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TO: DISTRIBUTION

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SUBJECT: WESTSIDE PURPLE LINE EXTENSION SECTION 2 PROJECT
JUNE 2026 QUARTERLY PROJECT STATUS REPORT

Enclosed herewith is the Quarterly 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 Friday, June 27, 2026.

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

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).

June 2026

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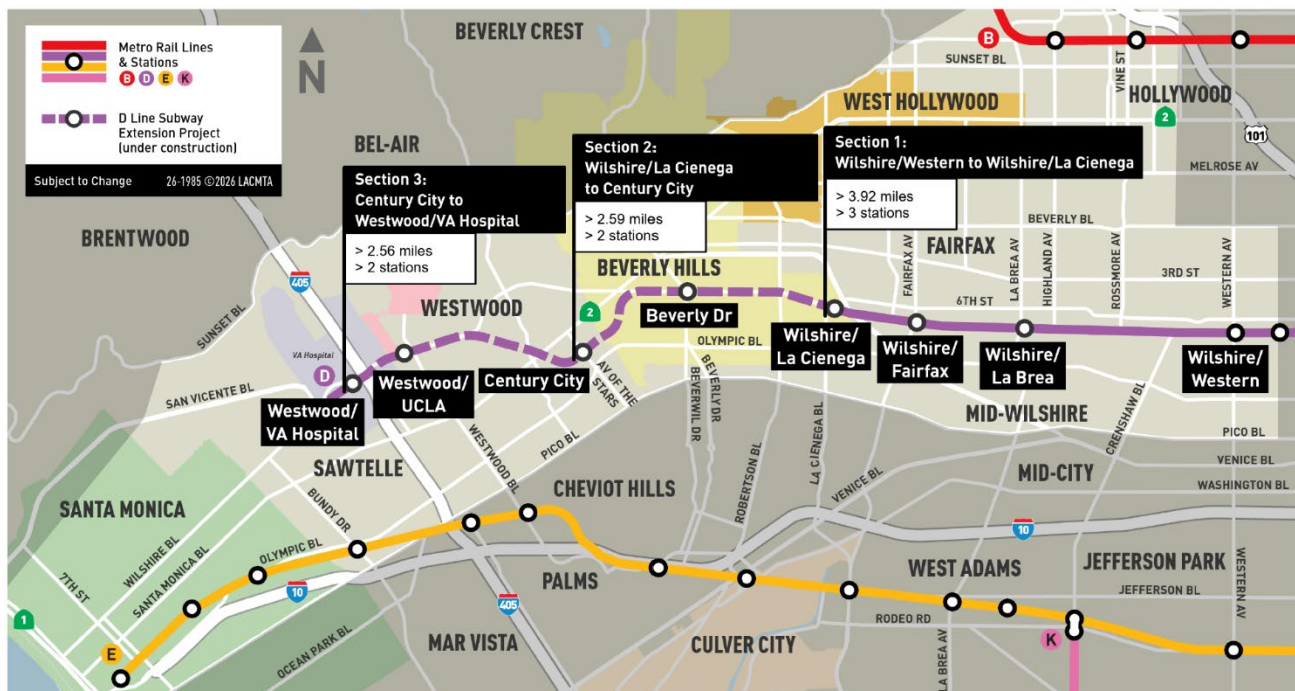
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PROJECT OVERVIEW

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 Wilshire/La Cienega Station that is part of the completed Purple (D Line) Extension Section 1 Project 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 Beverly Dr 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 Beverly Dr Station box is 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 is 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 boring tunnel machines (TBMs) was 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 was not 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 includes design, fabrication, and installation of equipment at the two new stations and testing systems.

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 C1120 Design-Build Contract was once again adjusted in February 2025 to reflect a contractual substantial completion to June 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. *The Project is anticipating a second LOP amendment later this year to provide additional funding that is needed for additional construction costs, real estate, and professional services impacted by schedule delays.* 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 June 2026 the Project reached 93% completion based on earned value measurements for design and construction. The Project has substantially completed all the base design work. Minor design changes and construction activities to build out both stations, track and systems work in the tunnel continued this period. The focus of the Project continued to be completion of design changes and construction activities in Century City and Beverly Hills. In February 2025, the C1120 Design-Build Contract adjusted the contractual substantial completion to June 2026. The forecast Revenue Service for the Project is Spring 2027. 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 design change submittals, responding to RFC's/RFI's, and assisting in the preparation of change notices.

Design progress meetings occur weekly related to design changes and miscellaneous design activities. TPOG is continuing with the required contractual submittals.

Design related submittals that TPOG submitted this month are:

- *AFC - CN-302 CO-00098.1 Revise BDS Wall Finish at West Platform End Wall*
- *WRS Permanent Watermain Plans DU 3.3*

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

Construction Status

Century City Station (CCS):

The contractor continued coordination with the City of Los Angeles and various other agencies working towards completion of utility restorations.

The Haul Route Permit required for overall construction activities was renewed with the City of Los Angeles Public Works Department and expires on August 1, 2026. Other on-going coordination work with the City of Los Angeles included work under the Peak Hour Exemption and various Traffic Control Plan Permits required for deck removal stages. *The project also worked closely with LAPD, City of Los Angeles DOT and City of Los Angeles BOE to complete the deck removal.*

The nighttime noise variance permit with LAPD was submitted in late February 2026 for renewal and the project received a renewed permit on March 23, 2026. The new noise variance permit has an end date for May 4, 2027.

At the appendages the contractor began excavation for grating #6 and #7, grating #11, and grating #14 and #15 while continuing excavation at Grating #1, #3, #13 and Grating #12 North. Additionally, the contractor began potholing for Grating #12 South. In the Entrance Box the contractor continued artwork preparation at both the Concourse and Intermediate Landing Levels. At the Plaza level the contractor continued the installation and welding of the steel for the Entry Portal and canopy.

In the Station Box the contractor began the fabrication of the Steel Staircase for Emergency Exit Stair #2. Additionally, the contractor began preparation for floor finishes at the Platform and Concourse levels. Furthermore, the contractor began the installation of granite tiles at Stair #5 and continued with tile installation at the West Upper Concourse.

The electrical subcontractor continued MCC and auxiliary power installation, conductor terminations, train control wiring, communications system buildout, PA, CCTV, IDS, fire alarm, telephone, radio, and edge lighting installations while advancing LFAT, continuity, insulation resistance, torque verification, pre-energization, and commissioning activities supporting auxiliary power, ventilation, train control, communications, lighting, and life-safety systems. The mechanical subcontractor continued HVAC installation, ductwork, fire damper verification, ventilation system testing, equipment troubleshooting, piping, and firestopping activities supporting system commissioning throughout the station. The plumbing subcontractor continued drainage piping, floor drain, domestic water, and fire hose cabinet support work across Platform and Concourse areas. The fire protection subcontractor continued sprinkler piping, fire service piping, standpipe installation, fire hose cabinet installation and coordination activities supporting life-safety systems. Vertical transportation work advanced through continued elevator and escalator installations, including communications and control cabling, hydraulic and electrical system installation, cab fit-out, handrail installation, glazing, and associated finishing activities.

Tunnels:

The contractor continued final restoration work, which included pressure washing of the tunnels, scraping off markings, survey marks, segment numbers from the liner segments and replacing the segment numbers with tags.

The contractor began handrail installation along the liner plates in the Lasky and Wilshire seismic zones and placed the 6-inch slab for the final lining invert at the CP 36 sump pit.

In Reach 5 tunnel, systems work continued throughout the BL and BR tunnel alignments with ongoing traction power, communications, train control, fiber optic, tunnel lighting, and tunnel power distribution activities. The electrical subcontractor advanced train control wayside infrastructure through mini-bond installations, feeder conductor splicing, tunnel lighting circuit modifications, sump pump feeder installation, communications innerduct installation, fiber optic cable installation, and continued installation of tunnel lighting and power distribution infrastructure. Communications work progressed through continued 12-fiber and 144-fiber backbone installation, fiber routing, patch panel integration, splice preparation, communications testing, and interface connections between cross passages, CIC rooms and station systems.

Trainway feeder infrastructure also advanced through continued medium-voltage cable pulls, conductor splicing, conduit installation, and interface work supporting permanent traction power systems between the Reach 5 tunnels and the PLE1 interface.

In Reach 4 tunnels, electrical and train control systems installation continued throughout the BL and BR tunnel alignments. The electrical subcontractor progressed train control wayside equipment installation, mini-bond assembly, feeder cable replacement, rail drilling, AR60D installation, feeder conductor splicing, communications infrastructure, continuity and insulation resistance testing, 480V feeder modifications supporting tunnel power distribution and train control integration. Additional work included continued preparation and installation activities supporting the PLE1 interface through 480V feeder installation, communications backbone expansion, medium voltage trainway feeder splicing and fiber optic cable installation.

Across the cross passages systems work continued with communications, auxiliary power, tunnel power distribution, and life-safety infrastructure installation. The electrical subcontractor advanced communications backbone integration through fiber optic routing, innerduct installation, split-lock coupling installation, CIC terminations, UPS battery wiring, communications testing and preparation for fiber splicing. Additional activities included continued 480V feeder installation, battery terminations, communications cable routing and systems integration supporting tunnel communications, train control, power distribution and life-safety systems throughout the cross-passage network.

Track Work:

The contractor continued final clean-up activities within the tunnels, including pressure washing, cleaning infill track areas, removing dirt and debris, stripping track drain formwork, patching voids in the drain channel and tightening LVT block fastener lag bolts.

The contractor demolished the track from Sta. 704+20 to 702+00 in the BR Tunnel due to alignment issues, and this included the removal of rails, contact rails, and cover boards. The contractor then reinstated the trackwork by setting rails, distributing LVT blocks, and placing sleepers.

Beverly Dr Station (BDS):

The installation of glass stop components for the elevator framing at Elevators #3 and #4, installation of terrazzo tiles at the Platform Deck and at the Concourse level continued this month. The contractor continued surface preparation for the future Mosaic Art Wall.

At the Station Entrance the contractor continued surface preparation for future art walls along the escalator walls. The installation of terrazzo tiles at the Concourse Landing continued. Additionally, the contractor completed placing concrete for the Canopy Curb Wall for the future Bike Hub.

At the Plaza the contractor continued installation of framing and mullions for the exterior art glass. Installation of framing from Elevators #1 and #2 continued this month.

At street level the contractor continued demolition and restoration of curbs, sidewalk and pavement sections in preparation for final restoration and continued grading and compaction this month.

The electrical subcontractor continued systems installation through LFAT testing, auxiliary power system commissioning, MCC testing, transformer monitoring, communications installations, traction power infrastructure, edge lighting, VMS, PA, CCTV, telephone, radio, IDS, fire alarm, and fiber optic installations supporting auxiliary power, communications, train control, tunnel

interfaces and platform systems. The electrical subcontractor also performed several electrical activities that included UPS battery installations, traction power cable installation and testing and communications backbone expansion. The mechanical subcontractor continued HVAC installation, ventilation system balancing, fire damper verification, pre-LFAT testing, and emergency ventilation fan commissioning activities. The plumbing subcontractor continued drainage piping, canopy drainage, and fire hose cabinet support installations. The fire protection subcontractor continued fire hose cabinet installation, deluge piping, fire service piping and roof fire water infrastructure activities. Vertical transportation work advanced through continued elevator hoist way, rail, jack, and escalator installation activities, including alignment, structural finishing and equipment supporting system completion.

Cost and Schedule Summary

For the C1120 Design-Build contract Metro received the June 2026 TPOG schedule update, which reported the substantial completion date finishing 378 calendar days behind the June 11, 2026, contractual date. The schedule did not lose or gain any time this reporting period. The contractor's schedule update has not gained or lost any time for the last nine (9) reporting periods.

Century City Station's Permanent Power was available on January 26, 2026.

The Project Master Schedule shows a forecast Revenue Service Date (RSD) of Spring 2027.

The Critical Path starts with the installation of racks and equipment in the TC&C room and local field acceptance tests (LFATs). It then flows into systems installation and testing followed. It then flows into System Integration Testing (by the contractor), System Integration Testing with ROC (by Metro), then Substantial Completion. It then flows into Pre-Revenue Operations then Revenue Service. 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	01/29/27	232

To date, the Current Budget is \$2.7 billion. This reflects an 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 risks to control costs.

There are currently twenty (20) open Claims. Fourteen Claims (14) remain with TPOG to identify the next steps, three (3) reside with Metro and three (3) reside in both TPOG's and Metro's BIC to identify next steps.

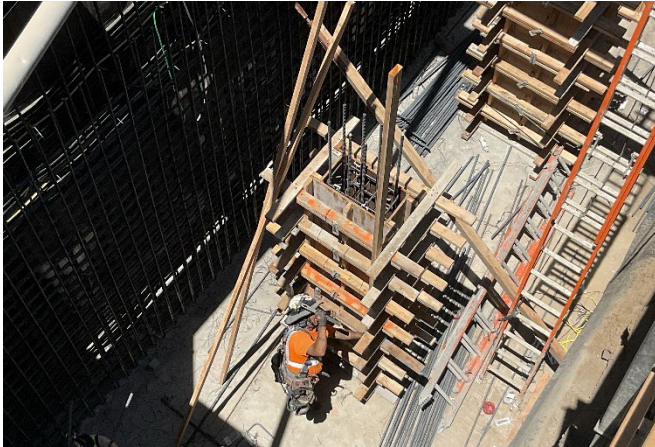
1. Mitigation Plan for Subsurface Settlement above BL Tunnel (Claim 19)
2. WRS Groundwater Inflows (Claim 21)
3. COVID Impacts (Claim 22.1)
4. Unilateral CO No. 48 NPDES Construction Project Dewatering Permit (Claim 45)
5. CCS Elevators 1 & 2 Additional Sheet – Framing (Claim 50)
6. Tunnel Suspension Delays (Claim 51)

7. Escalation of Metals (Claim 53)
8. WRS Entrance EMP/FA Equipment Relocation (Claim 57)
9. Unilateral CO-58 RFC-100.2 (Part 3) WRS Delays (Claim 59)
10. Unilateral CO-58 (CN-215) RFC 100.2 (Part 1) Tunnel Delays (Claim 60)
11. RFC-100.2 (Part 2) CCS Construction Delays (Claim 62)
12. (RFC-154.1) CCS Construction Delays (Claim 63)
13. (RFC-172) Added EMS Activation Functionality (Claim 64)
14. (RFC-166) Federal Agency Road Closures and CCS Work Stoppages (Claim 65)
15. Unilateral CO-92 (CN-267) Special Secondary Tunnel Lining Seismic Zones (Claim 66)
16. Insurance Costs on Metro Changes (Claim 67)
17. Beverly Dr Concourse Slab Rust (Claim 68)
18. WRS DU 3.3 – Additional Storm Drain in Reeves and Canon Yards (Claim 69)
19. RFC-180.1 Additional CCS Discharge Systems (Claim 70)
20. RFC-186 -DSC 143 CP-36 Surface Connection Utility Discrepancies (Claim 71)

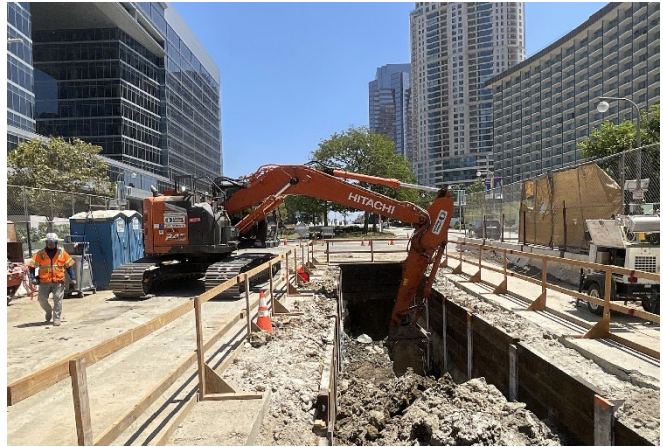
Key Management Concerns

- *The Recordable Injury Rate for June is 2.11, which is less than the national average of 2.3. There were no recordable injuries in June.*
- Metro is forecasting an RSD of Spring 2027. Opportunities to mitigate schedule delays are being reviewed to reduce the overall schedule impacts encountered to date.
- *Contractor-led LFAT & system installation delays could affect the start of subsequent Metro-led system testing.*

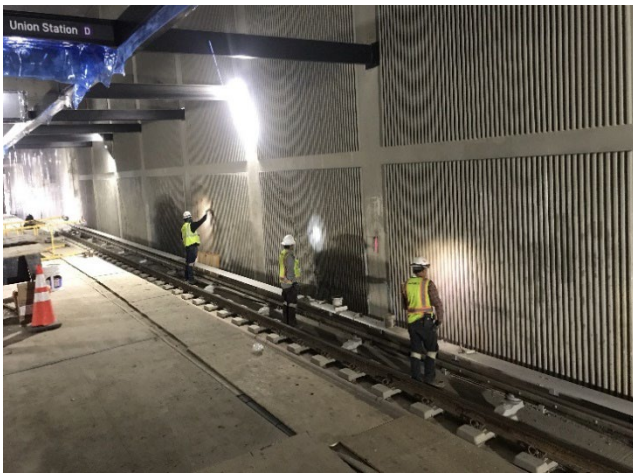
Project Construction Photos



CCS Grating #12 North Installation of Formwork
Around Columns



CCS Grating #14 & #15 Excavation



BDS Wall Flute Repair at the Exterior Walls Invert
to Concourse



BDS Bus Pad Construction



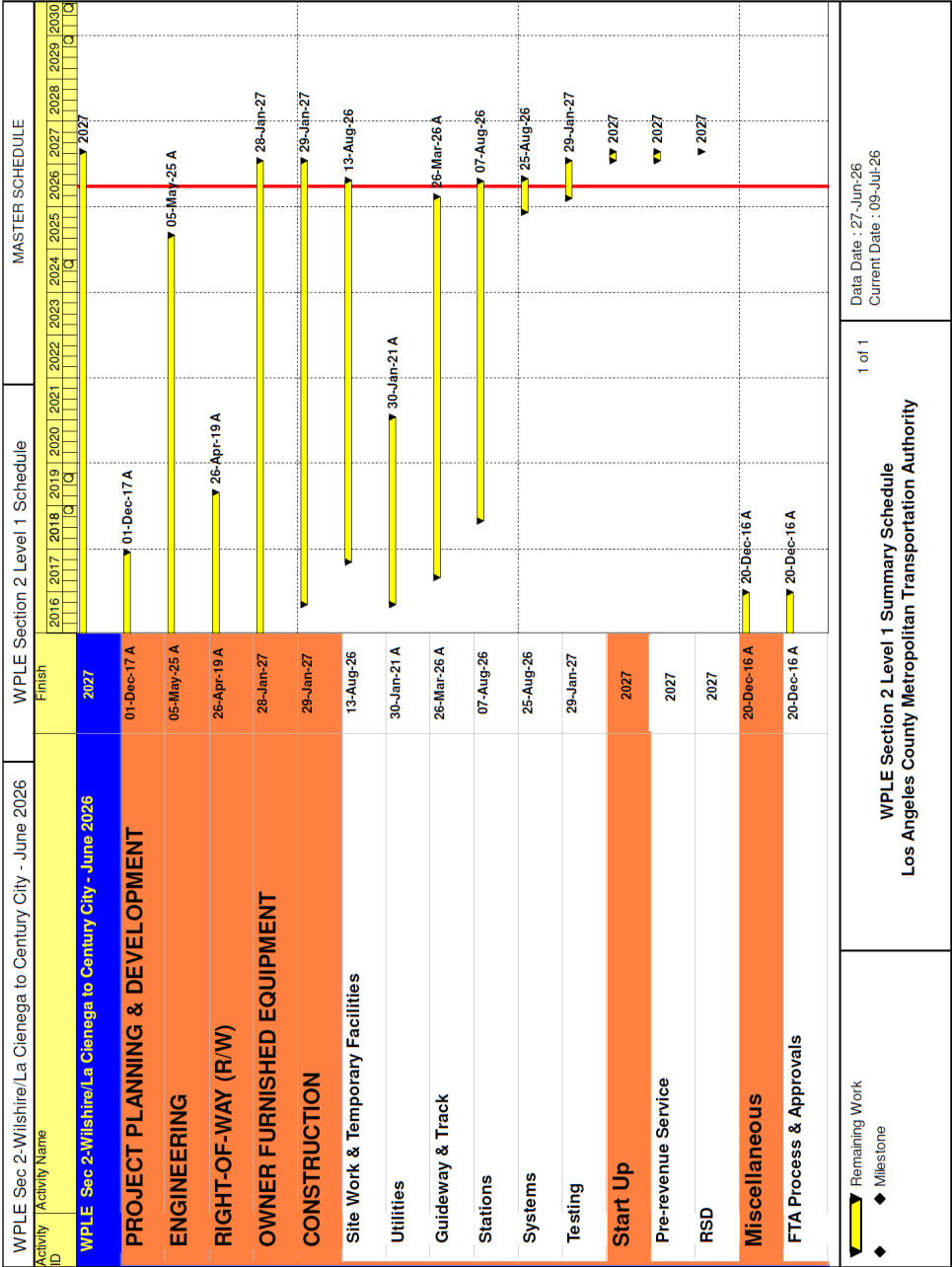
Pressure Washing at Seismic Zone



BR R5 Completed Infill Placement

PROJECT UPDATE
PROJECT SCHEDULE

Project Summary Schedule

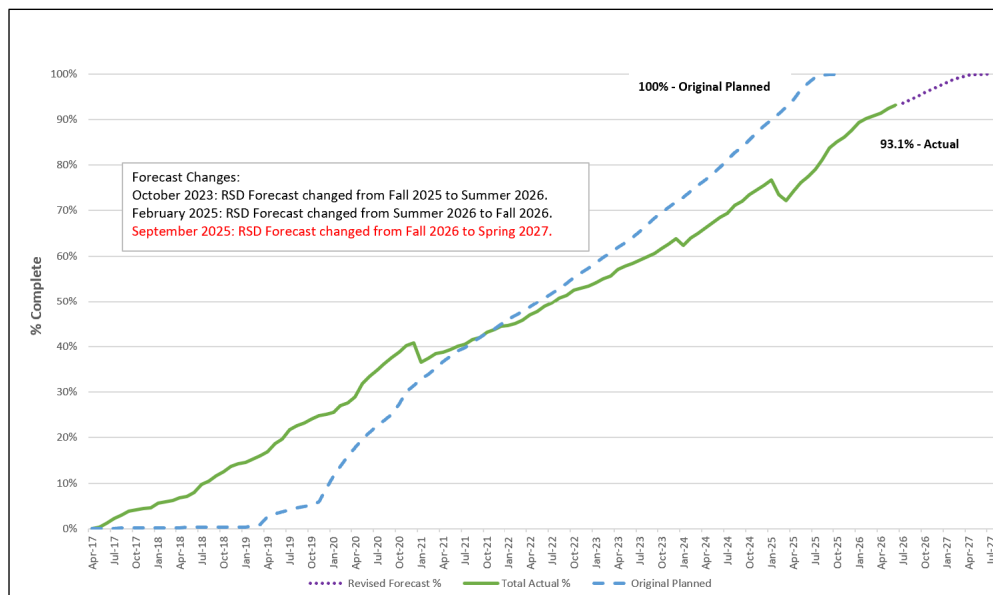


Progress Summary

	Status	Change from Last Period	Comment
Forecast Revenue Service Date	2027	None	Forecast RSD - Spring 2027
TIFIA Revenue Service Date	12/31/2026	None	
FFGA Revenue Service Date	12/31/2026	None	
Final Design Progress:			
Contract C1120	100.00%	0.00%	Final Design for Base scope is complete.
Construction Contracts Progress:			
Contract C1120	93.10%	0.72%	

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

Planned vs. Actual Progress



The actual overall construction progress is 93.1% versus an original planned of 100% through June 2026. 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	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
Completed pile installation at Century City Station side structure 10	06/01/26 A							
Complete MEP installations inside cross passages	07/03/26							
Complete installation of the contact rail and coverboards	07/06/26							
Complete installation of racks and equipment at Century City Station TC&C room	07/14/26							
Complete installation of elevators and escalators at Century City Station	08/07/26							
Complete MEP installations inside BR tunnel	08/12/26							
Complete installation of elevators and escalators at Beverly Dr Station	08/20/26							
Complete MEP installations at Beverly Dr Station	09/02/26							
Complete MEP installations inside BL tunnel	09/30/26							
Complete MEP installations at Century City Station	10/02/26							
Complete TC cables test and terminate at Century City Station	11/05/26							
Complete testing systems prior to SIT (excluding ATC)	12/23/26							

 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

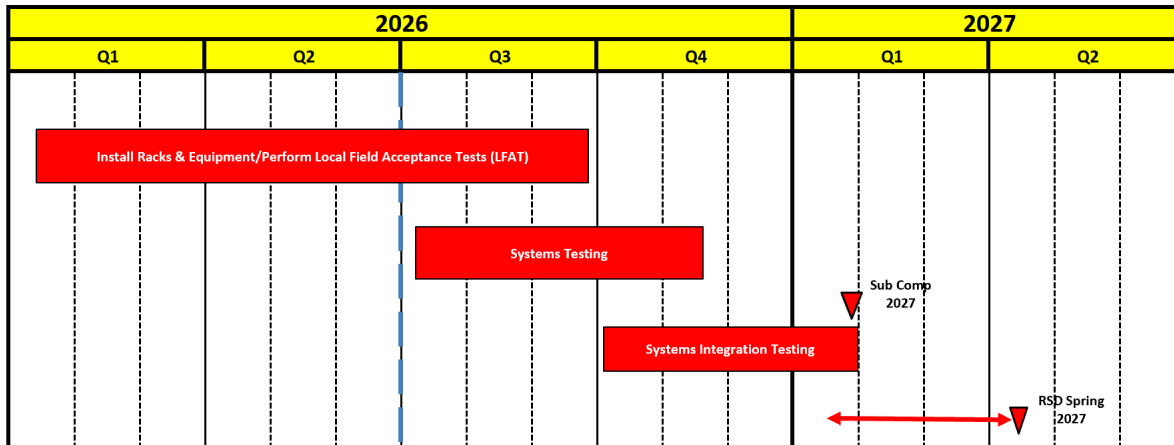
	Submittal	Procurement	Delivery	Installation
C1120 DESIGN/BUILD*				
Tunnel Boring Machines	27-Jul-17(A)	14-Aug-17(A)	13-Sep-18(A)	26-Dec-19(A)
Emergency Ventilation Fans	20-Aug-25(A)	14-Feb-23(A)	29-Nov-24(A)	3-Nov-25(A)
Station Elevators/Escalators	8-Feb-23(A)	14-Dec-22(A)	2-Oct-25(A)	21-Aug-26
Track - Running Rail	22-Aug-22(A)	1-May-23(A)	30-Apr-24(A)	3-Jul-26
Traction Power Equipment	16-Jun-23(A)	14-Apr-23(A)	30-Oct-24(A)	9-Sep-26
Automatic Train Control	11-Mar-22(A)	2-Mar-23(A)	21-Aug-24(A)	14-Jul-26
Radio System	15-Oct-25(A)	3-Oct-23(A)	1-Aug-25(A)	31-Jul-25(A)
SCADA RTU System	11-Mar-22(A)	3-Oct-22(A)	13-Jan-26(A)	25-Oct-25(A)
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	August 2026**

* Dates derived from TPOG's June 2026 Schedule.

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

*** Metro supplied equipment.

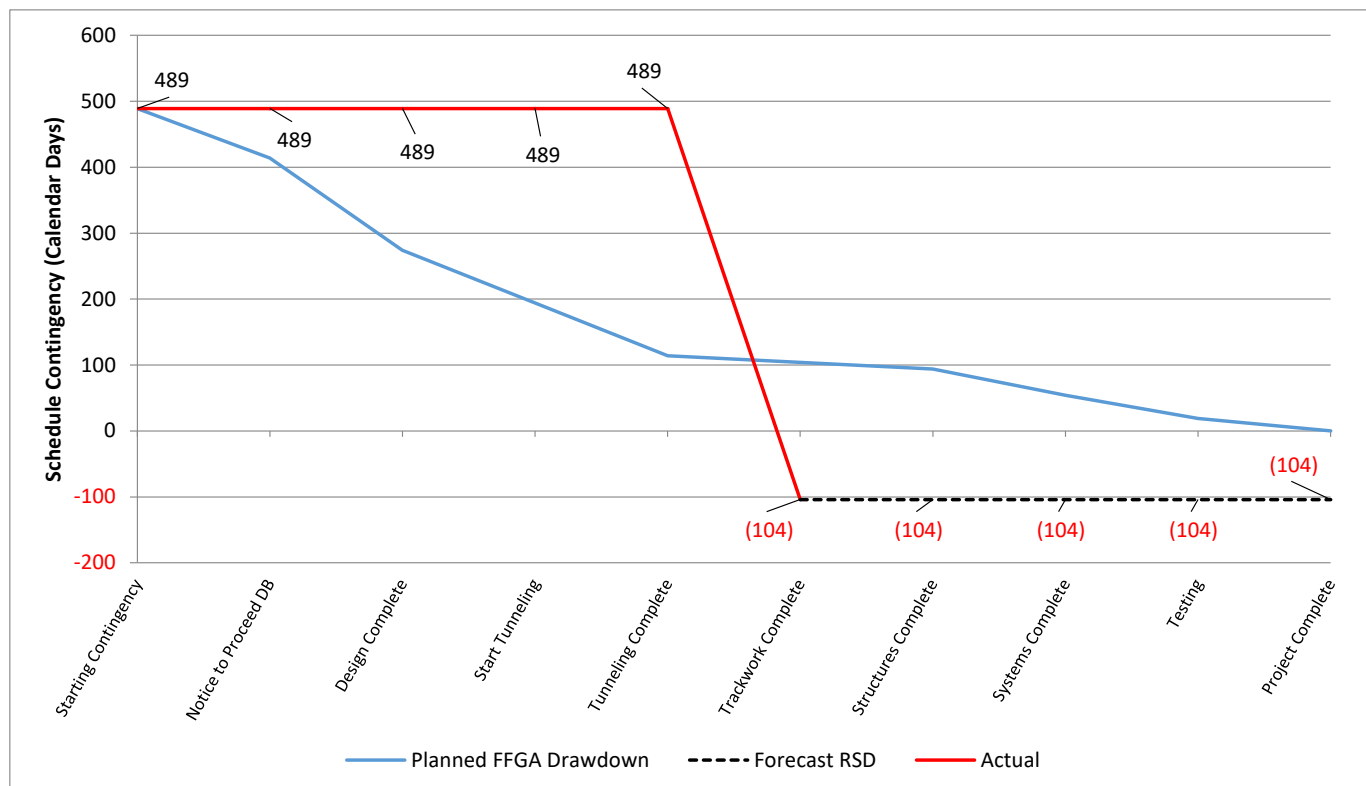
Critical Path Project



For the month of June 2026, the Critical Path starts with installation of racks and equipment in the TC&C room and local field acceptance tests (LFATs). It then flows into systems installation and testing followed by system integration then Substantial Completion. It then flows into Pre-Revenue Operations then Revenue Service.

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 Spring 2027. 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 actual durations once trackwork is complete. The Forecast RSD line depicted in dashes below has been adjusted to account for the revised variance months between the revised forecast RSD and the FFGA RSD.



The Forecast RSD line has been adjusted to account for the revised completion date of Spring 2027. The graph has been updated to reflect actualizing "Trackwork Complete" milestone.

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	-	393,718	-	392,811	525	388,348	-	397,774	4,056
20	STATIONS, STOPS, TERMINALS, INTERMODAL	434,990	-	550,032	1,861	547,485	10,437	507,727	36	568,885	18,852
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	-	-	-	-	-	-	-	-	-	-
40	SITEWORK & SPECIAL CONDITIONS	553,282	-	626,214	2,936	630,822	8,959	589,546	-	635,304	9,090
50	SYSTEMS	81,457	-	81,771	(68)	75,719	3,138	58,725	(23)	90,368	8,597
CONSTRUCTION SUBTOTAL (10-50)		1,416,169	-	1,651,736	4,729	1,646,836	23,060	1,544,346	13	1,692,331	40,595
60	ROW, LAND, EXISTING IMPROVEMENTS	426,396	-	338,495	-	324,884	(15)	315,911	-	341,174	2,679
70	VEHICLES	42,000	-	42,000	-	42,000	486	7,072	-	49,128	7,128
80	PROFESSIONAL SERVICES	374,878	-	531,652	1,866	534,752	11,952	513,604	(13)	603,990	72,339
SUBTOTAL (10-80)		2,259,444	-	2,563,882	6,594	2,548,472	35,482	2,380,934	-	2,686,623	122,740
90	UNALLOCATED CONTINGENCY	177,176	-	6,737	-	-	-	-	-	6,737	-
100	FINANCE CHARGES	88,695	-	88,695	-	49,784	-	49,784	-	88,695	-
TOTAL PROJECT 865522 (FFGA & NON-FFGA CONCURRENT ACTIVITIES)		2,525,314	-	2,659,314	6,594	2,598,257	35,482	2,430,718	-	2,782,055	122,740
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	6,594	2,602,239	35,482	2,434,120	-	2,786,404	122,740

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

Original Budget

Original Budget of \$2.53 billion reflects the 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 in this period at \$2.79 billion. The Project will request a Life of Project (LOP) increase from the Metro Board in 2026 to provide additional funding that is needed for additional construction costs, real estate, and professional services impacted by schedule delays.

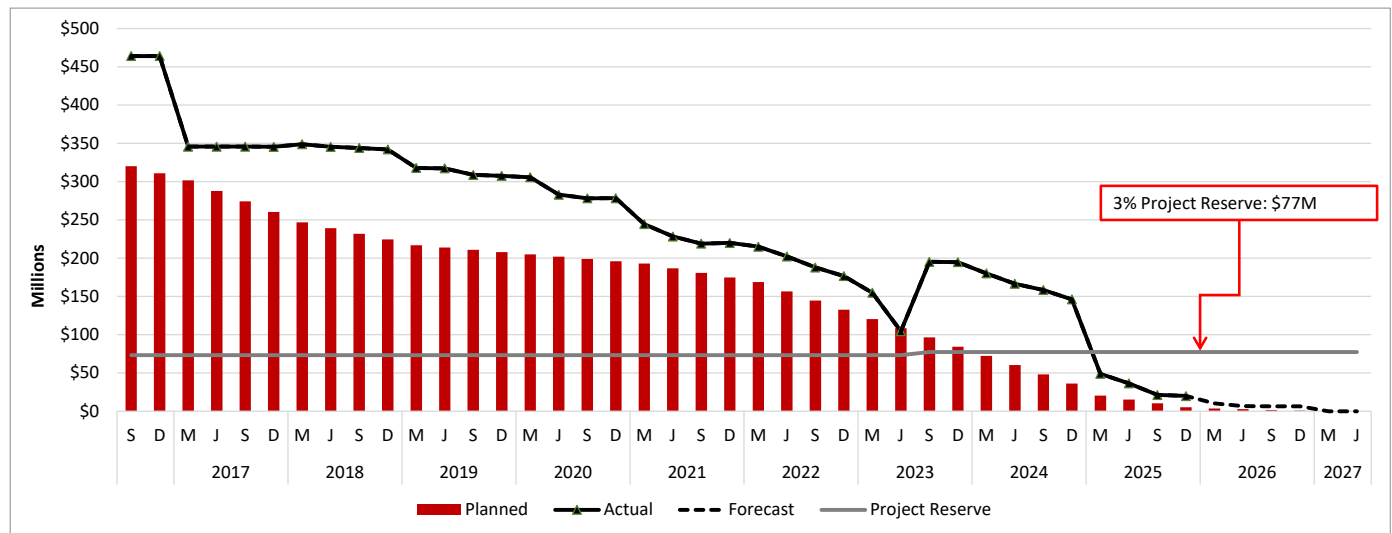
Commitments

The Commitments increased this period by \$6.59 million primarily due to executed Modifications and Change Orders for the Design/Build Contract C1120 as well as executed Modifications for Construction Management Support Services and UFS. The \$2.60 billion in Commitments to date represent 97.7% of the Current Budget.

Expenditure

Expenditures increased this period by \$35.48 million primarily for costs associated with Design/Build Contract C1120, Engineering Management Support Services, Program Management Support Services, Quality Management Support Services, Art Program, City of Beverly Hills Memorandum of Agreement, and Construction Management Support Services. The \$2.43 billion in Expenditures to date represent 91.4% of the Current Budget.

Cost Contingency Drawdown



The above represents project contingency as of June 30, 2026

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 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].

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 Forecast Revenue Service Date project cost contingency drawdown curve is based on a revised timeframe of Spring 2027. The 3% reserve threshold was reached in February 2025 and is reflected in the graph above. Notice was provided via this report.

Allocated and Unallocated Contingency remained same as prior period.

PROJECT COST CONTINGENCY DOLLARS IN THOUSANDS					
	Original Contingency (LOP Budget)	Previous Period	Current Period	To-Date	Remaining Contingency (Forecast)
Unallocated Contingency	177,176	(170,439)	-	(170,439)	6,737
Allocated Contingency	168,534	(168,534)	-	(168,534)	-
Total Contingency	345,710	(338,972)	-	(338,972)	6,737

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 26, 2026, there was one new risk identified and two risks closed. There are fifty-eight (58) risks that are being tracked with seven (7) risks scored as high, twenty-seven (27) scored as medium, twenty-four (24) scored as low.

Newly identified Risk:

Risk ID	Risk Description	SCC	Risk Score
PLE2-50.91	Damage to BDS and CCS ATC racks and CCS US-1W and MCC-1W and 2W delays testing and commissioning of project.	10	6.0

Closed Risks

The table below shows the two Project risks that were closed during the March 2026 Risk Register update meeting:

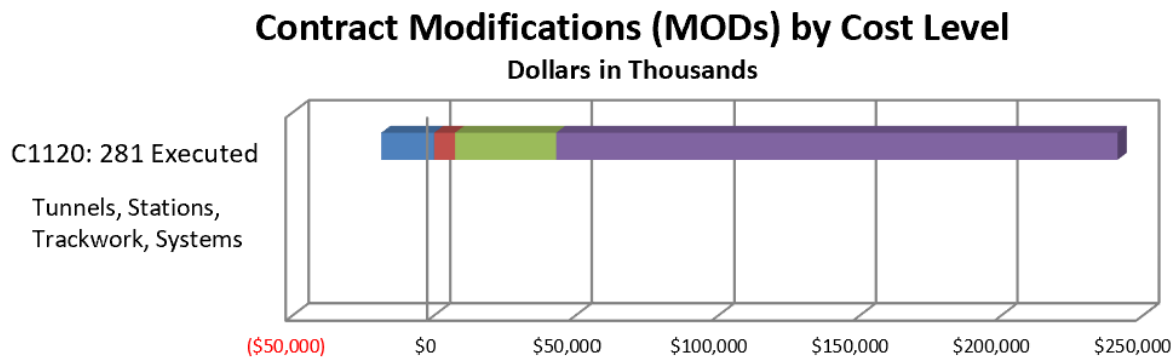
Risk ID	Risk Description	SCC	Risk Score
PLE2-000079	Trackwork installation production rate not met	10	6.0
PLE2-000059	CMSS difficulty finding key resources	80	2.5

Top Five Risks

The table below shows the top five Project risks identified after the March 2026 Risk Register update meeting:

Risk ID	Risk Description	Risk Score	Action Items
PLE2-000011	Inability to recover time lost at Century City Station	13.5	1. Look for opportunities for potential mitigation of schedule delays along Century City schedule path. 2. Look for opportunities for accelerations.
PLE2-000084	Track related system installation delays the start of system installation and testing	12.5	1. Monitor. 2. Include items into the system coordination meeting. 3. Track issue in PLE2 and PLE3 Systems Meeting.
PLE2-000065	Contractor doesn't recover alleged time shown on schedule	12.5	1. Identify schedule mitigation or acceleration opportunities. 2. Look into future activities and track if meeting schedule or losing additional time.
PLE2-000081	Delays to Metro Operations or FLS' approval of contractor's Interface Work Plans or any restrictions on TPOG cutover work due to revenue operations at the interface point between PLE2 and PLE1 results in project delays and/or additional cost.	12.0	1. Contractor to provide list of cutover plans and CWP's, including specifics on access needs and proposed shutdowns. 2. Coordinate with Metro Operations and FLS to resolve any outstanding comments and allow any approved near-term work proceed.
PLE2-000042	Delay to start of System Integration Testing 2 (SIT2) due to TPOG's late completion of System Integration (SIT1)	10.0	1. Closely monitor the SIT1 & SIT2 activities. 2. Continue Systems Coordination Meeting with Contractor every 2 weeks. 3. Continue holding weekly meetings and coordinating with TPOG weekly through testing. 4. Continue holding monthly system progress meetings with Operations to plan SIT2 work and mitigate future risk. 5. Once available, evaluate TPOG's detailed SIT1 testing schedule to ensure it is realistic and work with them to modify as necessary.

Summary of Contract Modifications



	C1120: 281 Executed
Under \$100K	(18,665)
\$100K to \$250K	7,373
\$250K to \$1M	35,730
Over \$1M	197,943
Total Contract MODs	222,380
Contract Award Amount	1,376,500
% of Contract MODs	16.16%

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

Two hundred and eighty-one (281) Contract Modifications (MODs) with a total value of \$222 million have been executed since the award of C1120 Contract – Tunnels, Stations, Trackwork and Systems.

DISADVANTAGED BUSINESS ENTERPRISE (DBE)

Description	Design	Construction
Number of Certified Small Businesses Identified	16	30
DBE Commitment	25.31% - Paused	17.00% - Paused
The U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program and DBE regulations at 49 C.F.R. Part 26, effective October 3, 2025. During this transition period, certain provisions contained in the contract documents related to contract goals, enforcement, and counting of participation have been paused. To the extent provisions are not impacted by the application of the IFR, said provisions, such as prompt payment to all subcontractors, prior Metro written approval for termination and substitution of DBE firms, and adding subcontractors, remain effective.		

PROJECT LABOR AGREEMENTS (PLA)

As of *June 2026*:

Targeted Worker Goal Construction work to be performed by residents from Economically Disadvantaged Area in the United States	40.00%
Targeted Worker Current Attainment	45.42%
Apprentice Worker Goal Construction work to be performed by Apprentices	20.00%
Apprentice Worker Current Attainment	20.11%
Disadvantaged Worker Goal Construction work to be performed by disadvantaged workers	10.00%
Disadvantaged Worker Current Attainment	10.03%

FINANCIAL/GRANT

Status of Funds Source

WESTSIDE PURPLE LINE EXTENSION - SECTION 2 (IN MILLIONS OF DOLLARS)

JUNE 2026

STATUS OF FUNDS BY SOURCE

SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED	(C) TOTAL FUNDS AVAILABLE	(D) COMMITMENTS \$	(D/B) %	(E) EXPENDITURES \$	(E/B) %	(F) BILLED TO FUNDING SOURCE \$	(F/B) %
FEDERAL - SECTION 5309 NEW STARTS	\$1,187.000	\$1,187.000	\$1,187.000	\$1,125.575	95%	\$1,038.850	88%	\$972.180	82%
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	\$887.484	100%	\$806.090	91%	\$798.056	90%
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	\$2,602.239	97.7%	\$2,434.120	91.4%	\$2,359.416	88.6%

EXPENDITURES ARE CUMULATIVE THROUGH JUNE 30, 2026

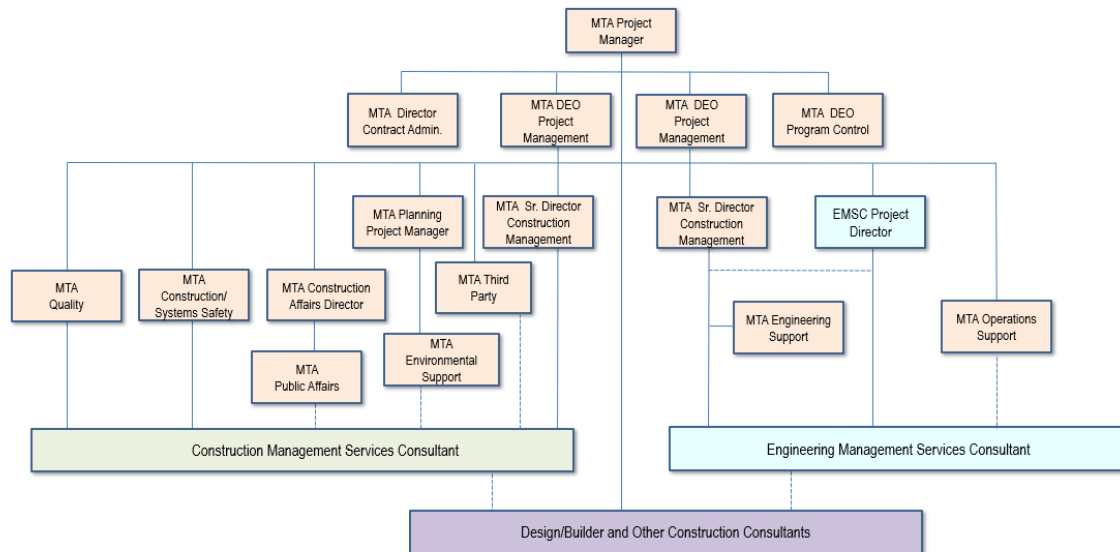
**AMERICAN RESCUE PLAN ACT - CAPITAL INVESTMENTS PROGRAM (ARPA-CIG)

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).

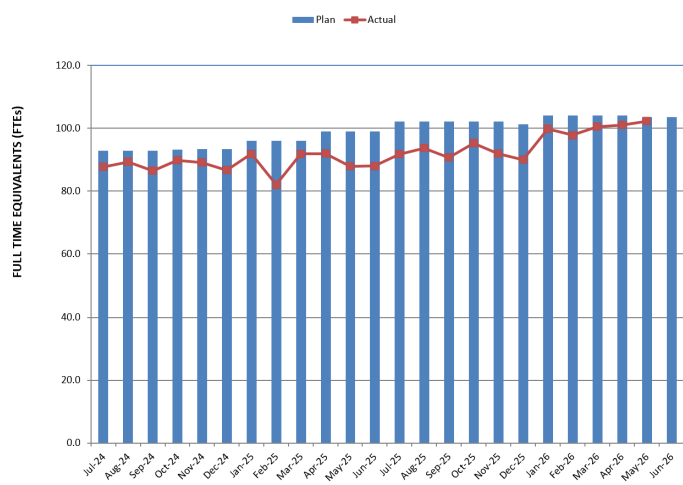
Purple (D Line) Extension Project Section 2 Responsibility and Reporting Matrix



The overall FY26 Total Project Staffing Plan averages 110.3 FTEs per month.

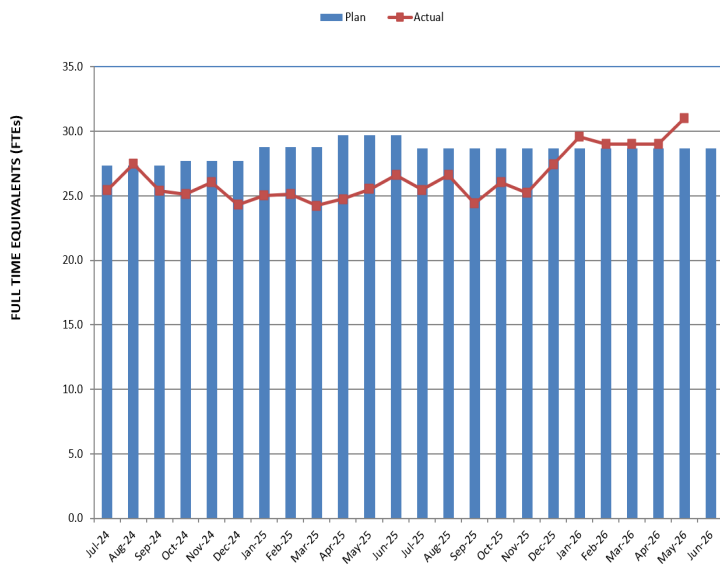
For May 2026, there were a total of 31.0 FTEs for MTA's Project Administration Staff and 71.2 FTEs for Consulting Staff. The total project staffing for May 2026 was 102.2 FTEs.*

Total Project Staffing – Metro and Consultants

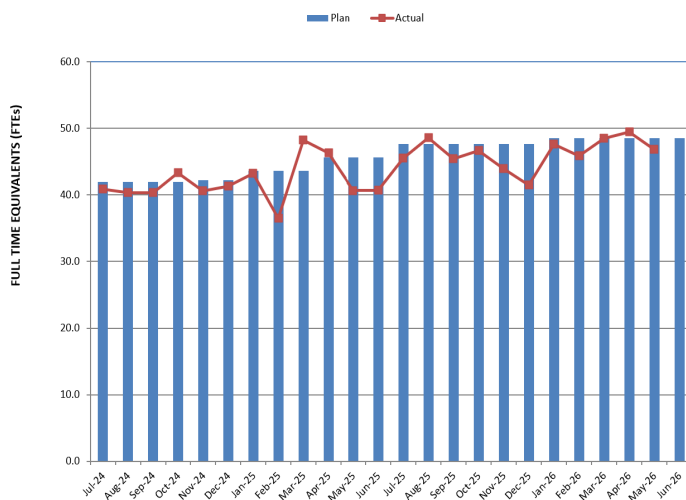


*Actuals include 9.4 FTEs related to Project Management Support Services, Program Control Support Services, System Engineering and Tracks Support Services, Construction Claims Support Services, and Quality Management Consulting Services.

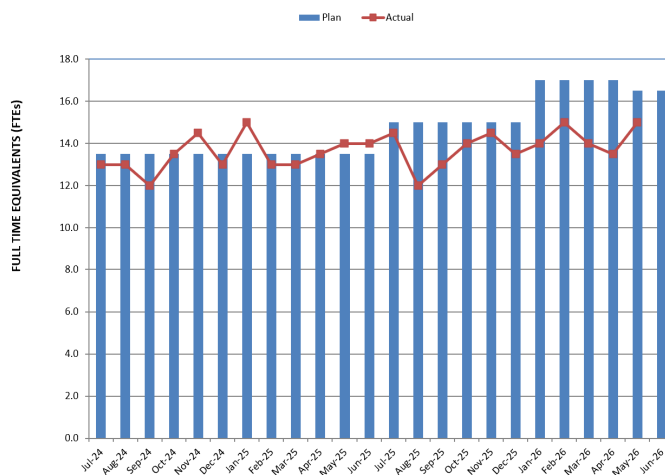
Metro Staff



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

WPLE 2 Temporary Construction Easements (TCEs)					
PARCEL NUMBER	ASSESSOR'S PARCEL NUMBER (APN) & ADDRESS	OWNER	TCE END DATES		NOTES
			ORIGINAL DATE	REVISED DATE	
W-3002	4343-005-004, 9397 Wilshire Blvd and 160 North Canon Drive, Beverly Hills, CA	New Pacific Canon LLC (Arnold Rosenstein; David Margolis)	1/13/2026	7/13/2027	<i>In the process of coordinating mediation for August or September with a mutually agreed upon appraiser.</i>
W-3602	4309-001-008, 1950 Century Park East Los Angeles, CA 90067	Auto Club of So. CA	12/31/2025	6/30/2027	Counter offer made. Outside counsel requested data to support counter offer.
W-3701	4319-001-009, and -010, 2040 Century Park E Los Angeles, CA 90067	CC Site One LLC (JMB)	5/23/2026	9/23/2027	<i>Structural Engineer is reviewing documents provided by JMB.</i>
W-3801	4319-002-063 10131 Constellation/ 1950 Ave of the Stars	Century City Realty, LLC CC Site One LLC (JMB)	6/13/2025	8/13/2026	<i>Working on a settlement, which will include an additional month extension.</i>
W-3901	4319-004-142 (140 & 141) 10250 Constellation Blvd. Los Angeles	Constellation Place, LLC AP Properties Ltd (JMB)	6/26/2025	6/30/2027	<i>Working on settlement.</i>

June 2026 Update

Metro has obtained possession of all the parcels (necessary for construction) by either acquisition, possession and use agreements, or stipulations. Metro has granted access to the C1120 Contractor for all properties along the alignment.

Metro is in the process of extending the Temporary Construction Easements (TCE) lease agreements. The table above provides a summary of the required parcels potentially requiring an extension of occupancy.

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 (QMO) 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 and TPOG; 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:
 - *Systemwide Testing and Commissioning Plan.*
 - *Emergency Exit Stair #3 HCR Membrane Shop Drawings - BDS.*
 - *Entry Canopy Glass Mock-Up.*

ENVIRONMENTAL

- Reviewed and provided responses to various contractor submittals and requests for information related to environmental matters.
- Participated in various Project coordination meetings and evaluated progress and schedules for environmental compliance and sustainability efforts.
- Provided environmental awareness training as needed.
- Conducted field environmental monitoring and spot check inspections for construction noise and vibration, stormwater and fugitive dust BMPs, and Metro's Green Construction Policy.
- *Submitted MMRP Report for 1st Quarter 2026 to FTA and PMOC in April 2026.*
- *Completed quarterly Green Construction Policy audit this period.*

CONSTRUCTION AND COMMUNITY RELATIONS.

- *Produced and distributed thirteen (13) construction work notices which included specific construction location updates to targeted Century City Stakeholders for the ongoing appendage and utility work on Constellation Boulevard.* Additional notices were created for individual buildings regarding utility work, curb, gutter and sidewalk restoration work, and appendage work for the Beverly Dr Station, monthly Look Ahead summaries and weekly construction work updates when applicable.
- Continued to conduct one-on-one stakeholder meetings in person or online with Century City Property Managers as needed, the Century City BID, the Century City Chamber, and Council District 5. *Followed up with Property Managers in Beverly Hills regarding curb and gutter work, sidewalk and driveway closures.* Attended construction coordination meetings for PLE2 in Beverly Hills and for Century City.
- *No Community meetings were held in the Month of June due to FIFA activities and responsibilities.* Met with ESP (Eat Shop Play) to identify potential businesses who could benefit from their program. Updated Facebook/X and website as needed.

CREATIVE SERVICES

- *Reviewed and responded to contractor submitted fabrication control samples, and RFI's for glass and porcelain enamel steel artworks.*
- Continued oversight of fabrication of Metro furnished mosaic artworks for Century City and Beverly Drive Stations.
- 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 June 2026.*
- Metro Project Safety staff attended daily toolbox meetings, weekly crew all-hands safety meetings, progress meetings, readiness reviews, and other project meetings to evaluate Contractor's Safety Program compliance with contract requirements.
- Metro Project Safety staff worked regularly with Program Management and Construction Relations staff to monitor issues related to public concerns regarding noise, traffic, and public/construction interfaces as well as public interactions with the construction crews.
- Metro Project Safety staff conducted Project Safety Orientation, W-65, and Underground Safety Training for new Metro/Consultants and IPMO project staff.
- Metro Project Safety staff conducted right-of-way 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 hosted the June Monthly Safety and Security Meeting for Section 2 Westside-Purple Line Extension Contractors on June 26th, 2026.*
- *TPOG reported 61,588 actual work hours in June 2026. TPOG Project to Date Work Hours are 6,636,770 with Seventy (70) Recordable Injuries and fourteen (14) days Away from Work Injuries.*
- *The Recordable Injury Rate for the Project is 2.11. 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 Boulevard between Century Park East and Avenue of the Stars
September 2018	Full street closure of Constellation Boulevard 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 Boulevard 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	Placed invert slab at TBM launch box in Century City.
December 2019	An Additional 7-Month Full Street Closure of Constellation Boulevard 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 completed and Constellation Boulevard 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 Boulevard
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 excavation 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 Drive.
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 Drive. 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 Boulevard
February 2025	Completed BL TBM disassembly and demolition of concrete block at PLE 1 and PLE 2 Interface.
March 2025	Wilshire/Rodeo deck removal completion and start road restoration during 3-Week City of Beverly Hills Full Street closure.

April 2025	Wilshire Boulevard re-opened after 3-week full street closure.
April 2025	BL Reach 4 Walkways completed.
May 2025	Began BR R4 second stage concrete track sleeper placement.
June 2025	Started installation of secondary liner plates along BL Reach 5 (Wilshire Seismic Zone).
June 2025	Started track infill concrete placement at BR Reach 4.
July 2025	Completed concourse deck level concrete at Century City Station.
August 2025	Completed interior walls inside Century City Station.
September 2025	Completed installation of BL Tunnel secondary liner.
November 2025	Completed BL Reach 5 steel walkway components along both seismic zones.
November 2025	Started installation of secondary liner plates along BR Reach 5 (Wilshire Seismic Zone).
November 2025	Completed Beverly Dr Emergency Exit Stair Appendage.
December 2025	Completed BR and BL concrete walkway at TAS.
December 2025	Started granite tile installation of stairs at Beverly Dr Station.
January 2026	Permanent power availability at Century City Station.
February 2026	Installation of the secondary steel liner in BR tunnel & track installation in BL tunnel R4 completed.
March 2026	Installed running rail along alignment (including double crossover) except for Section 1 and Section 3 interface points.
March 2026	Started Century City Station Deck removal on Constellation Boulevard.
March 2026	Re-opening of North Canon Dr to the public.
April 2026	Completed all walkways on both BR and BL tunnels including seismic zones.
May 2026	Completed deck removal and final backfill at Century City Station.