the same area, the contractor continued deck panel and beam removal this month.

At the West Emergency Ventilation System appendages, the contractor started rebar, formwork, and concrete for the Exhaust Stacks. This was completed this month. At the Traction Power Supply Shaft (TPSS) the contractor resumed rebar, formwork, and concrete for the walls and was completed this month.

At the Wilshire/Rodeo Station the contractor advanced MEP installations across the Entrance Box, Concourse, and Platform Levels, with focused coordination along key grid lines and within essential rooms. In the Entrance Box work centered on Electrical Room #130, where 3" GRS conduits were installed between PP-3E and transformer X-11E. Electrical infrastructure was set on custom-fabricated supports, and lighting systems were installed using pendant-mounted H3 fixtures including custom stem fabrication to account for ceiling elevation changes. In the SCE

Metering and Switchgear Room cable trays and strut supports were staged for upcoming utility work, with corrosion protection applied throughout.

At the Concourse Level the Contractor pulled wire across Auxiliary Power Rooms, Emergency Fan Rooms, and Ancillary Mechanical Rooms, with circuits routed to panels like VP-1E, LP-1E, and PP-2E. Lighting systems were installed with 95.5" pendant stems throughout high ceilings. HVAC ductwork, vent piping, and drainage systems were coordinated in tight corridors such as GL 2–12, with trapeze hangers and all-thread supports resolving clashes. Fire protection systems were extended through corridors, stairwells, and valve rooms, including 4" wet standpipes and manifold assemblies.

At the Platform Level the contractor focused on embedded conduit verification and expansion. Duct banks were extended from Vault DH-1 to DH-2 and into Reach 5, supporting tunnel lighting, traction power, and communications. Embedded fire alarm conduits and device boxes were blown, cleaned, labeled, and tested for usability. Escalators #5 and #6 were installed and secured from the pit to the Concourse Level.

Cost and Schedule Summary

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

The Critical Path (CP) remains the same as last month. It starts with the completion of tunnel walkways and then into the installation of the BR track in the running tunnels. It then flows into the secondary liner in both the BR and BL running tunnels. Next, systems installation and testing work then proceed to installation of interior finishes and electrical equipment at both stations. 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	384	06/11/26	08/31/26	81

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

There are currently fifteen (15) open claims. *Ten (10) remain with TPOG to identify the next steps, two (2) reside with Metro and three (3) 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

- *As of March 2025, Metro Construction Safety now recognizes 2.3 as the new National Recordable Rate (down from previous rate of 2.4). The Recordable Injury Rate for March 2025 is 2.15, which is less than the national average of 2.3. There were no recordable injuries in March. TPOG is continuing to utilize a third-party consultant to provide safety oversight. 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. This is the sixth consecutive month in 2025 in which the Injury Rate is below the recognized national average.*
- Final lining construction is progressing slower than what is shown in TPOG's baseline schedule.
- Metro is forecasting a revised RSD of December 2026. Opportunities to mitigate schedule delays are being reviewed to reduce the overall schedule impacts encountered to date.

Project Construction Photos



WRS Street Restoration



WRS Asphalt Paving Along Wilshire Blvd.



CCS Westside Interior Walls



CCS Rebar Installation at Entrance Exterior Walls



BR Tunnel Distribution of LVT Blocks on Invert

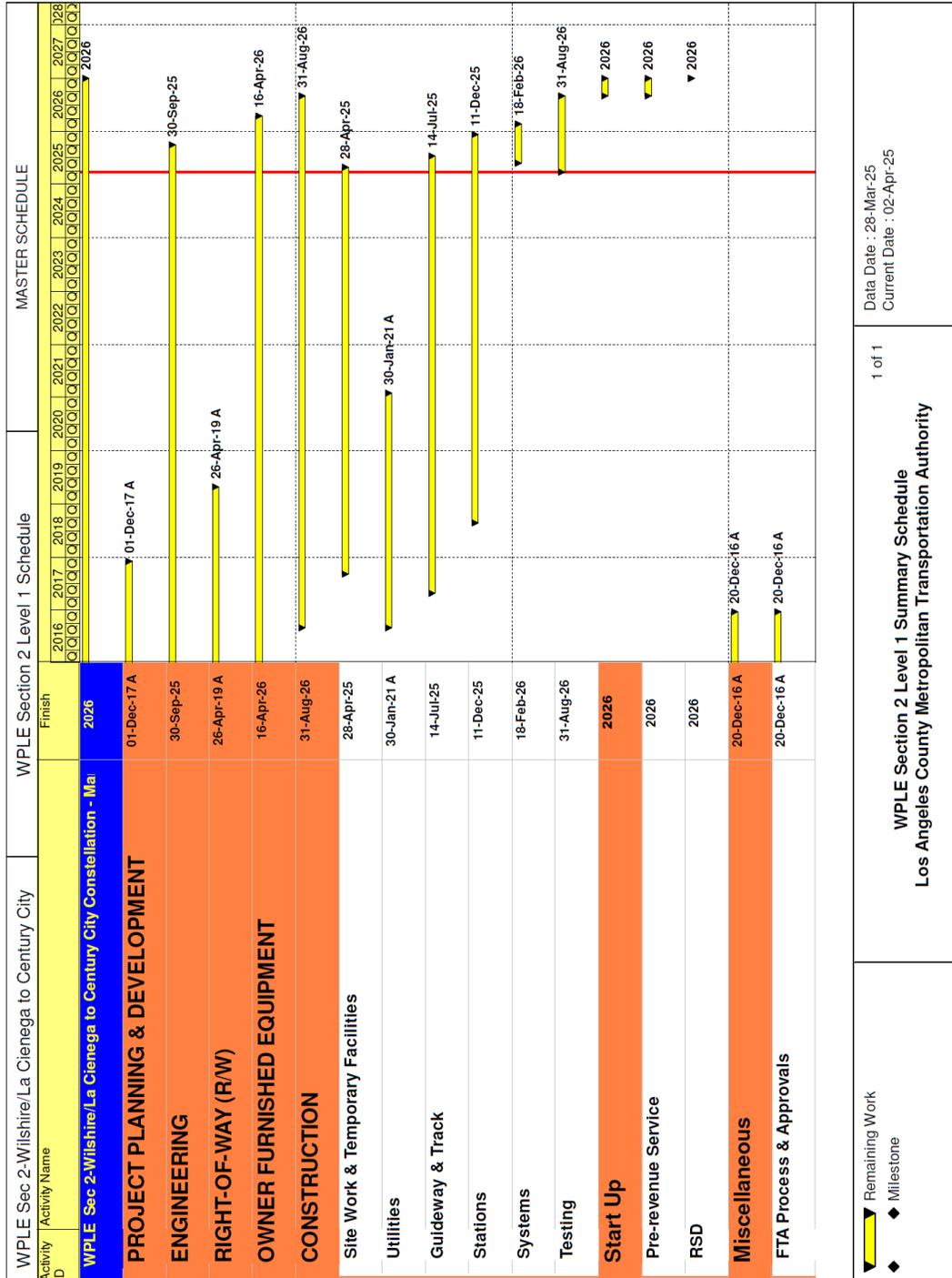


Completed BL R4 Walkway

PROJECT UPDATE

PROJECT SCHEDULE

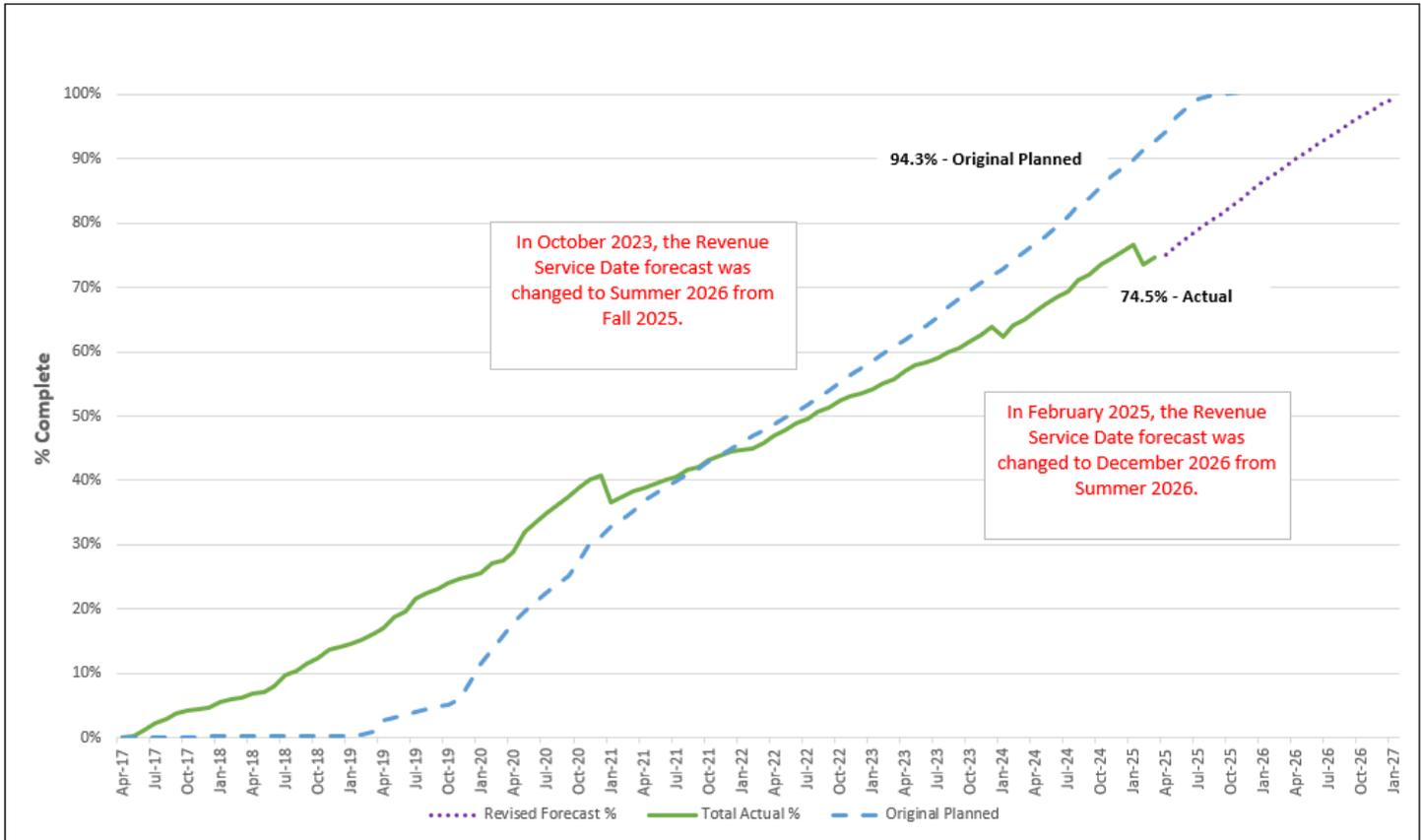
Project Summary Schedule



Progress Summary

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

Planned vs. Actual Progress



The actual overall construction progress is 74.5% versus an original planned of 94.3% through March 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	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25
Completed roof backfill at Wilshire/Rodeo Station	3/15/25 A	⬡					
Complete interior walls at Century City Station entrance	04/17/25		⬡				
Complete elevator shaft concrete placement at Wilshire/Rodeo Station entrance	04/22/25		⬡				
Complete roof at Century City Station entrance	04/24/25		⬡				
Complete backfill to 6' under deck at Century City Station	05/12/25			⬡			
Complete track installation in BR tunnel	06/18/25				⬡		
Complete deck removal & final backfill at Century City Station	07/06/25					⬡	
Complete street restoration at Century City Station	08/18/25						⬡

 MTA Staff
  MTA Board Action
  FTA (Federal Transit)
  Utility Company

 Other Agencies
  Contractors
  Design Consultant
  C1120 D/B

"A" following date is actual and completed  New

Major Equipment Delivery

MAJOR EQUIPMENT DELIVERY

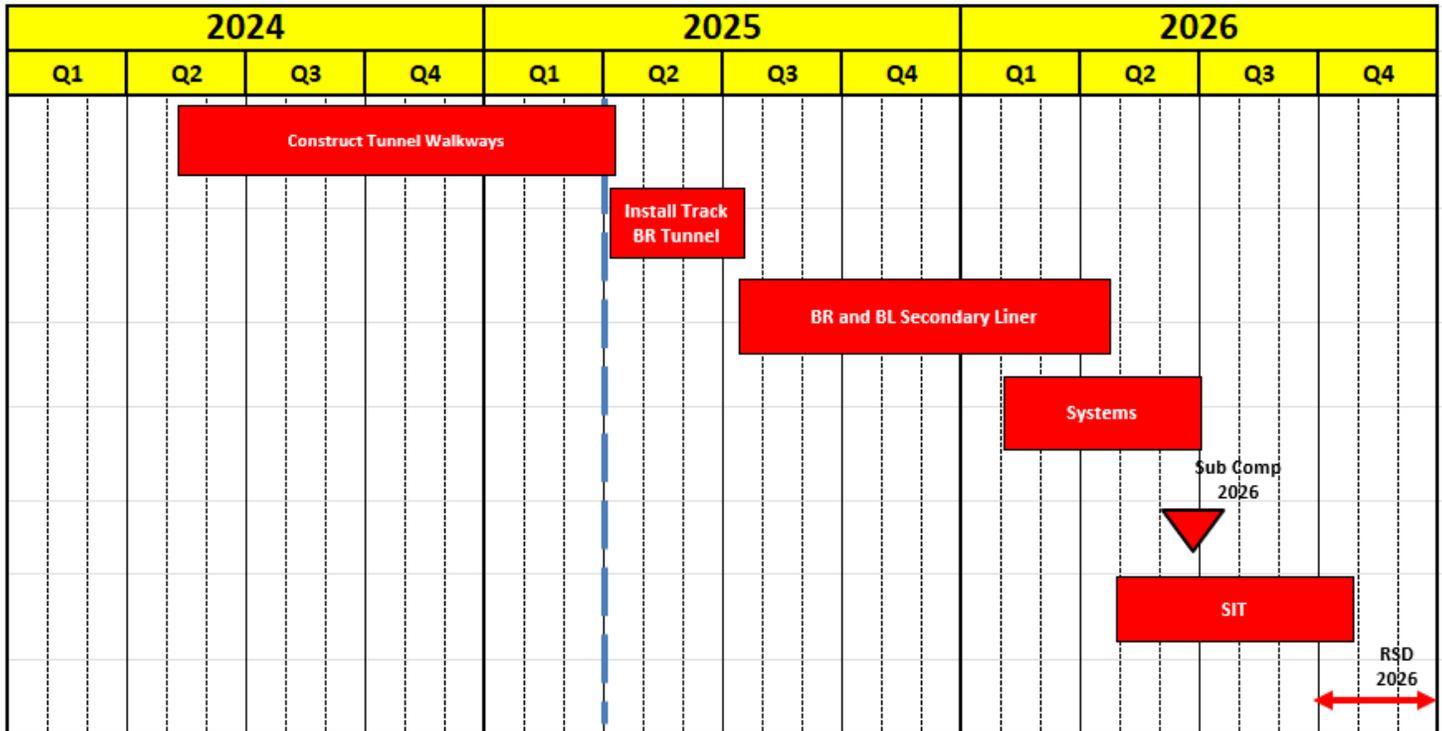
	Submittal	Procurement	Delivery	Installation
C1120 DESIGN/BUILD*				
Tunnel Boring Machines	27-Jul-17(A)	14-Aug-17(A)	13-Sep-18(A)	26-Dec-19(A)
Emergency Ventilation Fans	1-Apr-25	14-Feb-23(A)	29-Nov-24(A)	23-Jun-25
Station Elevators/Escalators	08-Feb-23(A)	14-Dec-22(A)	12-May-25	5-Nov-25
Track - Running Rail	22-Aug-2(A)	1-May-23(A)	30-Apr-24(A)	16-Oct-25
Traction Power Equipment	16-Jun-23(A)	14-Apr-23(A)	30-Oct-24 (A)	27-Aug-25
Automatic Train Control	11-Mar-22(A)	2-Mar-23(A)	21-Aug-24(A)	29-Jul-25
Radio System	2-Apr-25	3-Oct-23(A)	11-Jun-25	24-Sep-25
SCADA RTU System	11-Mar-22(A)	3-Oct-22(A)	25-Apr-25	24-Sep-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	Dec. 2025**

* Dates derived from TPOG's March 2025 Schedule.

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

*** Metro supplied equipment.

Critical Path Project

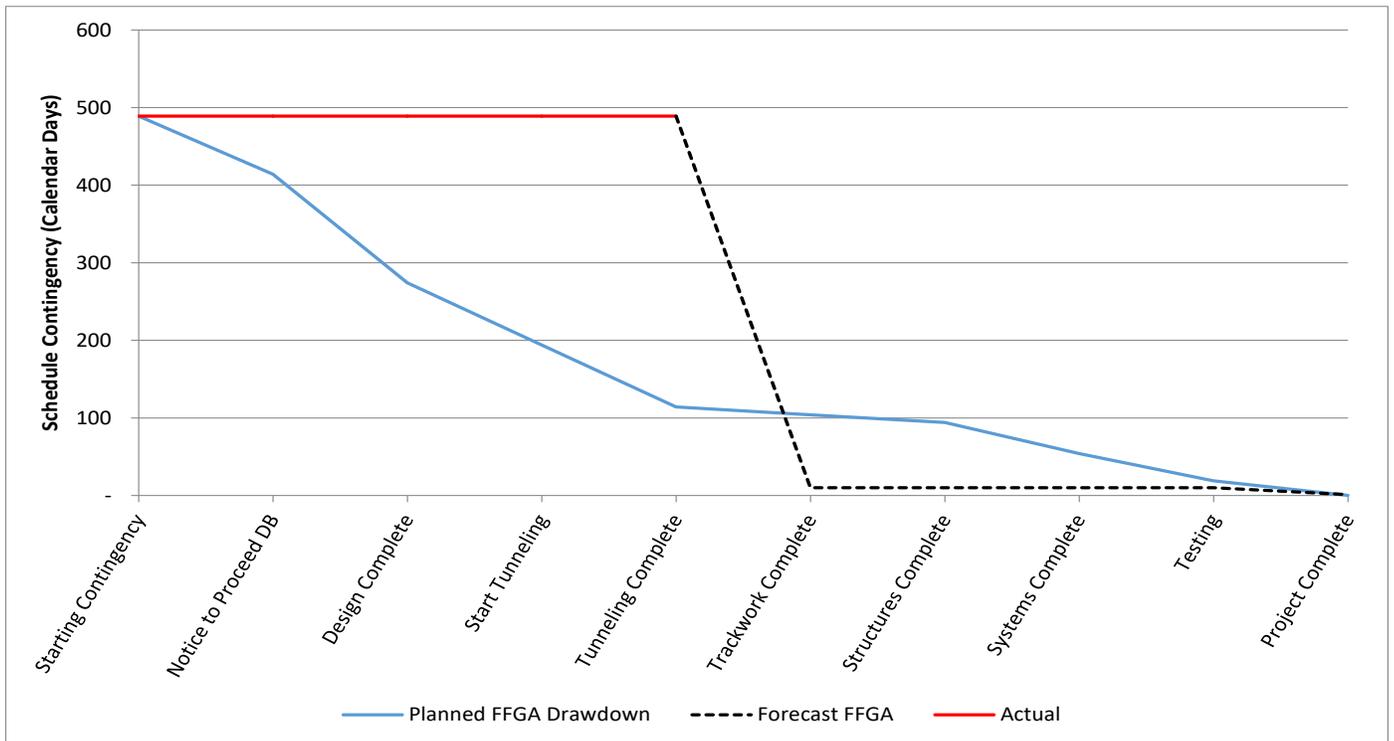


For the month of March 2025, the critical path goes through the completion of tunnel walkways and then into installation of the BR track in the running tunnels. It then flows into the secondary liner in both the BR and BL running tunnels. Next, systems installation and testing work then proceeds to installation of interior finishes and electrical equipment at both stations. It then flows into System Integration Testing (contractor testing), System Integration Testing with ROC then Substantial Completion.

Project Schedule Contingency Drawdown Analysis

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

The introduction of the PMS model axis reflects a proportional distribution of available float relative to the FFGA model based on the January 2023 actual completion of tunneling. This model will be updated with 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.



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

PROJECT COST

Project Cost Analysis – 865522

DOLLARS IN THOUSANDS

SCC CODE	DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		EXPENDITURES		CURRENT FORECAST		FORECAST/ BUDGET VARIANCE
			PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
10	GUIDEWAY & TRACK ELEMENTS	346,440	-	376,102	1,125	392,811	2,367	274,959	-	393,718	17,615
20	STATIONS, STOPS, TERMINALS, INTERMODAL	434,990	-	528,983	3,190	520,615	6,480	378,558	-	550,102	21,119
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	-	-	-	-	-	-	-	-	-	-
40	SITWORK & SPECIAL CONDITIONS	553,282	-	629,491	-	618,710	2,370	550,022	-	626,214	(3,277)
50	SYSTEMS	81,457	-	84,845	-	74,429	468	33,747	-	81,701	(3,144)
CONSTRUCTION SUBTOTAL (10-50)		1,416,169	-	1,619,421	4,315	1,606,564	11,685	1,237,287	-	1,651,736	32,314
60	ROW, LAND, EXISTING IMPROVEMENTS	426,396	-	351,675	-	318,091	907	307,408	(10,820)	340,856	(10,820)
70	VEHICLES	42,000	-	42,000	-	-	-	-	-	42,000	-
80	PROFESSIONAL SERVICES	374,878	-	504,579	15,814	490,372	4,671	437,483	16,027	529,291	24,713
SUBTOTAL (10-80)		2,259,444	-	2,517,675	20,129	2,415,027	17,263	1,982,178	5,207	2,563,882	46,207
90	UNALLOCATED CONTINGENCY	177,176	-	52,944	-	-	-	-	(5,207)	6,737	(46,207)
100	FINANCE CHARGES	88,695	-	88,695	-	39,764	-	39,764	-	88,695	-
TOTAL PROJECT 865522 (FFGA & NON-FFGA CONCURRENT ACTIVITIES)		2,525,314	-	2,659,314	20,129	2,454,791	17,263	2,021,942	0	2,659,314	0
ENVIRONMENTAL/PLANNING 465522		4,349	-	4,349	-	3,982	-	3,402	-	4,349	-
TOTAL PROJECT 465522 (ENV / PLAN'G)		4,349	-	4,349	-	3,982	-	3,402	-	4,349	-
TOTAL PROJECTS 465522 & 865522		2,529,664	-	2,663,664	20,129	2,458,773	17,263	2,025,345	0	2,663,664	0

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

Original Budget

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

Current Budget

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

Current Forecast

The current forecast remains the same for this period at \$2.66 billion. *However, the Professional Services category increased by \$16.03 million for continuation of Engineering Management Support Services (\$14.82M) and City of Beverly Hills support (\$1.21M), as outlined in the Memorandum of Agreement. \$5.21 million was transferred from Unallocated Contingency and \$10.82 million was transferred from Real Estate allocated Contingency.*

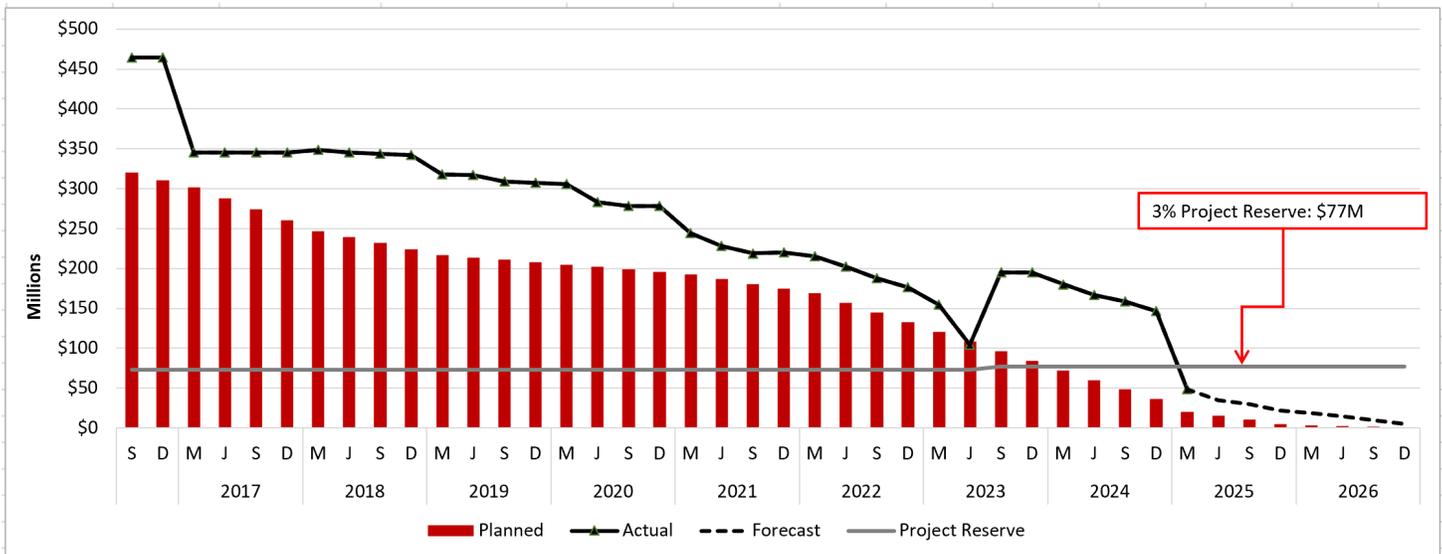
Commitments

The Commitments increased this period by \$20.13 million mainly due to executed Contract Modifications and Change Orders for the Design/Build Contract C1120 and an executed Modification for Engineering Management Support Services. The \$2.46 billion in Commitments to date represent 92.3% of the Current Budget.

Expenditures

The Expenditures increased this period by \$17.26 million primarily for costs associated with Metro Project Administration, Construction Management Support Services, Engineering Management Support Services, Design Support Services, Quality Management Consulting Services, Real Estate Acquisition, City of Beverly Hills Memorandum of Agreement, and City of Los Angeles Master Cooperative Agreement. The \$2.03 billion in Expenditures to date represent 76.0% of the Current Budget.

Cost Contingency Drawdown



The above represents project contingency as of March 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 3% reserve threshold was reached in February 2025 and is reflected in the graph above. Notice is provided via this report.*

Total contingency decreased in this period by \$21.33 million. The Unallocated FFGA Contingency decreased by \$5.21 million this period due to an executed Modification for Engineering Management Support Services. The Allocated FFGA Contingency decreased by \$16.13 million this period due to executed Modifications and Change Orders for the Design/Build Contract C1120, an executed Modification for Engineering Management Support Services, and the transfer of Contingency for forecast changes related to the continuation of City of Beverly Hills support, as outlined in the Memorandum of Agreement.

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)	(5,207)	(170,439)	6,737
Allocated Contingency	168,534	(110,237)	(16,127)	(126,364)	42,169
Total Contingency	345,710	(275,469)	(21,334)	(296,803)	48,907

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

Risk Management

Summary of Risks

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

Two (2) Newly identified Risks:

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

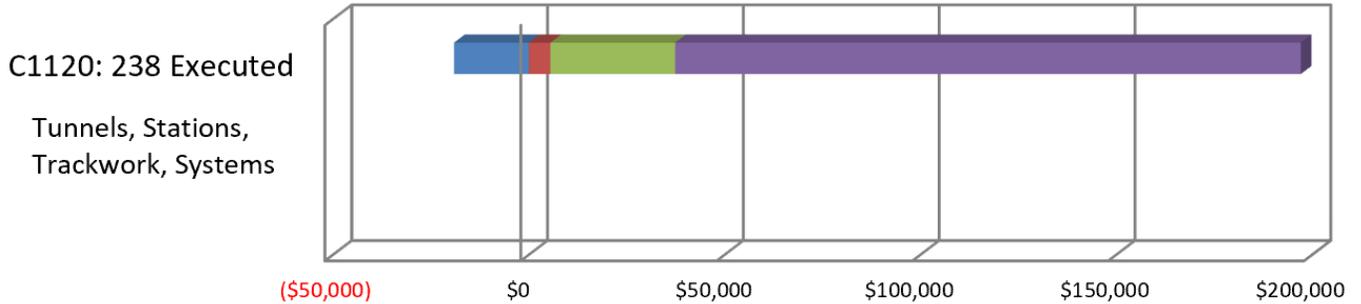
Top Five Risks

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

Risk ID	Risk Description	Risk Score	Action Items
PLE2-60.1	Requests to extend some temporary easements may be required	15.0	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.
PLE2-10.5	Track installation delays the start of system installation and testing	12.5	1. Monitor. 2. Include items into the system coordination meeting.
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.

Summary of Contract Modifications

Contract Modifications (MODs) by Cost Level
 Dollars in Thousands



	C1120: 238 Executed
■ Under \$100K	(19,069)
■ \$100K to \$250K	5,509
■ \$250K to \$1M	31,842
■ Over \$1M	159,764
Total Contract MODs	178,047
Contract Award Amount	1,376,500
% of Contract MODs	12.93%

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

Two hundred and thirty-eight (238) Contract Modifications (MODs) with a total value of \$178 million have been executed since the award of C1120 Contract – Tunnels, Stations, Trackwork and Systems.

DISADVANTAGED BUSINESS ENTERPRISE (DBE)

Description	Design	Construction
Number of DBE sub-contractors Identified	21	57
DBE Goal in % of Funds Apportioned ⁽¹⁾	25.31%	17.00%
Actual DBE Commitment as Work is Awarded ⁽¹⁾	\$20.3M 18.65%	\$201.2M 13.70%
Current DBE Participation ⁽²⁾ Total amount paid to DBE divided by paid to Prime	\$22.9M 28.41%	\$180.3M 15.76%

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

⁽²⁾ Data as of February 2025.

PROJECT LABOR AGREEMENTS (PLA)

As of *February* 2025:

Targeted Worker Goal Construction work to be performed by residents from Economically Disadvantaged Area in the United States	40.00%
Targeted Worker Current Attainment	43.51%
Apprentice Worker Goal Construction work to be performed by Apprentices	20.00%
Apprentice Worker Current Attainment	20.45%
Disadvantaged Worker Goal Construction work to be performed by disadvantaged workers	10.00%
Disadvantaged Worker Current Attainment	10.11%

FINANCIAL/GRANT

Status of Funds Source

MARCH 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	\$1,187.000	\$1,076.423	91%	\$901.475	76%	\$835.519	70%
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	\$793.170	89%	\$534.690	60%	\$484.557	55%
STATE CAPITAL PROJECT LOANS	\$54.762	\$54.762	\$54.762	\$54.762	100%	\$54.762	100%	\$54.762	100%
TOTAL	\$2,529.664	\$2,663.664	\$2,663.664	\$2,458.773	92.3%	\$2,025.345	76.0%	\$1,909.256	71.7%

EXPENDITURES ARE CUMULATIVE THROUGH MARCH 31, 2025

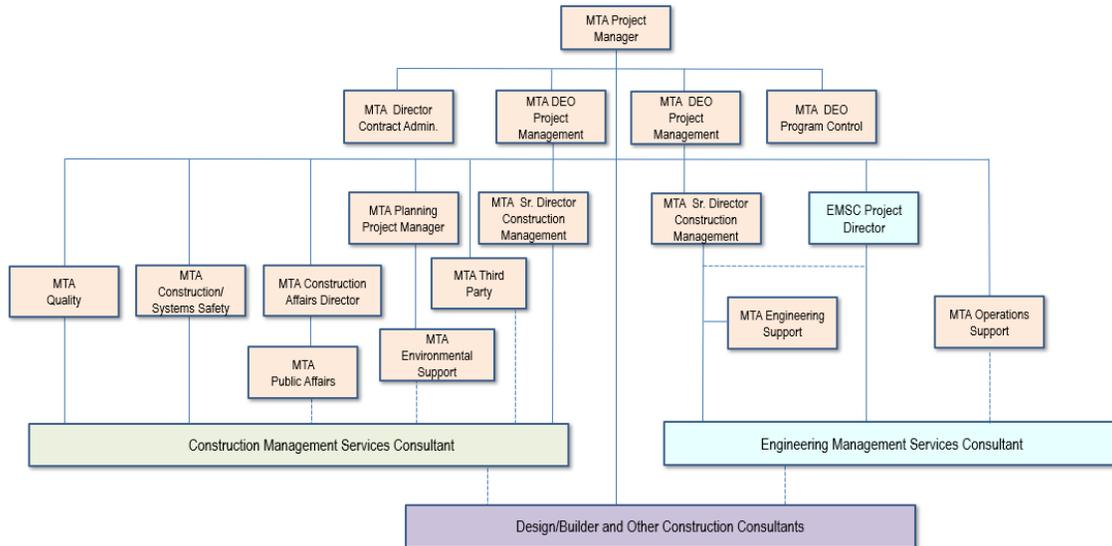
**AMERICAN RESCUE PLAN ACT - CAPITAL INVESTMENTS PROGRAM (ARPA-CIG)

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 February 2025, there were a total of 25.1 FTEs for MTA's Project Administration Staff and 56.9 FTEs for Consulting Staff. The total project staffing for February 2025 was 82 FTEs.*

Total Project Staffing – Metro and Consultants

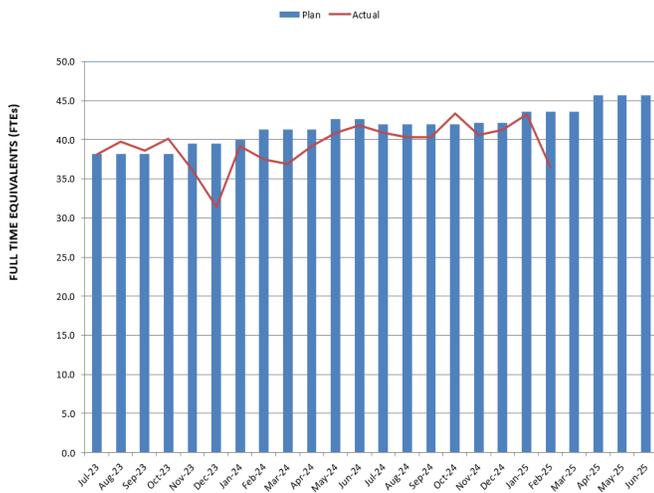


*Actuals include 7.4 FTEs related to Project Management Support Services, Program Control Support Services, System Engineering and Tracks Support Services, Construction Claims Support Services, and Quality Management Consulting Services.

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

Parcels W-3301, W-3303, W-3304, W-3505: Closed and all settlements reached and recorded with the courts. Metro is in the process of extending the Temporary Construction Easement (TCE) lease agreements.

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:
 - *Rail Testing Equipment Qualifications*
 - *Construction Work Plan for Track Electrical Testing*
 - *Construction Work Plan for Decking Removal-WRS*

ENVIRONMENTAL

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

CONSTRUCTION AND COMMUNITY RELATIONS

- *Produced and distributed twenty (20) construction work notices which include specific construction location updates, targeted properties for Wilshire closure, targeted properties for Century City Deck Removal, monthly Look Ahead summaries and weekly construction work updates.*
- *Conducted one-on-one stakeholder meetings in person and online with Century City Property Managers, Property Owners, the Century City BID, The Century City Chamber and Council District 5 regarding upcoming deck removal and street closures on Constellation and the intersection of Avenue of the Stars. Continued outreach to Beverly Hills stakeholders to address their needs in advance of and during the Wilshire Blvd. closure. Attended construction coordination meetings for PLE2 in Beverly Hills and Century City. Continued individual contact with commercial and residential stakeholders as needed in Beverly Hills and Century City. Extensive outreach for community meetings including distribution of digital notices, direct emails, postcard mailers, Metro Bus detour maps, 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, created a mailer to inform residents and businesses about the 3-week closure of Wilshire Bl to be sent to residents and businesses within Beverly Hills and to (4) Los Angeles zip codes surrounding the detour route for the closure.*
- *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. Created contacts for ESP to create a pedestrian wayfinding map for S. Beverly Dr. businesses. Updated Facebook/X (formerly Twitter) and website as needed.*

CREATIVE SERVICES

- *Conducted walk-through of station artwork areas at the Wilshire/Rodeo and Century City Stations.*
- *Reviewed and responded to Contractor RFI 518.1 Porcelain Wall Tile Substitution.*
- *Continued management of artwork design development for integrated station artworks.*
- *Continued coordination with arts and cultural stakeholders.*
- *Ongoing review of project submittals for potential signage impacts.*
- *Ongoing coordination of RFI responses for signage consistency between sections.*
- *Continued assessment of Project operating impacts to signage between sections and systemwide.*

SAFETY & SECURITY

- *TPOG reported zero (0) Recordable Injuries in March 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 March Monthly Safety and Security Meeting for Section 2 Westside-Purple Line Extension Contractors was conducted on March 28, 2025.*
- *TPOG reported 138,773 actual work hours in March 2025.*
 - *TPOG provided and included an updated tabulation correction of 11,402 Work Hours in the previous month of 2025.*
- *TPOG Project to Date Work Hours are 5,304,699 with fifty- seven (57) Recordable Injuries and twelve (12) days Away from Work Injuries.*
- *The Recordable Injury Rate for the Project is 2.15. The Bureau of Labor Statistics reports that the National Average Recordable Injury Rate is 2.3.*

APPENDIX CHRONOLOGY OF EVENTS

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

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

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

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

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

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

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