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**TO:** DISTRIBUTION

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**SUBJECT:** PURPLE (D LINE) EXTENSION PROJECT SECTION 1  
SEPTEMBER 2025 QUARTERLY PROJECT STATUS REPORT

Enclosed herewith is the Quarterly Project Status Report for the Purple (D Line) Extension Project Section 1. This report contains the Los Angeles County Metropolitan Transportation Authority's (LACMTA) representation of the Purple (D Line) Extension Project Section 1 status for the period ending September 26, 2025.

If you have any questions regarding this report or its supporting information, please contact Salvador Chavez, Deputy Executive Officer, Program Control at (323) 900-2188.

JC: ah  
Enclosure

**PURPLE (D LINE) EXTENSION PROJECT** Section 1



**Metro**<sup>®</sup>



# **Purple (D Line) Extension Project**

## **Section 1**

### **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).

**September 2025**

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## PROJECT OVERVIEW

### Project Background

Section 1 of the Purple (D Line) Extension Project is the first of three sections to be designed and constructed as part of the Los Angeles County Metropolitan Transportation Authority (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 all three sections of the Project were environmentally cleared and adopted by LACMTA Board of Directors.

Section 1 will extend the existing Purple (D Line) by 3.92 miles beginning at the Wilshire/Western Station. From this station, the twin tunnel alignment will travel westerly within the existing Wilshire Boulevard right-of-way. Stations will be located at the intersections of Wilshire/La Brea, Wilshire/Fairfax, and Wilshire/La Cienega. All three of the station boxes will be located within the Wilshire Boulevard right-of-way with station portals extending to off-street entrances. Two of the stations, Wilshire/La Brea and Wilshire/Fairfax, are within the jurisdiction of the City of Los Angeles. The Wilshire/La Cienega Station is within the City of Beverly Hills jurisdiction.



The Wilshire/La Brea Station box will be located under the center of Wilshire Boulevard in-between Detroit Street and Orange Drive. A double crossover will be located east of the station box. The station entrance will be on the northwest corner of Wilshire Boulevard and La Brea Avenue.

The Wilshire/Fairfax Station box will be located under the center of Wilshire Boulevard west of Fairfax Avenue to the west of Ogden Drive. The station entrance will be on the southeast corner of Wilshire Boulevard and Orange Grove Avenue.

The Wilshire/La Cienega Station box will be located under the center of Wilshire Boulevard immediately east of La Cienega Boulevard. A double crossover will be located east of the station box. The station entrance will be on the northeast corner of Wilshire and La Cienega Boulevards. Since the station will be the terminus station for Section 1, tail tracks will be located west of the station box.

### **Major Procurements**

#### Contract C1034 – Wilshire/Fairfax Exploratory Shaft

Metro constructed an exploratory shaft to observe ground conditions prior to the award of Contract C1034. The location of the exploratory shaft was adjacent to the future Wilshire/Fairfax Station. The construction of the shaft included furnishing and installing monitoring instruments, ventilation, and record and report instrumentation data during the excavation of the shaft. After construction of the shaft, the shaft was maintained for an observation period. Afterwards, the shaft was dismantled, and the site backfilled in a condition acceptable to the property owner. The contract was substantially completed on October 31, 2014.

#### Contract C1048 – Wilshire/La Brea Advanced Utility Relocations

The work scope of this contract included the relocation of existing LADWP power and water utilities and a sewer line within the construction limits of the Wilshire/La Brea Station. The contractor was responsible for working in streets, procuring materials, and coordinating with the utility owner. The contractor constructed the new facilities in accordance with the utility plans and specifications, provided traffic control, restored streets, and supported utility crews installing cabling and during cut-over of the existing utilities. The contract was substantially completed on October 27, 2014.

#### Contract C1055 – Wilshire/Fairfax Advanced Utility Relocations

The work scope of this contract included the relocation of existing LADWP power and water utilities within the construction limits of the Wilshire/Fairfax Station. The contractor was responsible for working in streets, procuring materials, and coordinating with the utility owner. The contractor constructed the new facilities in accordance with utility plans and specifications, provided traffic control, restored streets, and supported utility crews installing cabling and during cut-over of the existing utilities. The contract was substantially completed on October 7, 2015.

#### Contract C1056 – Wilshire/La Cienega Advanced Utility Relocations

The work scope of this contract included the relocation of existing City of Beverly Hills water, storm drain and sewer utilities within the construction limits of the Wilshire/La

Cienega Station. The contractor was responsible for working in streets, procuring materials, and coordinating with the utility owner. The contractor constructed the new facilities in accordance with utility plans and specifications, provided traffic control, restored streets, and supported utility crews during cut-over of the existing utilities. The contract was substantially completed on August 5, 2016.

Contract C1045 – 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).

The Design/Build contract provides for final design and construction of the infrastructure along the 3.92-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 finish work. A retrieval shaft will be constructed to the west of the existing Wilshire/Western Station for extraction of the tunnel boring machines. Three underground stations are to be constructed, two with double-crossovers, and the terminus station to include tail tracks. Each station has a single entrance plaza with stairs, escalators and elevators which meet ADA requirements. The scope of work includes all architectural finishes, mechanical, electrical, systems and equipment including train control, traction power, communications, trackwork and the system tie-in to the existing Metro Purple (D Line), testing and commissioning.

Contract C1078 – Division 20 Maintenance-of-Way and Non-Revenue Vehicle Building Location 64

The Design/Build contract provided for the final design and construction of a new Maintenance-Of-Way (MOW) store and Non-Revenue Vehicle (NRV) building at the south end of the existing Division 20 Yard (Location 64). The displacement of the former MOW stores building and NRV facility is due to the future turn-back facility site in the yard. The contract substantial completion date was extended from May 1, 2019 to August 31, 2019.

Metro Furnished Equipment

Metro has procured a contract to provide 34 Heavy Rail Vehicles (HRV) necessary to operate the extension to the Purple (D Line). An additional contract will be procured for the Universal Fare System (UFS). The scope of the HRV contract includes design, manufacturing, testing and delivery of the vehicles. The scope of the UFS contract will include design, fabrication and installation of equipment at the three stations and systems testing.

## **Program Management**

The Purple (D Line) Extension Project Section 1 is being managed under the direction of an Integrated Project Management Office (IPMO). WSP provides engineering and design support services, while the Westside Extension Support Team (WEST) provides construction management support services. An overview of staffing is provided under the Project Staffing section of this report. The on-site program management team is also supported by Metro Headquarters' resources including but not limited to engineering, risk management, environmental, quality management, operations and creative services departments.

Project Schedule and Budget: The Revenue Service Date (RSD) is Fall 2025.

The Original Budget of \$3.1 billion reflects the Life of Project Budget approved by the Board on July 24, 2014 plus Finance Charges of \$0.4 billion. The Current Budget and Current Forecast remain the same this period at \$3.7 billion. A detailed Life of Project Budget forecast is included under the Project Cost section of this report.

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

- Federal Section 5309 New Starts
- Federal Section 5339 Alternative Analysis
- Measure R – TIFIA Loan (Transportation Infrastructure Finance & Innovation Act)
- Measure R 35%
- State STIP RIP
- CMAQ (Congestion Mitigation & Air Quality)
- State Capital Project Loans
- City of Los Angeles

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's 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 as well as abnormal and emergency scenarios in which random combinations of system interactions are tested; equipment “burned-in;” and training of Metro personnel who will eventually operate and maintain the extension and for emergency services personnel. Activities occurring during Pre-Revenue Operations are carried out by a designated Metro Project Rail Activation Group.

## EXECUTIVE SUMMARY

*The Project is 98.81% complete based on earned value for design and construction from the formally submitted August 2025 schedule. Metro and the Design-Build Contractor are updating the schedule to reflect new milestone dates and the target Revenue Service Date (RSD) of Winter 2026. The details of the revised schedule, including updated progress and milestone information, will be reported once finalized.*

*The Project is now focused on systems testing, street restoration, and closeout activities. Street restoration work in the City of Beverly Hills continues, but the main effort has shifted toward completing systems integration and preparing for revenue service.*

### Design Status

The C1045 Contractor Skanska, Traylor and Shea (STS) and their final design team Parsons Transportation Group (PTG) completed final design in June 2017.

The Engineering Management Services (EMS) team continues to provide engineering services to the C1045 Design/Build Contract during construction.

### Construction Status

Reach 1-4 Tunnel (Wilshire/Western to Wilshire/La Cienega): systems testing is ongoing project-wide.

Wilshire/La Brea Station: civil restoration on Wilshire Boulevard work continues. Plaza entrance structure finishes and art installations are ongoing. Elevator and escalator work in preparation for inspection is moving forward. Systems testing is ongoing.

Wilshire/Fairfax Station: civil restoration on Wilshire Boulevard work is progressing. Entrance structure, art and plaza finishes continue. Elevators and escalators work in preparation for inspections is ongoing. Systems testing is advancing.

Wilshire/La Cienega Station: civil restoration work on Wilshire Boulevard continues. Entrance structure and plaza finishes are advancing. Art installations and systems testing are ongoing. *Elevators and escalators work in preparation for inspections is moving forward.*

The C1045 Design/Build Contractor has taken possession of the rail site at the Division 20 Rail Yard. The rail welding subcontractor commenced production welding on October 23, 2020. The welding of running rail at the Division 20 Rail Yard was completed on December 9, 2020. Rail deliveries from the rail yard to Wilshire/La Brea Station commenced on March 29, 2021. Rail delivery for the entire Reach 1 (Wilshire/Western to Wilshire/La Brea) tunnel was completed in December 2021. All running rail stored in the yard was moved to the project site by the end of July 2022. The Purple (D Line) Project Section 1 storage area in the Division 20 Yard has been turned over to the Portal Widening Project. An area near 6th Street bridge is being used for project material delivery.

**Cost and Schedule Summary**

Metro incorporated a new work completion schedule for the C1045 Design/Build Contract’s remaining work focusing on remaining civil restoration and appendage construction, architectural and MEP (mechanical, electrical, plumbing) work, systems infrastructure installation, testing, etc. Based on this new work completion schedule, the Contract's substantial completion date has been adjusted from June 29, 2024, to July 5, 2025.

*Metro has received the formally submitted August 2025 schedule update for the C1045 Design/Build Contract, which reports the substantial completion date 339 calendar days after the current contractual date of July 5, 2025.*

*Metro and the Design-Build Contractor are developing a revised schedule to reflect updated milestone dates in support of the Project’s new target Revenue Service Date (RSD) of Winter 2026. Until the revised schedule is finalized, the Project will continue to report progress and critical path information based on the August 2025 schedule.*

The Project's critical path for substantial completion runs through the scope of work associated with the COBH street restoration activities. A summary graphic of the critical path is found on Page 14.

**C1045 Design-Build Contract Schedule Metrics**

	<b>Original Contract Date/Duration</b>	<b>Time Extension (CD)</b>	<b>Current Contract Schedule</b>	<b>Forecast (Metro PMS)</b>	<b>Variance CD (Trending)</b>
NTP	01/12/2015				
Substantial Completion	06/09/23	757	07/05/25	06/09/26	-339 days

The Current Cost Forecast for the Project is \$3.7 billion. Detailed cost and budget information is provided on Page 17.

The following open claim is being evaluated:

- Claim TBD – RFC-12 (Early Completion)

**Key Management Concerns**

Item: *The C1045 Design/Build Contractor's formal August 2025 schedule update forecasts a substantial completion date in June 2026. COBH's street restoration activities are driving this forecast date.*

Status/Action: *The Contractor's upcoming schedule revision will support the Project's target Revenue Service Date (RSD) of Winter 2026. COBH street restoration continues to drive the substantial completion date, but does not affect systemwide integrated testing, nor the RSD. SIT-2 testing is in progress.*

Project Construction Photos



Wilshire/Western Station Yard Backfill Compaction



Wilshire/La Brea Station Escalator Operation & Adjustment Testing



Wilshire/Fairfax Station LAFD Emergency Exit Testing



Wilshire/La Cienega Station Elevator 3 & 4 ADA Compliance Verification



Reach 1 Tunnel (Western to La Brea) - Walk Through Before Track Energization

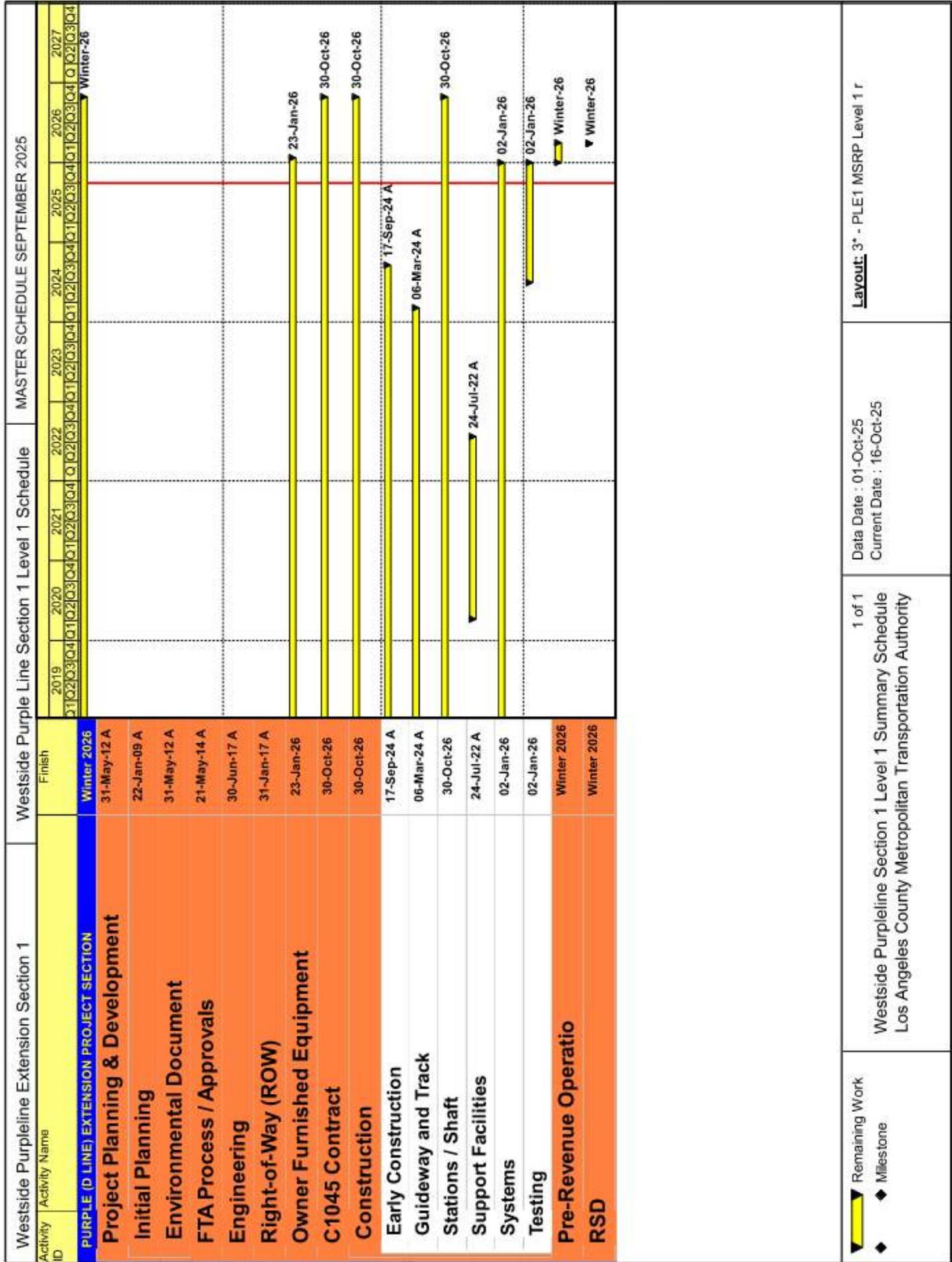


Reach 2 Tunnel (La Brea to Fairfax) - Fiber Cable Preparation for Splicing

# PROJECT STATUS

## PROJECT SCHEDULE

### Project Summary Schedule

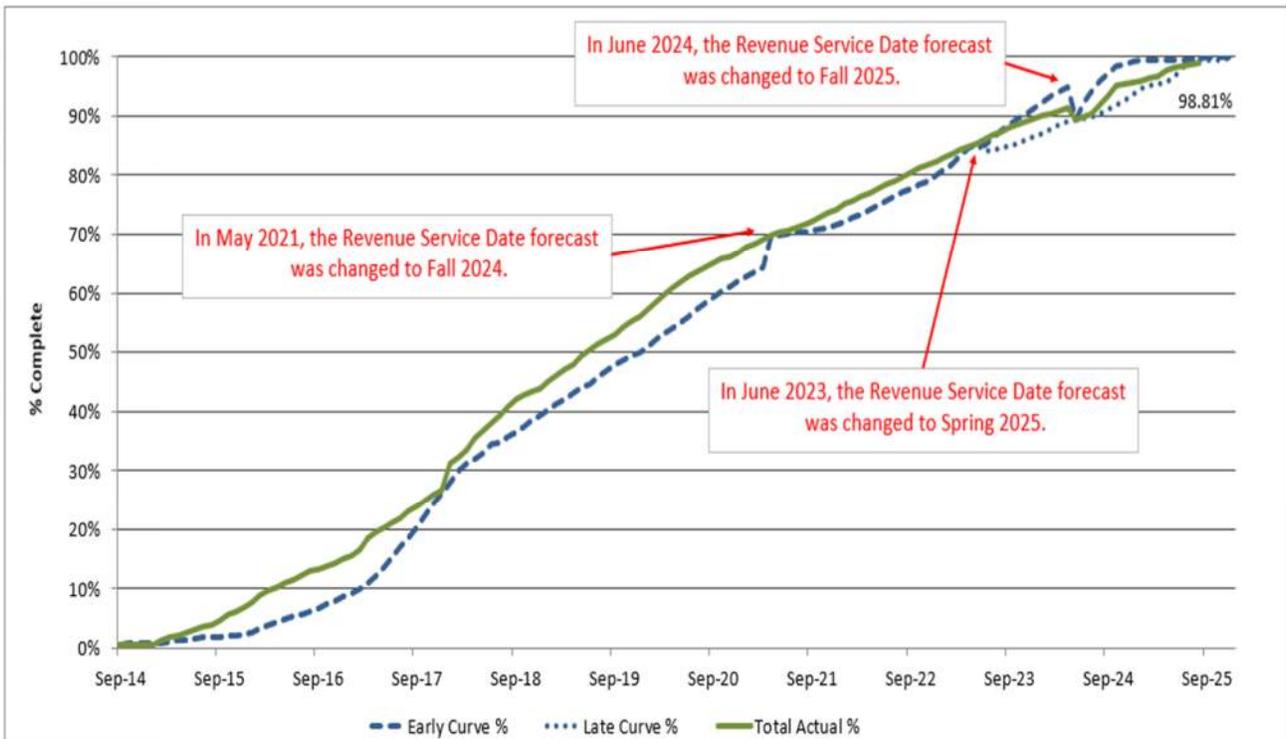


**Progress Summary**

	Status	Change from Last Period	Comment
Forecast Revenue Service	Fall 2025	None	
TIFIA Revenue Service	10/31/2024	None	
FFGA Revenue Service	10/31/2024	None	
<b>Final Design Progress:</b>			
Contract C1045	100.0%	0.0%	
Contract C1078	100.0%	0.0%	
<b>Construction Contracts Progress:</b>			
Contract C1048	100.0%	0.0%	Completed on Schedule
Contract C1045	98.7%	0.2%	
Contract C1055	100.0%	0.0%	Completed on Schedule
Contract C1056	100.0%	0.0%	Completed on Schedule
Contract C1078	100.0%	0.0%	Completed

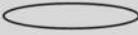
**Note:** Physical completion assessment reflects work completed and work in progress.

**Planned vs. Actual Progress**



**Key Milestone Six-Month Look Ahead**

	Milestone Date	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26
Systemwide: Commenced SCADA Testing - Ventilation	09/09/2025 A	⬡					
Systemwide: Commenced SCADA Testing - Gas	09/17/2025 A	⬡					
Systemwide: Tested SCADA - Train Control	09/23/2025 A	⬡					
Systemwide: Commence SCADA - DC Breakers	10/06/25		⬡				
Systemwide: Commence SCADA - Traction Power	10/06/25		⬡				
Systemwide: Commence SCADA - Emergency Trip	10/09/25		⬡				
Tentative Start for Emergency Drills	Nov-25			⬡			
Continue Phase II Systemwide Testing	Nov-25			⬡			
Projected Completion of SIT-2 Testing	Dec-25				⬡		
Continue Wilshire/La Cienega Station Civil Restoration	Jan-26					⬡	
Target Revenue Service Date	Winter 2026					⬡	⬡

 MTA Staff     
  MTA Board Action     
  FTA (Federal Transit Administration)     
  Utility Company  
 Other Agencies     
  Contractors     
  Design Consultant     
  D/B Contractor  
 "A" following date is actual and completed     
 \* New

**Major Equipment Delivery**

**MAJOR EQUIPMENT DELIVERY**

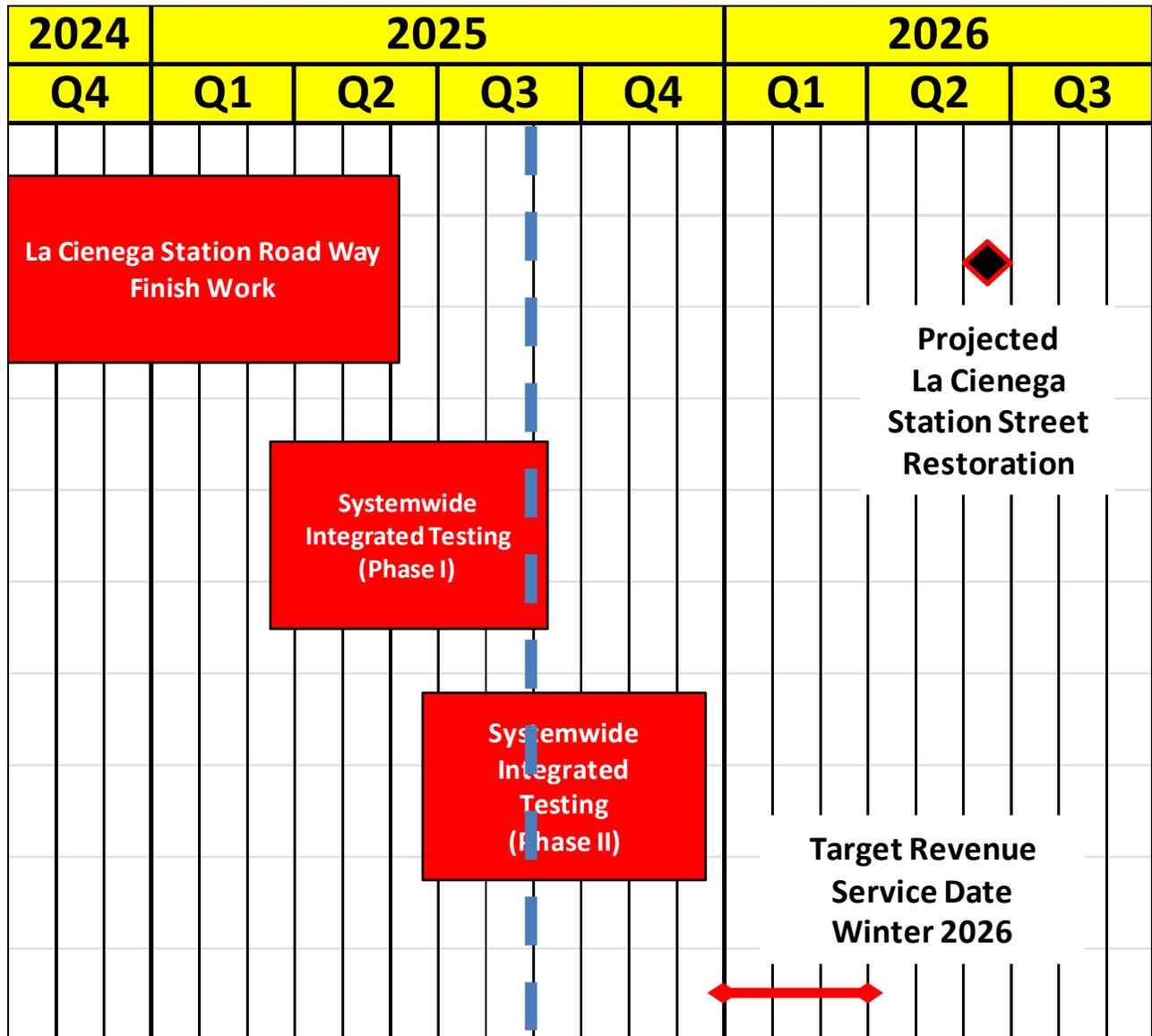
	Submittal	Procurement	Delivery	Installation
<b>C1045 DESIGN/BUILD*</b>				
Tunnel Boring Machine	1/29/16A	8/14/17A	12/15/17A	7/13/18A
Emergency Ventilation Fans	11/30/18A	4/1/19A	12/1/21A	12/21/21A
Station Elevators	4/27/18A	4/27/18A	04/10/23A	2/29/24A
Station Escalators	4/27/18A	4/27/18A	7/21/21A	2/6/23A
Track - Running Rail	7/9/19A	8/9/19A	4/9/20A	10/18/21A
Traction Power Equipment	5/29/20A	11/5/21A	1/8/22A	4/28/23A
Automatic Train Control	4/1/16A	7/1/16A	12/20/16A	1/13/23A
SCADA RTU System	2/2/17A	1/16/18A	5/18/18A	2/23/24A
Radio System	2/2/17A	2/3/20A	2/19/24A	2/20/24A
<b>Heavy Rail Vehicles***</b>	7/16/15A	5/1/19A	6/10/24A	Winter 2026
<b>Universal Fare System**</b>	2/15/21A	9/30/21A	7/15/23A	4/28/25A

\* Dates derived from STS's August 2025 Schedule

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

\*\*\* Metro supplied equipment

**Project Critical Path**



*Metro and the Design-Build Contractor are updating the schedule to reflect new milestone dates and the target Revenue Service Date (RSD) of Winter 2026. The Project will report on the current critical path from August 2025 until the details of the revised schedule, including updated progress and milestone information, are finalized. The Project’s critical path continues to run through the remaining street restoration work at Wilshire/La Cienega Station in the City of Beverly Hills (COBH).*

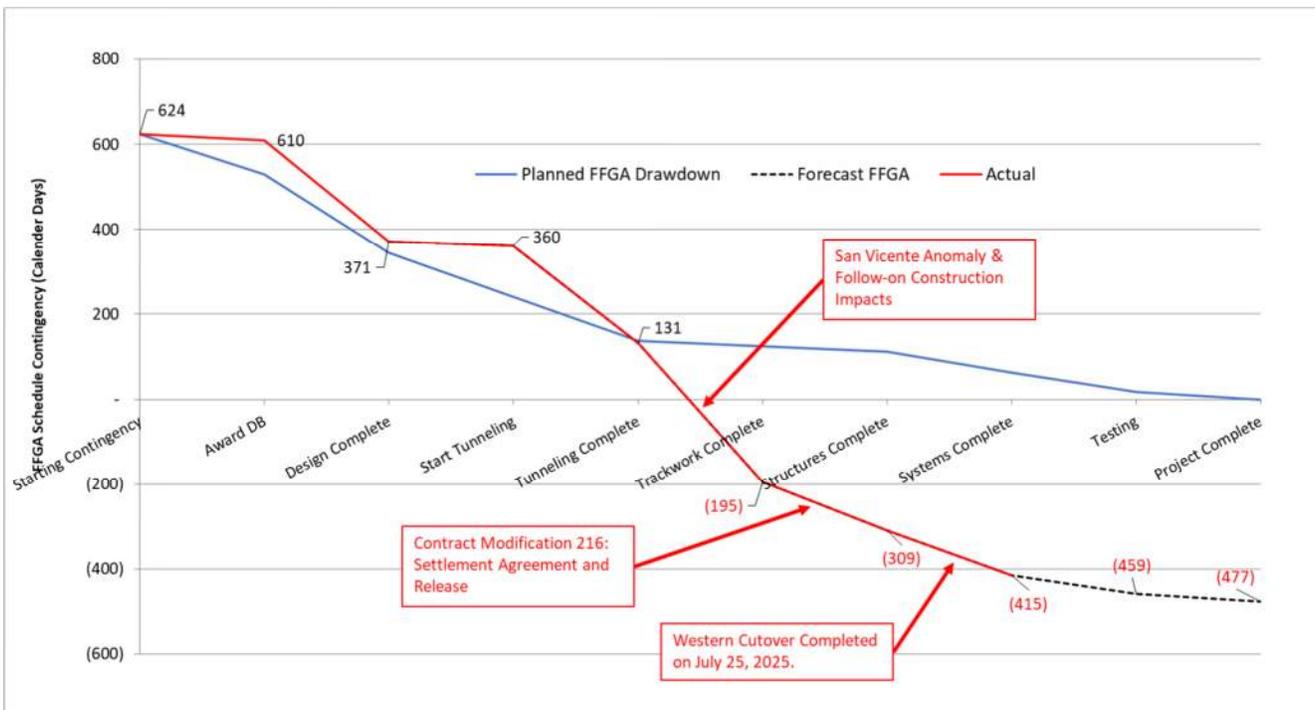
### Project Schedule Contingency Drawdown Analysis

The project schedule contingency drawdown model is based on the FFGA RSD of October 2024. The Project Master Schedule (PMS) reports an RSD of Fall 2025. Trackwork was completed in February 2024, and the Project’s structures were completed in November 2024. The FFGA schedule contingency drawdown curve has been adjusted based on the latest milestone achievement.

At the start of TBM mining in October 2018, there was approximately one year of float between the Project’s forecast RSD and the FFGA target date. However, this float buffer was eroded due to impacts associated with the Reach 3 anomaly, which hindered TBM tunnel mining progress and impacted follow-on construction activities, resulting in a later-than-planned actual completion of this milestone.

In July 2024, Executed Modification 216 revised the C1045 Contract’s substantial completion date from June 29, 2024, to July 5, 2025. The latest major milestone achieved by the PLE1 Project was the completion of the Wilshire/Western cutover, which occurred on July 25, 2025, and marks the completion of systems installation and into testing.

According to the FFGA float drawdown model, the Project RSD exceeds the FFGA target date. The next planned update for this model is scheduled after the completion of testing.



**Risk Management Narrative**

**Summary of Risks**

One new risk was identified during the quarterly Risk Register meeting, and two risks were closed during this period. A total of eighteen (18) risks are to be managed in this quarter.

Of the eighteen (18) risks, two (2) are scored as high, two (2) as medium, and fourteen (14) as low.

The next Purple (D Line) Extension Project Section 1 Risk Register quarterly update is scheduled for October 2025.

**Top Risks**

The table below shows the top project risks:

<b>Risk ID</b>	<b>Risk Description</b>	<b>Risk Score</b>	<b>Action Items</b>
PLE1-000015	Delay in vehicle delivery.	<b>10</b>	<ol style="list-style-type: none"> <li>1. Metro Operations plans to open WPLE1 using the existing A650 fleet and 30 new HR4000 HRVs.</li> <li>2. As of October 2025, 34 HR4000 HRVs have been delivered to LA Division 20. 24 HRVs have been conditionally accepted for revenue service.</li> <li>3. The HR4000 Project Team and Operations continue to support SIT testing and commissioning, including loaning HR4000 vehicles to PLE1. Using existing A650 HRVs has further mitigated HRV availability risks.</li> <li>4. Based on current fleet status, this risk will most likely be downgraded in the next register update.</li> </ol>
PLE1-000019	ROC interface with PLE1 SCADA points.	<b>6</b>	<ol style="list-style-type: none"> <li>1. The current challenge is to complete SCADA (SIT1) testing so that the 'tested' SCADA data points can be handed over to the ROC. This testing must be completed and handed over after the Western cutover.</li> </ol>

## **PROJECT COST**

### **Project Cost Analysis – 865518**

DOLLARS IN THOUSANDS

SCC CODE	DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		EXPENDITURES		CURRENT FORECAST		CURRENT BUDGET / FORECAST VARIANCE
			PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
10	GUIDEWAY & TRACK ELEMENTS	388,294	-	544,157	-	541,830	43	541,329	-	544,157	-
20	STATIONS, STOPS, TERMINALS, INTERMODAL	440,621	-	698,828	-	690,215	3,377	686,763	-	698,828	-
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	43,323	-	45,702	-	45,702	-	45,702	-	45,702	-
40	SITework & SPECIAL CONDITIONS	751,566	-	907,783	5,085	891,894	3,168	871,911	-	907,783	-
50	SYSTEMS	113,574	-	163,322	1,139	146,655	3,398	140,622	-	163,322	-
<b>CONSTRUCTION SUBTOTAL (10-50)</b>		<b>1,737,378</b>	<b>-</b>	<b>2,359,792</b>	<b>6,225</b>	<b>2,316,295</b>	<b>9,986</b>	<b>2,286,328</b>	<b>-</b>	<b>2,359,792</b>	<b>-</b>
60	ROW, LAND, EXISTING IMPROVEMENTS	175,634	-	210,910	-	202,980	-	202,439	-	210,910	-
70	VEHICLES	160,196	-	108,302	-	99,230	-	47,211	-	108,302	-
80	PROFESSIONAL SERVICES	412,710	-	622,375	3,532	634,636	3,184	604,381	-	622,375	-
<b>SUBTOTAL (10-80)</b>		<b>2,485,918</b>	<b>-</b>	<b>3,301,380</b>	<b>9,757</b>	<b>3,253,142</b>	<b>13,170</b>	<b>3,140,360</b>	<b>-</b>	<b>3,301,380</b>	<b>-</b>
90	UNALLOCATED CONTINGENCY	248,592	-	13,130	-	-	-	-	-	13,130	-
100	FINANCE CHARGES	375,470	-	375,470	-	194,652	-	194,652	-	375,470	-
<b>TOTAL PROJECTS 465518 &amp; 865518 (10-100)</b>		<b>3,109,980</b>	<b>-</b>	<b>3,689,980</b>	<b>9,757</b>	<b>3,447,793</b>	<b>13,170</b>	<b>3,335,012</b>	<b>-</b>	<b>3,689,980</b>	<b>-</b>
ENVIRONMENTAL/PLANNING - 405518		8,505	-	8,505	-	8,505	-	8,505	-	8,505	-
ENVIRONMENTAL/PLANNING - 465518		30,865	-	30,865	-	30,865	-	30,852	-	30,865	-
<b>TOTAL PROJECTS 405518 &amp; 465518 (ENV / PLAN'G)</b>		<b>39,370</b>	<b>-</b>	<b>39,370</b>	<b>-</b>	<b>39,370</b>	<b>-</b>	<b>39,357</b>	<b>-</b>	<b>39,370</b>	<b>-</b>
<b>TOTAL PROJECTS 405518, 465518 &amp; 865518</b>		<b>3,149,350</b>	<b>-</b>	<b>3,729,350</b>	<b>9,757</b>	<b>3,487,163</b>	<b>13,170</b>	<b>3,374,369</b>	<b>-</b>	<b>3,729,350</b>	<b>-</b>

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

### **Original Budget**

The Original Budget of \$3.1 billion reflects the Board approved Life of Project Budget approved on July 24, 2014 plus Finance Charges of \$0.4 billion.

### **Current Budget and Current Forecast**

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

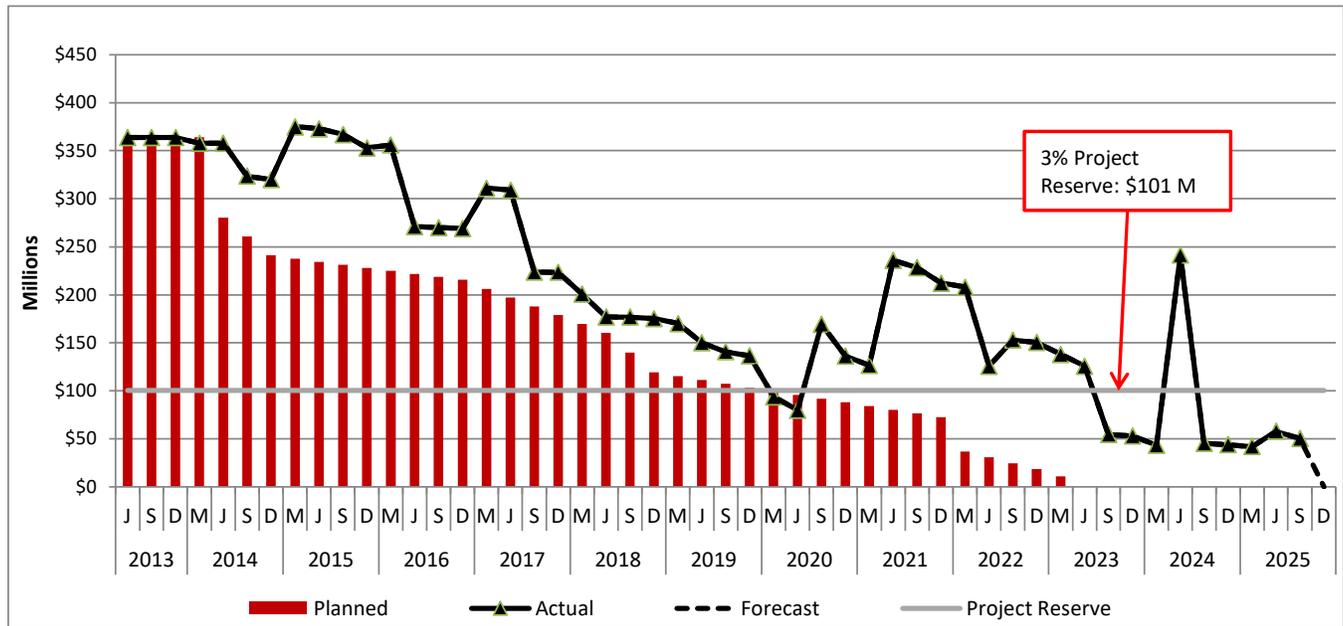
### **Commitments**

*Commitments increased by \$9.8 million primarily due to the City of Beverly Hills FY26 Annual Work Plan and the C1045 Design/Build Contract. The \$3.5 billion in Commitments to Date represents 93.5% of the Current Budget.*

### **Expenditures**

*Expenditures increased by \$13.2 million primarily due to costs associated with the C1045 Design/Build Contract, City of Beverly Hills Memorandum of Agreement, City of Los Angeles Master Cooperative Agreements, Engineering Management Support Services, Construction Management Support Services and Metro Project Administration. The \$3.4 billion in Expenditures to Date represent 90.5% of the Current Budget.*

**Cost Contingency Drawdown**



**Cost Contingency Drawdown Analysis**

The Project’s Original Budget of \$3.1 billion (plus Finance Charges of \$0.4 billion) included a project cost contingency of \$320.6 million or 10.2% of the total project budget. To date, the Project has experienced differing site conditions, an increase in third party and safety requirements, and changes in scope.

The Board approved to increase the Life-of-Project (LOP) Budget by \$5.0 million in 2016, \$200.0 million in 2020, \$150.0 million in 2021, and \$225.0 million in 2024. The 3% project reserve is currently \$100.6 million to address cost contingency drawdowns and fund ongoing expenses. As of July 2024, the remaining contingency balance is below the 3% project reserve threshold of \$100.6 million.

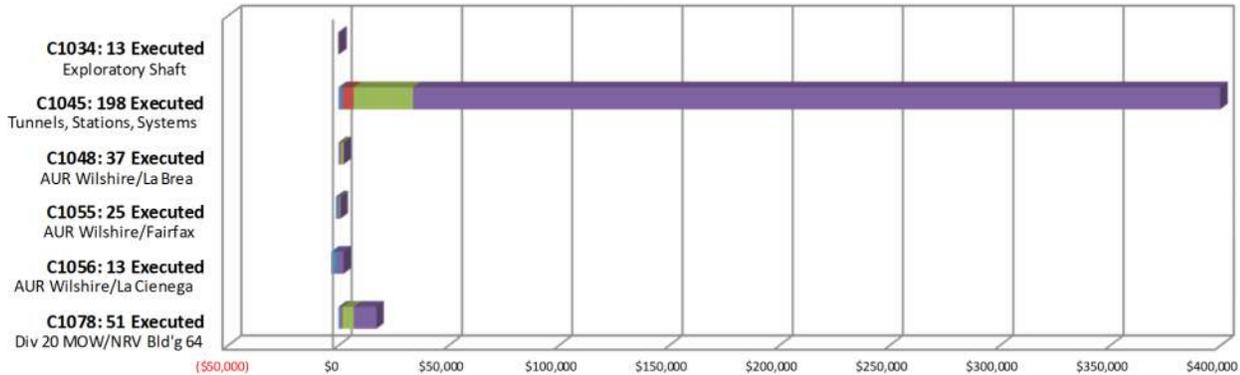
The Project Cost Contingency Drawdown curve has been adjusted to reflect a Fall 2025 Revenue Service Date (RSD) forecast.

*The Allocated Contingency decreased by \$6.2 million due to modifications and change orders for the C1045 Design/Build Contract.*

PROJECT COST CONTINGENCY					
DOLLARS IN THOUSANDS					
	Original Contingency (Budget)	Previous Period	Current Period	To-Date	Remaining Contingency (Forecast)
Unallocated Contingency	248,592	(235,461)	-	(235,461)	13,130
Allocated Contingency	71,963	(28,641)	(6,160)	(34,801)	37,163
<b>Total Contingency</b>	<b>320,555</b>	<b>(264,102)</b>	<b>(6,160)</b>	<b>(270,262)</b>	<b>50,293</b>

**Summary of Contract Modifications**

**Contract Modifications (MODs) by Cost Level**  
 Dollars in Thousands



	C1034 13 Executed	C1045 198 Executed	C1048 37 Executed	C1055 25 Executed	C1056 13 Executed	C1078 51 Executed	Total
■ Under \$100K	(164)	1,756	574	(1,179)	(3,325)	1,217	(1,121)
■ \$100K to \$250K	321	5,083	617	436	245	578	7,280
■ \$250K to \$1M	-	26,925	1,051	391	-	5,034	33,401
■ Over \$1M	-	366,040	-	-	1,983	10,309	378,332
<b>Total Contract MODs</b>	<b>157</b>	<b>399,804</b>	<b>2,242</b>	<b>(352)</b>	<b>(1,097)</b>	<b>17,138</b>	<b>417,892</b>
<b>Contract Award Amount</b>	<b>6,487</b>	<b>1,636,419</b>	<b>6,181</b>	<b>14,430</b>	<b>20,250</b>	<b>52,830</b>	<b>1,736,597</b>
<b>% of Contract MODs</b>	<b>2.4%</b>	<b>24.4%</b>	<b>36.3%</b>	<b>-2.4%</b>	<b>-5.4%</b>	<b>32.4%</b>	<b>24.1%</b>

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

Thirteen Contract MODs with a total value of \$0.2 million have been executed since the award of Contract C1034 – Exploratory Shaft Construction by Innovative Construction Solutions (ICS). The contract has been completed and is closed out.

*One hundred ninety-eight Contract MODs with a total value of \$399.8 million have been executed since the award of Contract C1045 – Tunnels, Stations, Trackwork, Systems and Systems Integration Testing by Skanska - Traylor - Shea, a Joint Venture.*

Thirty-seven Contract MODs with a total value of \$2.2 million have been executed since the award of Contract C1048 – Advanced Utility Relocations at Wilshire/La Brea by Metro Builders & Engineering Group, LTD. The contract has been completed and is closed out.

Twenty-five Contract MODs with a total value of (\$0.4) million have been executed since the award of Contract C1055 – Advanced Utility Relocations at Wilshire/Fairfax by W. A. Rasic Construction Company, Inc. The contract has been completed and is closed out.

Thirteen Contract MODs with a total value of (\$1.1) million have been executed since the award of Contract C1056 – Advanced Utility Relocations at Wilshire/La Cienega by Steve Bubalo Construction Co. The contract has been completed and is closed out.

Fifty-one Contract MODs with a total value of \$17.1 million have been executed since the award of Contract C1078 – Division 20 Maintenance-of-Way and Non-Revenue Vehicle Building Location 64.

## DISADVANTAGED BUSINESS ENTERPRISE (DBE)

<b>DBE Goal – Design</b> The percentage of funds apportioned to Design Contracts	20.25%
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<b>DBE Goal – Construction</b> The percentage of funds apportioned to Construction Contracts	17.00%
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*Skanska-Traylor-Shea Joint Venture (STS) made a 20.25% (design) and 17% (construction) Disadvantaged Business Enterprise (DBE) commitment on this contract. However, the U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program, including suspension of goals and enforcement, effective October 3, 2025. Metro is currently reviewing the Interim Final Rule (IFR) to identify necessary program and procedural changes to ensure full compliance.*

*As such, while the DBE commitment is not a factor, there are ninety-three certified small businesses participating in this contract. This is noteworthy since small businesses are vital for the economy as they drive job creation, foster innovation, and strengthen local communities.*

## PROJECT LABOR AGREEMENTS (PLA)

*As of August 2025:*

<b>Targeted Worker Goal</b> Construction work to be performed by residents from Economically Disadvantaged Areas in the United States	40.00%
<b>Targeted Worker Current Attainment</b>	63.93%
<b>Apprentice Worker Goal</b> Construction work to be performed by Apprentices	20.00%
<b>Apprentice Worker Current Attainment</b>	19.65%
<b>Disadvantaged Worker Goal</b> Construction work to be performed by disadvantaged workers	10.00%
<b>Disadvantaged Worker Current Attainment</b>	11.65%

## FINANCIAL/GRANT

### Status of Funds by Source

DOLLARS IN MILLIONS

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	\$1,250.000	\$1,250.000	\$1,250.000	\$1,198.364	96%	\$1,126.199	90%	\$1,081.521	87%
FEDERAL - SECTION 5309 NEW STARTS (ARPA-CIG**)	\$0.000	\$66.429	\$66.429	\$66.429	100%	\$66.429	100%	\$66.429	100%
FEDERAL CMAQ	\$12.171	\$12.171	\$12.171	\$12.171	100%	\$12.171	100%	\$12.171	100%
FEDERAL SECTION 5339 - ALTERNATIVES ANALYSIS	\$0.512	\$0.512	\$0.512	\$0.512	100%	\$0.512	100%	\$0.512	100%
MEASURE R - TIFIA LOAN	\$856.000	\$749.306	\$749.306	\$749.306	100%	\$749.306	100%	\$749.306	100%
MEASURE R 35%	\$869.178	\$1,567.159	\$1,567.159	\$1,376.608	88%	\$1,335.979	85%	\$1,241.187	79%
STATE STIP RIP	\$2.568	\$2.568	\$2.568	\$2.568	100%	\$2.568	100%	\$2.568	100%
STATE CAPITAL PROJECT LOANS - OTHERS *	\$83.648	\$5.932	\$5.932	\$5.932	100%	\$5.932	100%	\$5.932	100%
CITY OF LOS ANGELES	\$75.273	\$75.273	\$75.273	\$75.273	100%	\$75.273	100%	\$75.273	100%
<b>TOTAL</b>	<b>\$3,149.350</b>	<b>\$3,729.350</b>	<b>\$3,729.350</b>	<b>\$3,487.163</b>	<b>93.5%</b>	<b>\$3,374.369</b>	<b>90.5%</b>	<b>\$3,234.899</b>	<b>86.7%</b>

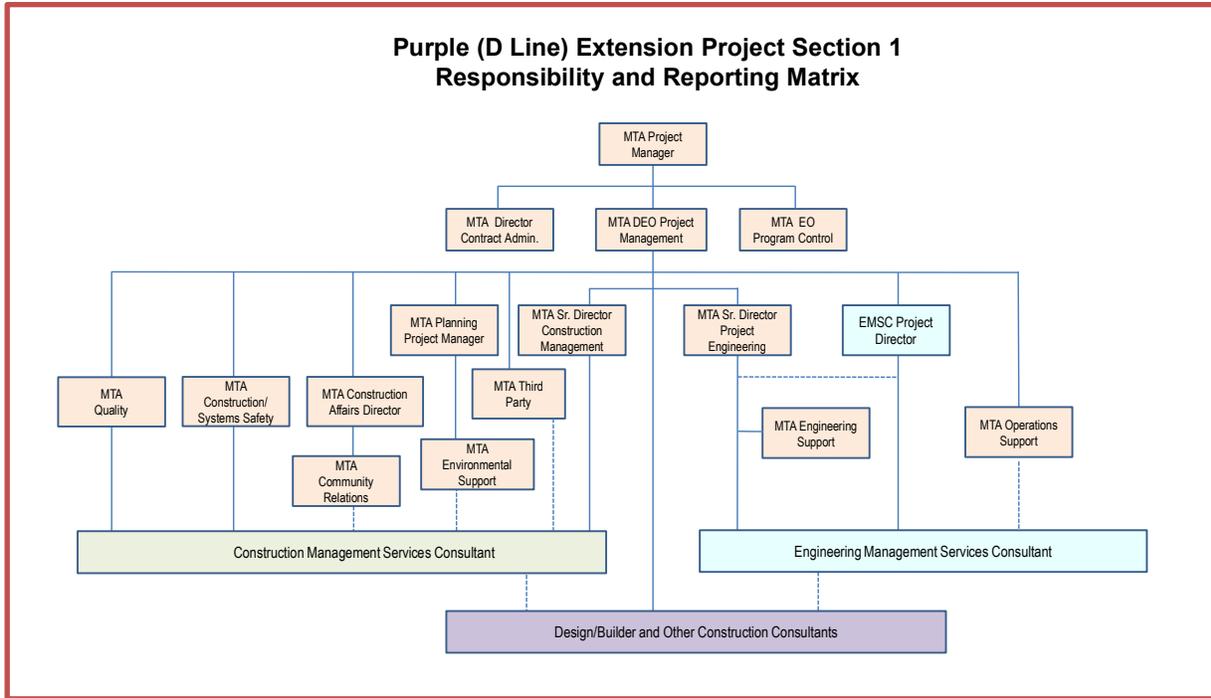
EXPENDITURES ARE CUMULATIVE THROUGH SEPTEMBER 30, 2025

\*OTHERS INCLUDE Prop A/C/TDA Admin (\$4.1M), General Fund (\$1.8M), and State Capital (\$0M)

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

## PROJECT ORGANIZATION AND STAFFING

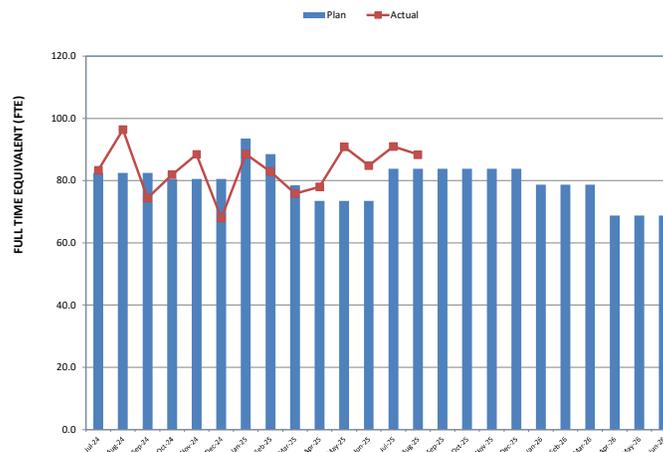
The Design/Build Contract is being managed by a joint team of Metro and consultant personnel jointly located at the Integrated Project Management Office (IPMO).



The overall FY26 Total Staffing Plan averages 78.8 FTEs per month.

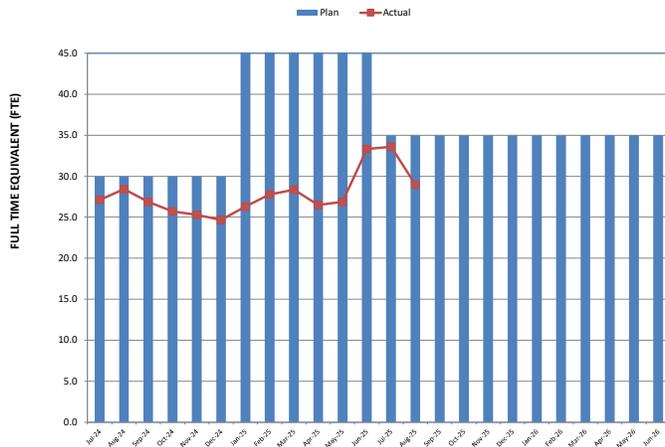
For August 2025 there were a total of 28.96 FTEs for MTA's Project Administration Staff and 59.39 FTEs for Consulting Staff. The total project staffing for August 2025 was 88.35\* FTEs.

### Total Project Staffing – Metro and Consultants



\*Actuals include 1.0 FTEs related to Project Management Support Services (PMSS).

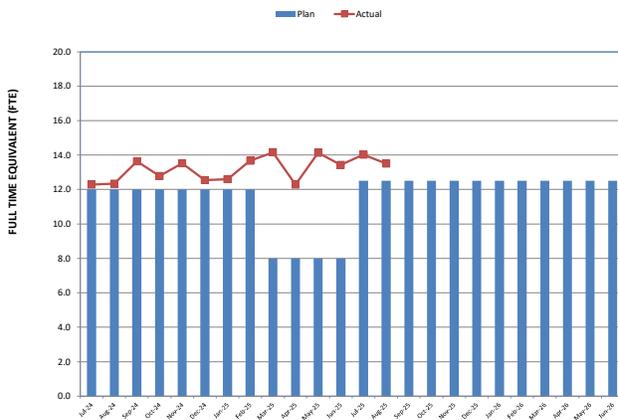
**Metro Staff**



**CM Support Services Staff (Consultant)**



**Engineering Services Staff (Consultant)**



**Staffing by Group**

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

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

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

All above data through August 2025

## REAL ESTATE

Purple Line Extension Section 1 - Real Estate Status Summary								
Description	Number of Parcels	Certified	Appraisals Completed	Offers Made	Agreements/ Settlements Signed	Relocations		Parcels Available
						Required	Completed	
Full Takes	9	9	9	9	9	109	109	9
Part Takes	6	6	6	6	6	0	0	6
TCE	4	4	4	4	3	0	0	4
<b>Total Parcels</b>	<b>19</b>	<b>19</b>	<b>19</b>	<b>19</b>	<b>18</b>	<b>109</b>	<b>109</b>	<b>19</b>

Metro has possession of all the parcels by either acquisition, possession and use agreements or stipulations. The C1045 Contractor has possession of all properties along the alignment needed to construct the Project.

The Final Order of Condemnation (FOC) for the parcel at Wilshire/Fairfax Station has been recorded, and the Project is ready to return this parcel to the property owner. Metro is preparing to return additional parcels that are not in use as well as extending Temporary Construction Easement (TCE) lease agreements for parcels that are still in use.

## QUALITY ASSURANCE

### C1045 – Tunnels, Stations, Trackwork, Systems and Systems Integration Testing

- Reviewed daily inspection reports from the Contractor/Field Technician and CMSSC oversight inspection personnel. Inspections show that the work is predominantly compliant.
- Reviewed and provided comments on quality-related submittals, construction work plans, project specifications, product data and quality manuals.
- Station quality progress:
  - Wilshire/La Brea – engaged in oversight activities for station entrance plaza hardscape and systems installation-LFAT and SIT1 (phase testing).
  - Wilshire/Fairfax – engaged in oversight activities for entrance structure hardscape and systems installation-LFAT/SIT (phase testing).
  - Wilshire/La Cienega – engaged in oversight activities for station entrance plaza hardscape and systems installation-LFAT (phase testing).
- Processed 72 surveillances, 39 Quality Action Requests (QARs) (all closed) and 36 Nonconformance Reports (NCRs) (34 closed/2 open):
  - Metro NCR-2022-001-Emergency Ventilation Fans Transition Hatches (hatch door difficult to open and close/design issue) – Closed
  - Metro NCR-2022-002-Tunnel Station Interface Seal Joint Leaks – resolution in progress – Open
  - Metro NCR-2024-001-Hydrocarbon Resistant Membrane/Seal Leaks – resolution in progress – Open

## ENVIRONMENTAL

- *Coordinated inspection and tagging of planted trees at Wilshire/La Cienega Station.*
- *Coordinated finalization of wastewater permits.*
- Conducted field environmental monitoring and spot inspections for stormwater BMPs and dust for C1045 and third-party work activities.

## CONSTRUCTION AND COMMUNITY RELATIONS

- Attended monthly/weekly meetings with City of Los Angeles Department of Transportation and the Bureau of Engineering, virtual Neighborhood Council meetings, monthly environmental mitigation meetings and daily/weekly internal construction update meetings for work in the cities of Los Angeles and Beverly Hills. Held meetings online and conducted monthly project update presentations to Beverly Hills residents and business stakeholders, elected officials' deputies, various stakeholders along the alignment and at construction community meetings.
- Corresponded with and presented to Los Angeles City Council district offices, the Board of Public Works, Los Angeles neighborhood councils, Greater Miracle Mile and Beverly Hills Chambers of Commerce, and City of Beverly Hills staff regarding construction effects on traffic and shared major stakeholder concerns.
- Continued helping "Eat, Shop, Play Spotlight" (ESP) reinvigorate its efforts to advertise and promote businesses that participate in ESP Wilshire and ESP Beverly Hills.
- Continued additional construction mitigations including business signage, street signs and print ads at no cost to businesses. Referred businesses to Metro's Business Interruption Fund (BIF) and ESP programs.
- Updated website, Facebook, and Twitter regularly. Placed monthly ads in local papers. Published quarterly Purple Line Extension (PLE) newsletter to email list.
- Conducted door to door outreach to businesses along Wilshire Blvd. for the Wilshire/La Cienega Station civil restoration work zone shift to the south side. Distributed monthly look-ahead notices door-to-door to residential and commercial properties. *Distributed construction notices door-to-door for the work near the Wilshire/La Brea Station.*
- *Produced and distributed thirty-two (32) construction work notices; the La Cienega Monthly look-ahead distributed by Walking Man; weekly construction look-ahead emails for Los Angeles and Beverly Hills community stakeholders; and monthly look-ahead emails for City of Beverly Hills officials.*

## CREATIVE SERVICES

- *Conducted night review of plaza artwork lighting calibrations for Wilshire/La Brea and Wilshire/La Cienega Stations.*
- Continued coordination with the Contractor on artwork lighting as well as with arts and cultural stakeholders.
- Signage addressing impacts at eight existing D Line Stations due to the phased construction of the Purple (D Line) Extension Project is currently in production.

## SAFETY & SECURITY

- *There were no recordable injuries, incidents or COVID cases in September.*
- Metro Safety staff conducted daily safety inspections, attended weekly Toolbox, Progress, readiness review and other Project meetings to evaluate the Contractor's safety program compliance with contract requirements.
- Metro Safety staff worked regularly with Program Management and Construction Relations staff to monitor issues related to public concerns regarding noise, traffic and public/construction interfaces as well as public interactions with the construction crews.
- Metro and STS have extra safety staff assigned to monitor safety performance and program changes instituted after the March 23, 2022 fatality.
- Metro Safety staff are conducting orientation with Metro Rail Operation staff to allow Metro crews and heavy rail vehicles onto the Project's construction sites and trackways.
- *August 2025 Contractor Work Hours (Design & Construction): 41,706*
- *Total Project to Date Work Hours (through August 2025): 11,106,986*
- *Recordable Injury Rate: 0.79 (44 Recordable Injuries) (each rate is per 200,000 work hours) (National Rate: 2.3)*
- *Project to Date Total Days Away (DART) Injury Rate: 0.09 (5 cases Days Away or Lost Time cases) (National Rate: 1.5)*

## APPENDIX CHRONOLOGY OF EVENTS

June 2007	Began Alternatives Analysis study.
January 2009	Board approval of Alternatives Analysis study and next phase.
February 2009	Began Draft Environmental Impact Statement/Report (EIS/EIR).
October 2010	Board approval of Draft EIS/EIR and selection of locally preferred alternative.
January 2011	FTA approval to enter Preliminary Engineering.
May 2011	Began Preliminary Engineering.
April 2012	Board certification of Final EIS/EIR and adoption of Project.
July 2012	Completion of Exploratory Shaft final design.
August 2012	FTA Record of Decision.
September 2012	Began Real Estate Acquisition.
November 2012	Began Final Design - C1048 - Advanced Utility Relocations contract – Wilshire/La Brea.
November 2012	Began Final Design - C1055 - Advanced Utility Relocations contract – Wilshire/Fairfax.
November 2012	Issued RFQ for C1045 Design/Build Contract.
December 2012	Began Final Design - C1056 - Advanced Utility Relocations contract – Wilshire/La Cienega.
January 2013	Began C1034 Exploratory Shaft construction.
February 2013	Received RFQ responses for C1045 Design/Build Contract.
June 2013	Issued RFP for C1045 Tunnels, Stations, Trackwork, Systems and Systems Integration Testing.
June 2013	Beginning of C1055 AUR Wilshire/Fairfax Bid Period.
July 2013	Submitted draft FFGA application.
July 2013	Completed Final Design - C1048 - Advanced Utility Relocations contract – Wilshire/La Brea.

July 2013	Submitted TIFIA loan application.
August 2013	Began C1048 Advanced Utility Relocations contract – Wilshire/La Brea.
August 2013	NTP for Construction Management Support Services Contract.
January 2014	Submitted application to FTA requesting an FFGA.
January 2014	Received RFP Proposals for Contract C1045.
February 2014	Beginning of C1056 AUR Wilshire/La Cienega Bid Period.
May 2014	FTA awarded FFGA.
May 2014	Received TIFIA Loan.
June 2014	Began C1055 Advanced Utility Relocations at Wilshire/Fairfax.
July 2014	Metro Board approved staff recommendation to award Contract C1045 and approved Life-of-Project Budget.
September 2014	Issued Invitation to Bid for Contract C1078.
October 2014	Issued C1056 Contract Award.
November 2014	Issued C1045 Contract Award.
January 2015	Issued C1045 Contract Notice to Proceed.
January 2015	Issued C1056 Contract Notice to Proceed.
February 2015	Received Contract C1078 Bids.
August 2015	Issued C1078 Contract Award.
September 2015	Issued C1078 Contract Notice to Proceed.
October 2015	Contract C1055 achieved substantial completion.
December 2015	Began piling operations for Wilshire/La Brea Station.
June 2016	Began deck beam and decking operations for Wilshire/La Brea Station.
August 2016	Began piling operations for Wilshire/Fairfax Station.
August 2016	Contract C1056 achieved substantial completion.
February 2017	Began deck beam and decking operations for Wilshire/Fairfax Station.

March 2017	Began piling operations for Wilshire/La Cienega Station.
June 2017	Completed decking operations for Wilshire/Fairfax Station.
September 2017	Began utility relocation work at the Wilshire/Western site.
October 2017	Began street decking for Wilshire/La Cienega Station.
November 2017	Began concreting activities for Wilshire/La Brea Station.
December 2017	Structural steel erection commenced at the Division 20 Maintenance-of-Way and Non-Revenue Vehicle Building Location 64.
January 2018	Completed decking operations for Wilshire/La Cienega Station.
February 2018	Began invert slab concrete placement at the Wilshire/La Brea Station.
April 2018	Wilshire/Fairfax Station excavation cleared the Paleo Zone (Elevation 105').
June 2018	Completed concrete wall pours needed to support TBM assembly at Wilshire/La Brea Station.
July 2018	Began delivery of TBM components to the Wilshire/La Brea Station site.
October 2018	Commenced Reach One's (1) mining operation with the launch of TBM #1 from Wilshire/La Brea Station.
November 2018	Launched TBM #2 from Wilshire/La Brea Station.
December 2018	Reached the bottom of excavation at the Wilshire/Western TBM retrieval site.
January 2019	Placed the temporary concrete slab at the Wilshire/Western TBM retrieval site.
February 2019	Reached the bottom of excavation at Wilshire/Fairfax Station.
March 2019	Completed mud mad placement at Wilshire/Fairfax Station.
April 2019	HDPE protection slab placement commenced at Wilshire/Fairfax Station.
May 2019	Achieved substantial completion for the C1078 Contract (Division 20 MOW/NRV Building Location 64) on May 1, 2019.
June 2019	Both TBM #1 (Soyeon) and TBM #2 (Elsie) completed Reach One (1) tunnel alignment mining.

July 2019	Began transport of both TBMs (#1 Soyeon and #2 Elsie) from the Wilshire/Western Shaft to Wilshire/La Brea Station.
August 2019	Completed invert concrete placement at Wilshire/Fairfax Station.
September 2019	Reached bottom of excavation at Wilshire/La Cienega Station.
October 2019	TBM #2 (Elsie) commenced Reach #2 tunnel drive.
November 2019	Completed 1 <sup>st</sup> lift exterior wall concrete placement at Wilshire/Fairfax Station.
December 2019	Commenced station invert concrete placement at Wilshire/La Cienega Station.
January 2020	Commenced Reach 1 cross passage excavation.
February 2020	Completed Wilshire/La Cienega Station invert concrete placement.
March 2020	Commenced Wilshire/La Brea Station roof concrete placement.
April 2020	Arrival of first rail delivery to the Division 20 Rail Yard.
May 2020	TBM #1 (Soyeon) completed Reach #2 tunnel drive. TBM #2 (Elsie) commenced Reach #3 tunnel drive.
June 2020	Completed 1st lift wall concrete placement (GL 3-15) at Wilshire/La Cienega Station. Completed Reach Two (2) tunnel mining.
July 2020	TBM #1 (Soyeon) commenced Reach #3 tunnel drive.
August 2020	Commenced concourse concrete placement at Wilshire/Fairfax Station.
September 2020	Completed first roof placement (Block 7) at Wilshire/La Cienega Station.
October 2020	Commenced welding running rail at the Division 20 Rail Yard.
November 2020	Placed protection slab at the Wilshire/La Cienega Station entrance.
December 2020	Completed welding of running rail at the Division 20 Rail Yard.
January 2021	The Purple TBM (Elsie) restarted Reach 3 tunnel drive and has reached the Wilshire/San Vicente anomaly site.
February 2021	The Purple TBM (Elsie) completed Reach 3 tunnel drive.

February 2021	Started Reach 1 tunnel invert concrete placement.
March 2021	The Red TBM (Soyeon) completed Reach 3 tunnel drive.
April 2021	The Purple TBM (Elsie) completed Tail Track tunnel drive.
May 2021	Completed TBM tunnel mining activities for the Project.
June 2021	Completed Reach 1 cross passage structures.
July 2021	Commenced TBM Gantry removal from Wilshire/La Cienega Station.
August 2021	Commenced Reach 2 cross passage excavation.
September 2021	Placed all concrete roof sections (11 out of 16) for this phase of construction at Wilshire/Fairfax Station.
October 2021	Commenced Reach 1 trackwork installation activities.
November 2021	Commenced cross passage 19 (Reach 2) excavation.
December 2021	Completed concourse concrete slab placement at the east end of Wilshire/Fairfax Station.
January 2022	Completed Reach 1 south tunnel walkway concrete placement.
February 2022	Completed concrete concourse deck placement at the west end of Wilshire/Fairfax Station.
March 2022	Completed Reach 2 cross passage excavation.
April 2022	Commenced the weekend deck beam removal/station backfill operation on Wilshire Boulevard.
May 2022	Completed concrete concourse deck placement at the west end of Wilshire/La Brea Station.
June 2022	Completed concrete concourse deck placement at the west end of Wilshire/La Cienega Station.
July 2022	Completed all arched concrete roof placements at Wilshire/Fairfax Station.
August 2022	Commenced remaining roof concrete placements at the west end of Wilshire/La Brea Station.
September 2022	Commenced remaining roof concrete placements at the west end of Wilshire/La Cienega Station.
October 2022	Commenced Reach 2 trackwork installation activities.

November 2022	Completed concrete roof placements at the Gale shaft section of Wilshire/La Cienega Station (Blocks 8 & 9)
December 2022	Completed all arched roof concrete placements at Wilshire/La Brea and Wilshire/La Cienega Stations.
January 2023	Completed first concrete placement of platform level walls at Wilshire/La Cienega Station.
February 2023	Completed all tunnel invert and walkway concrete placements for the entire Project.
March 2023	Completed concrete placement of Wilshire/Fairfax Station platform.
April 2023	Completed concrete placement of Wilshire/La Brea Station platform.
May 2023	Installed Traction Power AC Equipment at Wilshire/La Brea Station.
June 2023	Completed first delivery of contact rail to the Project site.
July 2023	Commenced Reach 2 tunnel (La Brea to Fairfax) fiber optic cable installation.
August 2023	Metro received the first Heavy Rail Vehicle at Division 20 Yard.
September 2023	Wilshire/La Brea Station permanent power available.
October 2023	Completed deck panel removal at Wilshire/La Brea Station marking the completion of all deck panel removals for the Project.
November 2023	Completed Wilshire/La Cienega Station's concrete platform.
December 2023	Commenced Wilshire/La Brea Station entrance structure plaza construction.
January 2024	SCE installed metering switchgear equipment at Wilshire/La Cienega Station.
February 2024	Completed the installation of the Wilshire/La Cienega Station crossover trackwork.
March 2024	Completed temporary decking removal at the Wilshire/Western Station interface chamber.
April 2024	Permanent power available at Wilshire/La Cienega Station.
May 2024	Permanent power available at Wilshire/Fairfax Station.
June 2024	Commenced Reach 1 tunnel (Western to La Brea) signage installation.

July 2024	Completed standpipe flow/flush test (Reach 1 Tunnel & Wilshire/La Brea Station).
August 2024	Completed systemwide heavy rail vehicle clearance test.
September 2024	Completed permanent access hatch installation at Wilshire/Fairfax Station.
October 2024	Met C1045 Contract Milestone #2 (stations available for fare collection installation).
November 2024	Completed project-wide live car test.
December 2024	Commenced SCADA pre-testing at Wilshire/La Brea Station.
January 2025	Commenced project-wide dynamic train testing.
February 2025	Commenced SCADA testing at Wilshire/Fairfax Station.
March 2025	Completed SCADA testing at Wilshire/La Cienega Station.
April 2025	Completed rail vehicle safe braking test.
May 2025	Commenced Wilshire/Western Station's cutover.
June 2025	Commenced phase II integrated testing.
July 2025	Completed Wilshire/Western Station's cutover.
August 2025	Completed Systemwide Automatic Train Control (ATC) Line Verification Testing.
<i>September 2025</i>	<i>Commenced SCADA testing of the ventilation system.</i>