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April 19, 2024

**TO:** DISTRIBUTION

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**SUBJECT:** PURPLE (D LINE) EXTENSION PROJECT SECTION 1  
MARCH 2024 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 March 29, 2024.

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).

**March 2024**

**TABLE OF CONTENTS**

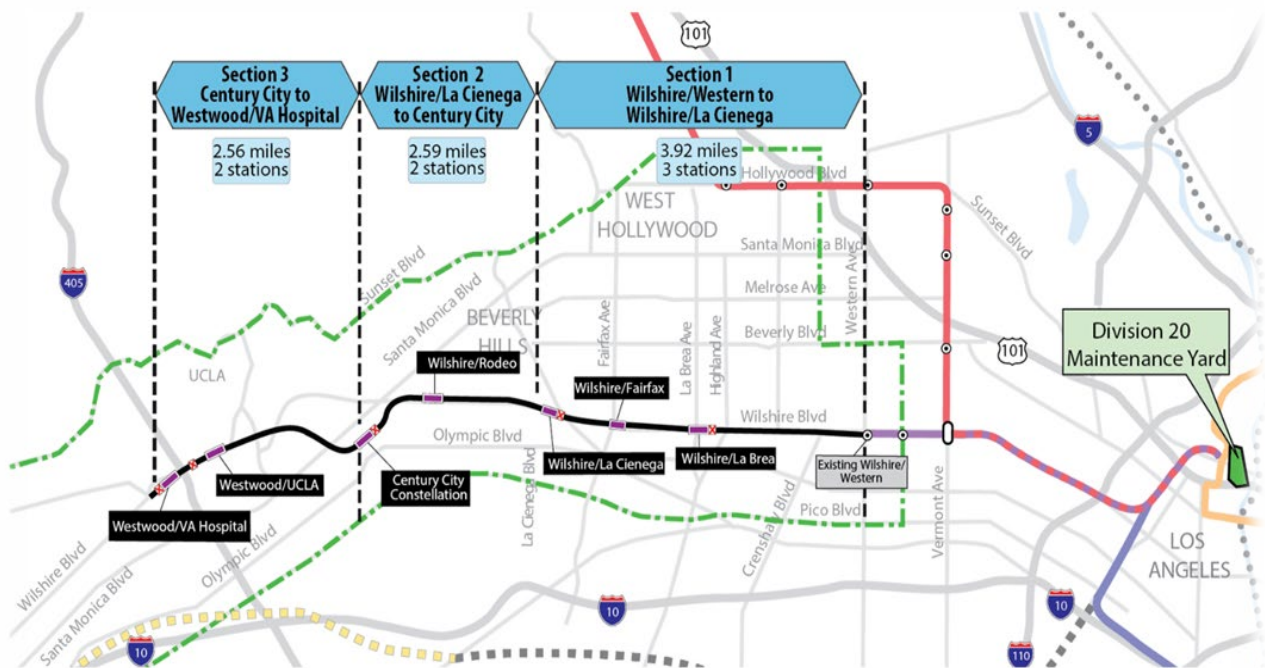
Project Overview .....	<b>1</b>
Executive Summary .....	<b>6</b>
Project Status .....	<b>10</b>
Project Schedule .....	10
Project Summary Schedule .....	10
Progress Summary .....	11
Planned vs. Actual Progress .....	11.
Key Milestones Six-Month Look Ahead .....	12
Major Equipment Delivery .....	13
Critical Path .....	14
Project Schedule Contingency Drawdown .....	15
Risk Management Narrative .....	16.
Project Cost .....	<b>17</b>
Project Cost Status & Analysis .....	17
Cost Contingency Drawdown & Analysis .....	18
Summary of Contract Modifications .....	19
Disadvantaged Business Enterprise (DBE) .....	<b>20</b>
Project Labor Agreement .....	<b>21</b>
Financial/Grant .....	<b>22</b>
Project Staffing .....	<b>23</b>
Real Estate .....	<b>25</b>
Quality Assurance Report .....	<b>26</b>
Environmental .....	<b>27</b>
Construction and Community Relations .....	<b>28</b>
Creative Services .....	<b>28</b>
Safety and Security .....	<b>29</b>
Appendices .....	<b>30</b>
Chronology of Events .....	30

## 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: Based on a review of the project schedule, Metro has adjusted the Revenue Service Date (RSD) from Fall 2024 to Spring 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. Based on a review of the project budget, the Current Budget and Current Forecast have been adjusted to \$3.5 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

*In March 2024, the Project achieved 90.92% completion based on earned value measurements for design and construction. The critical path of the Project remains communications installation and testing at Wilshire/La Cienega Station.*

The target forecasted substantial completion date for the Project is March 15, 2025. The target Revenue Service Date (RSD) for the Project is Spring 2025. *Planned testing time frames and completion dates are under review.*

### 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 Tunnel (Wilshire/Western to Wilshire/La Brea): electrical and systems installations continue.

Reach 2 Tunnel (Wilshire/La Brea to Wilshire/Fairfax): electrical and systems installations are ongoing.

Reach 3 tunnel (Wilshire/Fairfax to Wilshire/La Cienega): electrical and systems installation work moves forward.

Reach 4 tunnel: *Electrical and systems installations continue. Third rail installation is complete.*

Wilshire/La Brea Station: sidewalk and street restoration on Wilshire Boulevard are ongoing. Entrance structure/plaza construction along with appendage (emergency exit) construction is ongoing. *Architectural and interior room build outs, elevator and escalator installation, MEP and systems installation continue.*

Wilshire/Fairfax Station: entrance structure/plaza construction as well as sidewalk and street restoration on Wilshire Boulevard moves forward. Architectural, MEP and systems work at the platform and concourse levels is progressing. Stair, elevator, and escalator installations are ongoing. Permanent power is anticipated in April 2024.

Wilshire/La Cienega Station: appendage (emergency exit) and entrance structure construction is advancing. Permanent water line installations continue, and permanent power is anticipated in April 2024. Architectural, MEP, elevator and escalator work moves forward.

Substantial completion for the Division 20 Maintenance-of-Way and Non-Revenue Vehicle Building Location 64 Contract (C1078) was extended to August 31, 2019. The final retention amount has been paid. Contract closeout efforts continue.

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. A new area near 6th Street bridge is being used for project material delivery.

**Cost and Schedule Summary**

Metro has incorporated a newly revised schedule for the remaining work into the C1045 Design/Build Contract monthly schedule update process, which includes appendage construction, civil restoration, architectural and MEP (mechanical, electrical, plumbing) work, systems infrastructure installation, testing, etc. *Metro has received March 2024’s schedule update for the C1045 Design/Build Contract, which reports the substantial completion date 454 calendar days after the June 29, 2024 contractual date.*

Based on the schedule, the communications work at all three Stations along with the tunnel is driving the critical and near-term critical paths. For these specific activities, actual progress is not meeting the planned work outlined in the schedule. STS has provided a recovery schedule for the communications subcontractor’s scope of work. The Project is reviewing the recovery schedule along with other aspects of the Project schedule. The focus is establishing Systems Integration Testing (SIT) timeframes for the Project. Once these timeframes are established, the Project will determine if an adjustment to the target RSD is necessary.

The target substantial completion date remains March 15, 2025. The Project’s target RSD remains Spring 2025.

The critical path of the Project remains communications installation and testing at Wilshire/La Cienega Station following by testing and pre-revenue operations. 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	386	06/29/24	09/26/25	-454 days

The Current Budget for the Project is \$3.5 billion. The Current Cost Forecast for the Project is \$3.7 billion. Detailed cost and budget information is provided on Page 17.

There are currently three (3) open claims that are being evaluated:

- Claim 002 – Reach 2 Gas Differing Site Condition
- Claim 003 – Tunnel Lighting

- Claim TBD –Claim for Damages and Extension of Time

**Key Management Concerns**

*Item 1: the C1045 Design/Build Contractor's March 2024 schedule update is trending over six months behind the Project's Substantial Completion date of March 15, 2025.*

Status/Action: Metro has placed the Contractor on notice regarding the current schedule trend. The communications work at all three Stations along with the tunnel is driving the critical and near-term critical paths. STS has provided a recovery schedule for the communications subcontractor's scope of work. This recovery schedule along with other aspects of the Project schedule are being reviewed. The focus is establishing the SIT 1 testing timeframes for the Project. Once these timeframes are established, the Project will determine if an adjustment to the target RSD is necessary. The target Substantial Completion date remains March 2025.

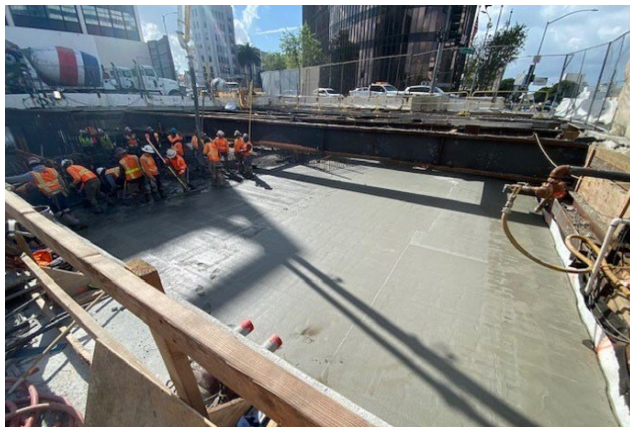
Project Construction Photos



Wilshire/La Brea Station Main Entrance Canopy Installation



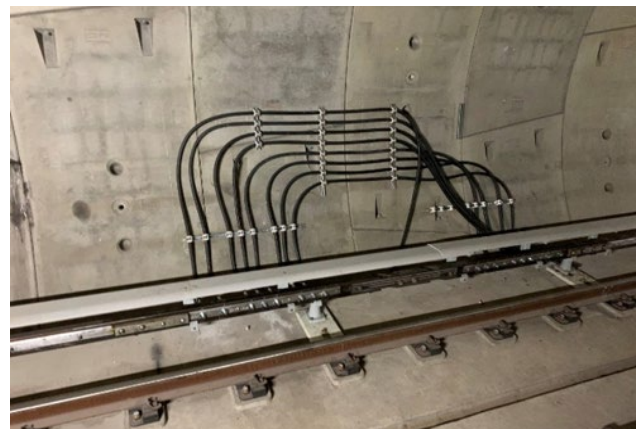
Wilshire/Fairfax Station Radio Cable Supports Installation



Wilshire/La Cienega Station Entrance Roof Deck Concrete Placement



Reach 1 Tunnel Radio Wire Installation



Reach 1 Tunnel Third Rail Jumper Cable Installation

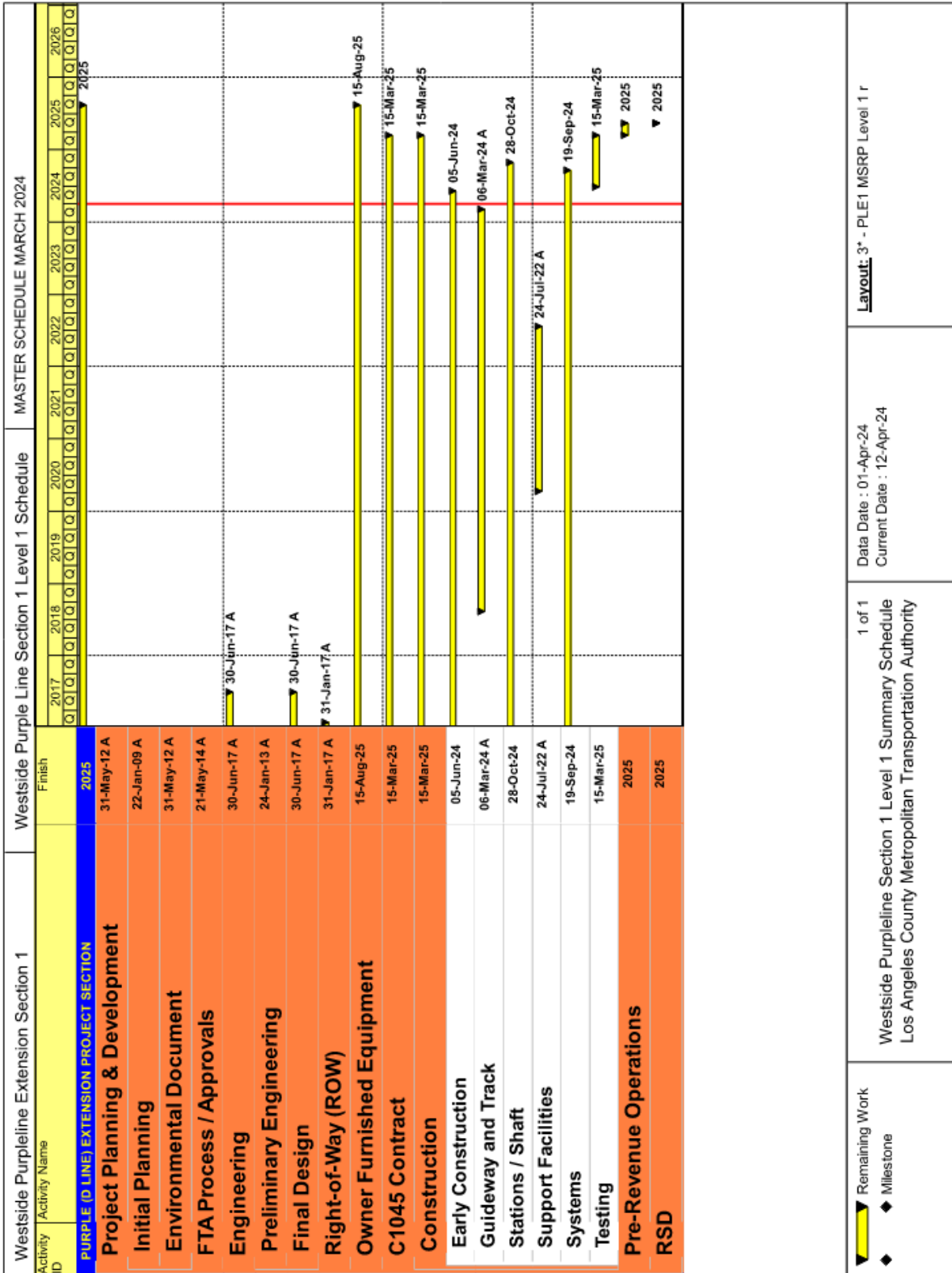


Reach 1 Tunnel Lighting Energization

# PROJECT STATUS

## PROJECT SCHEDULE

### Project Summary Schedule



Layout: 3\* - PLE1 MSRP Level 1 r

Data Date : 01-Apr-24  
Current Date : 12-Apr-24

1 of 1  
Westside Purpleline Section 1 Level 1 Summary Schedule  
Los Angeles County Metropolitan Transportation Authority

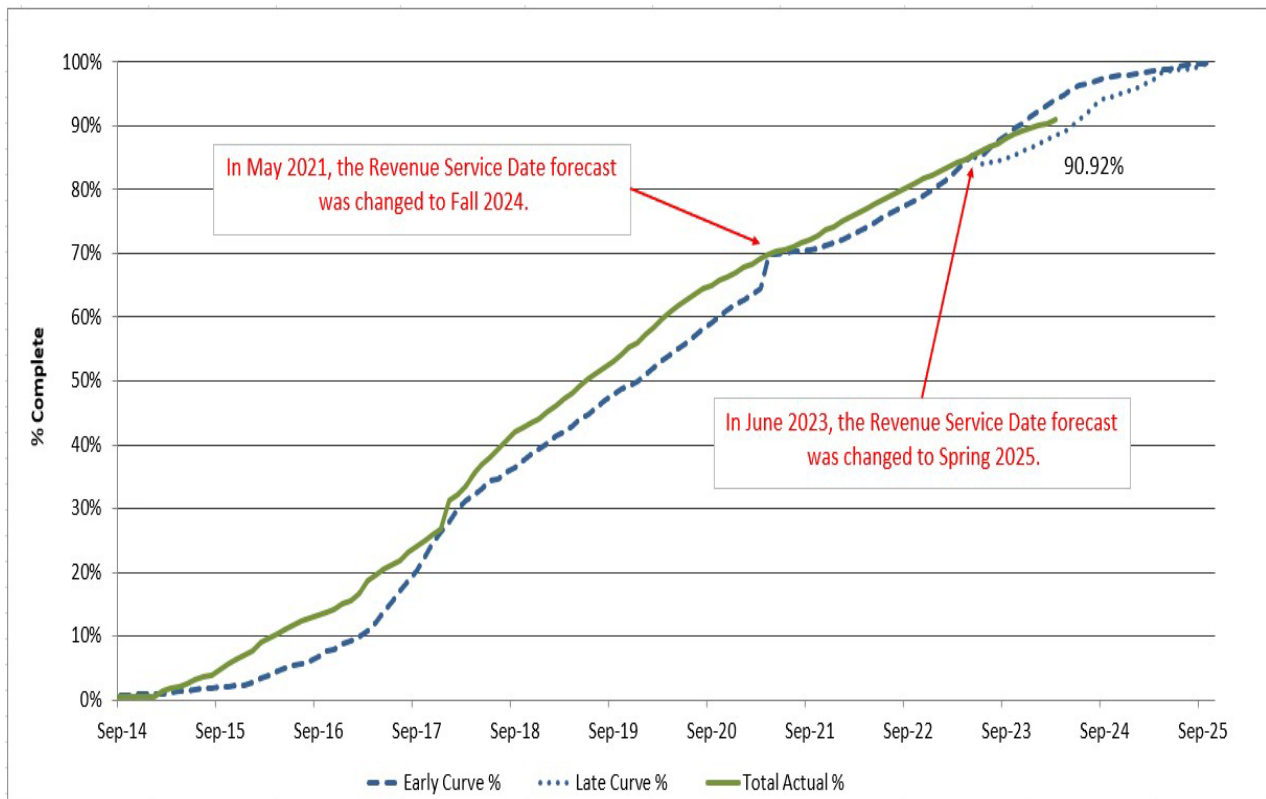
Remaining Work  
Milestone

**Progress Summary**

	Status	Change from Last Period	Comment
Forecast Revenue Service	Spring 2025	None	Under Review
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	90.3%	0.6%	
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**



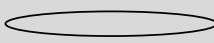





**Key Milestone Six-Month Look Ahead**

	Milestone Date	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24
Wilshire/La Cienega Station: Placed Platform Concrete Fill Slab	03/08/24 A	⬡					
Wilshire/La Brea Station: Commenced Granite Installation on Stairs	03/08/24 A	⬡					
Wilshire/Fairfax Station: Commenced Smoke Enclosure Glazing	03/25/24 A	⬡					
Wilshire/La Brea Station: Commence Terrazzo Tile Installation	04/02/24		⬡				
Wilshire/La Cienega Station: Energize Permanent Power	04/13/24		⬡				
Wilshire/Fairfax Station: Energize Permanent Power	04/20/24		⬡				
Wilshire/Fairfax Station: Commence Terrazzo Tile Installation	05/13/24			⬡			
Wilshire/La Cienega Station: Commence Backfill Plaza Structure to Surface	05/15/24			⬡			
Wilshire/Fairfax Station: Install Colored Concrete	06/19/24				⬡		
Wilshire/La Cienega Station: Commence Terrazzo Tile Installation	06/25/24				⬡		
Wilshire/La Brea Station: Commence Elevator Glazing	07/23/24					⬡	
Wilshire/Fairfax Station: Commence Elevator Glazing	08/07/24						⬡

 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**

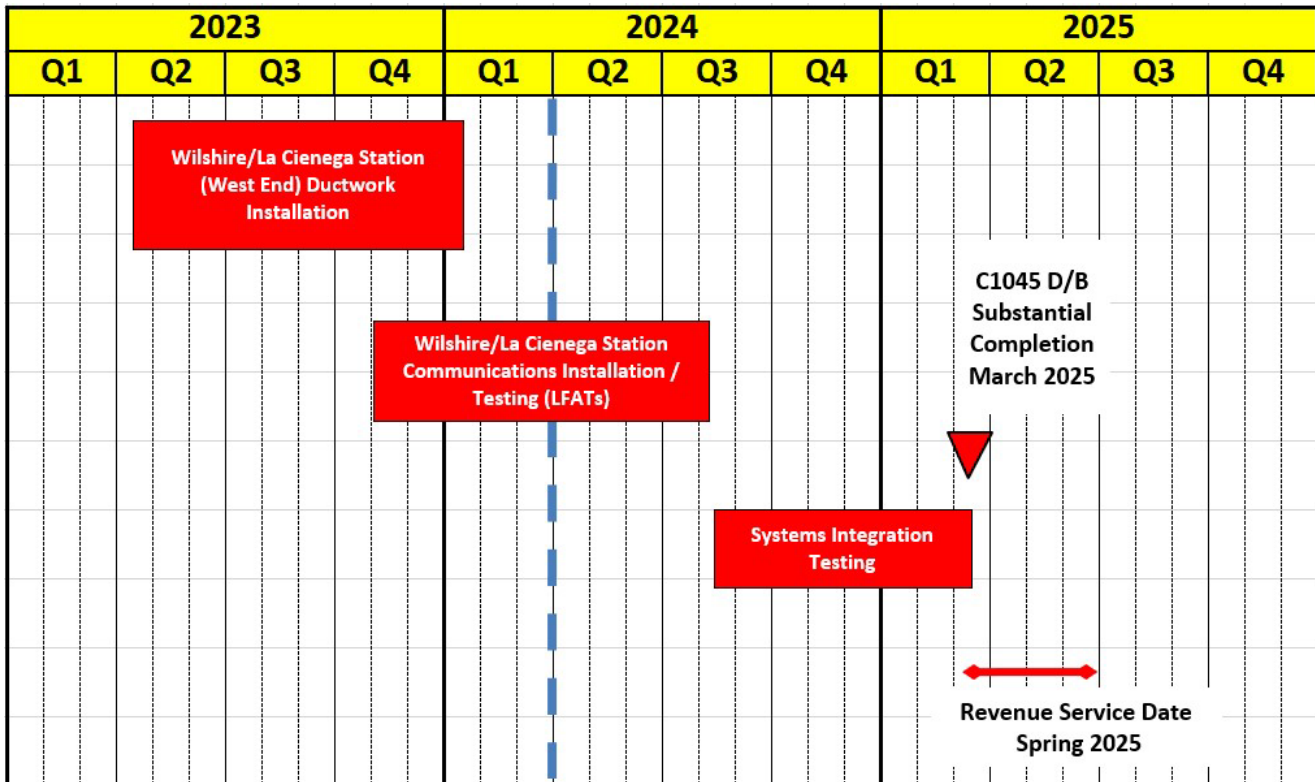
	Submittal	Procurement	Delivery	Installation
<b>C1045 DESIGN/BUILD*</b>				
Tunnel Boring Machine	1/29/16A	8/14/17A	12/15/17A	7/13/18A
Emergency Ventilation Fans	11/30/18A	4/1/19A	12/1/21A	12/21/21A
Station Elevators	4/27/18A	4/27/18A	04/10/23A	2/29/24A
Station Escalators	4/27/18A	4/27/18A	7/21/21A	2/6/23A
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	6/15/24	Spring 2025
<b>Universal Fare System**</b>	2/15/21A	9/30/21A	7/15/23A	9/12/24

\* Dates derived from STS's March 2024 Revised Schedule

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

\*\*\* Metro supplied equipment

**Project Critical Path**



The critical path of the Project remains communications installation and testing at Wilshire/La Cienega Station followed by systems integration testing and pre-revenue operations.

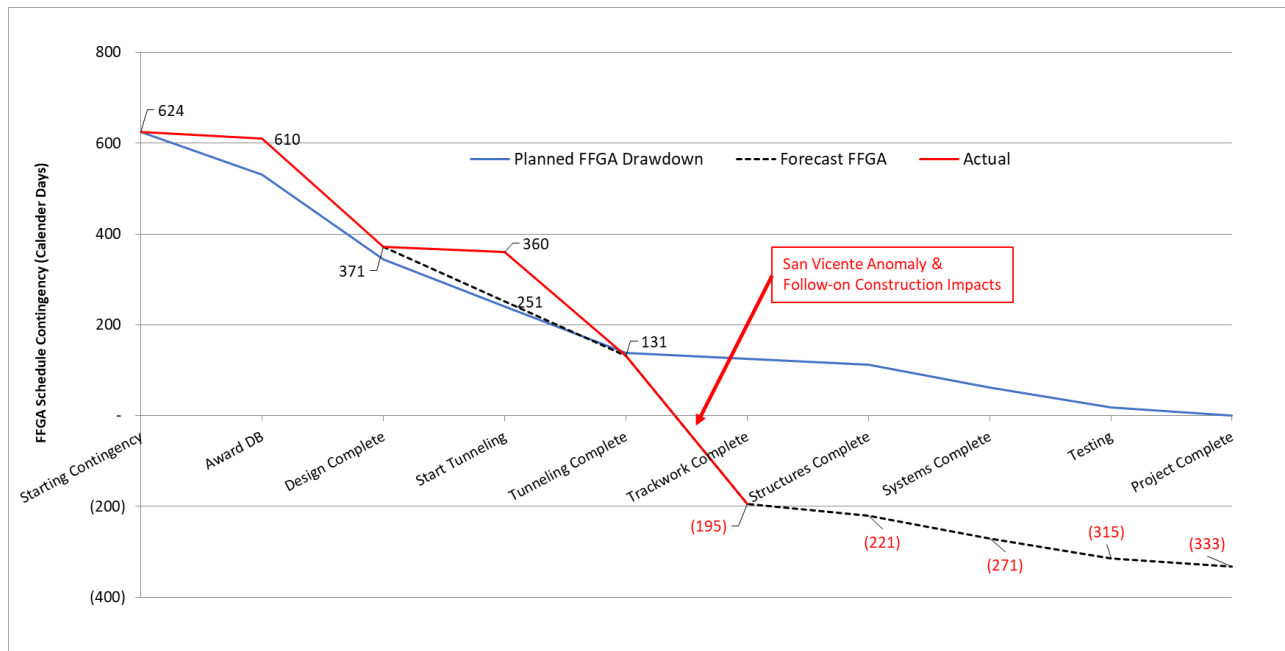
The target substantial completion date is March 15, 2025. The Project’s target RSD is Spring 2025.

### Project Schedule Contingency Drawdown Analysis

The project schedule contingency drawdown model is based upon the FFGA RSD of October 2024. Metro has adjusted the Project Master Schedule (PMS) forecast RSD to Spring 2025. Trackwork was completed in February 2024 and 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 forecast RSD and the FFGA target date. However, this float buffer has eroded due to impacts associated with the Reach 3 anomaly, which hindered TBM tunnel mining progress and has impacted follow-on construction activities, resulting in a later-than-planned actual completion of this milestone.

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 structures.



**Risk Management Narrative**

**Summary of Risks**

*There were no new potential risks identified during the quarterly Risk Register meeting, and seven risks were closed during this period. A total of twenty-two (22) risks remain to be managed in the next quarter.*

*Of the twenty-two (22) risks, three (3) are scored as high, four (4) as medium and thirteen (13) as low.*

*The next Purple (D Line) Extension Project Section 1 Risk Register quarterly update is scheduled for July 2024.*

**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>
676.0	Subcontractor ability to get the required resources to perform work. Resource (Labor) shortage (Direct and Indirect).	<b>20</b>	<ol style="list-style-type: none"> <li>1. Actively manage schedule and resource needs.</li> <li>2. Project to assess whether or not planned interim milestones will be met moving forward to LFAT activities / SIT activities. Resources (LKC) to be assessed.</li> <li>3. The Design Builder’s communications subcontractor is falling behind established planned dates.</li> </ol>
678.0	COVID-19 Pandemic Impact.	<b>15</b>	<ol style="list-style-type: none"> <li>1. Evaluate state and local government guidelines.</li> <li>2. The Project has not received any formal request(s) for change (RFC).</li> </ol>
628.0	Systems integration with existing Purple Line at Wilshire/Western Station.	<b>6</b>	<ol style="list-style-type: none"> <li>1. Wilshire/Western cutover completed on April 19, 2023.</li> <li>2. Systems Integration Plan has been approved. Coordination of schedule with Metro Operations is ongoing.</li> <li>3. The Project is currently coordinating with Metro Operations on the final tie-in into the existing rail line. Dates are under review.</li> </ol>
618.1	ROC (Rail Operations Control) interface with Purple Line.	<b>6</b>	<ol style="list-style-type: none"> <li>1. Systems Integration Plan has been approved. Coordination of schedule with Metro Operations is ongoing.</li> <li>2. SCADA data points need to be transmitted to the ROC.</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	-	494,309	324	506,087	2,389	497,209	-	549,375	55,065
20	STATIONS, STOPS, TERMINALS, INTERMODAL	440,621	-	606,997	286	587,860	4,842	534,300	-	633,556	26,559
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	43,323	-	45,723	-	45,702	-	45,702	-	45,702	(21)
40	SITWORK & SPECIAL CONDITIONS	751,566	-	824,103	905	861,169	4,280	794,470	500	963,144	139,041
50	SYSTEMS	113,574	-	122,195	152	114,027	1,509	76,968	-	142,831	20,635
<b>CONSTRUCTION SUBTOTAL (10-50)</b>		<b>1,737,378</b>	<b>-</b>	<b>2,093,328</b>	<b>1,666</b>	<b>2,114,845</b>	<b>13,020</b>	<b>1,948,648</b>	<b>500</b>	<b>2,334,607</b>	<b>241,279</b>
60	ROW, LAND, EXISTING IMPROVEMENTS	175,634	-	202,980	-	202,980	249	190,559	-	210,910	7,930
70	VEHICLES	160,196	-	108,302	-	99,230	-	33,930	-	108,302	-
80	PROFESSIONAL SERVICES	412,710	-	616,500	19	596,518	2,513	532,695	75	623,367	6,867
<b>SUBTOTAL (10-80)</b>		<b>2,485,918</b>	<b>-</b>	<b>3,021,110</b>	<b>1,685</b>	<b>3,013,574</b>	<b>15,782</b>	<b>2,705,833</b>	<b>575</b>	<b>3,277,187</b>	<b>256,077</b>
90	UNALLOCATED CONTINGENCY	248,592	-	68,400	-	-	-	-	(575)	37,323	(31,077)
100	FINANCE CHARGES	375,470	-	375,470	-	125,286	-	125,286	-	375,470	-
<b>TOTAL PROJECTS 465518 &amp; 865518 (10-100)</b>		<b>3,109,980</b>	<b>-</b>	<b>3,464,980</b>	<b>1,685</b>	<b>3,138,860</b>	<b>15,782</b>	<b>2,831,119</b>	<b>-</b>	<b>3,689,980</b>	<b>225,000</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>3,504,350</b>	<b>1,685</b>	<b>3,178,230</b>	<b>15,782</b>	<b>2,870,476</b>	<b>-</b>	<b>3,729,350</b>	<b>225,000</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**

The Current Budget remained the same this period at \$3.5 billion.

**Current Forecast**

*The Current Forecast remains the same this period at \$3.7 billion. However, the Unallocated Contingency decreased by \$0.6 million primarily due to executed Change Orders for the C1045 Design/Build Contract.*

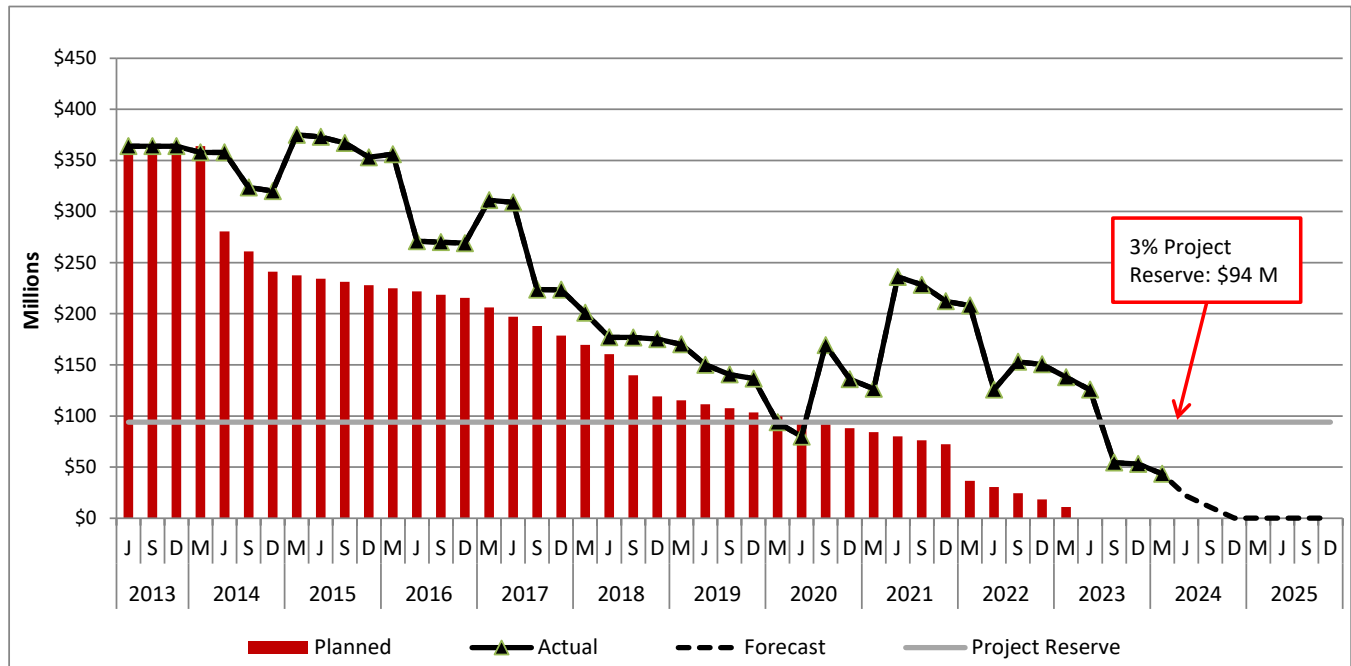
**Commitments**

*Commitments increased by \$1.7 million this period due to executed Change Orders for the C1045 Design/Build Contract. The \$3.2 billion in Commitments to Date represents 90.7% of the Current Budget.*

**Expenditures**

*Expenditures increased by \$15.8 million primarily due to costs associated with the C1045 Design/Build Contract, Real Estate Temporary Construction Easement (TCE), City of Los Angeles Master Cooperative Agreements, City of Beverly Hills Memorandum of Agreement, Engineering Management Support Services, and Metro Project Administration. The \$2.9 billion in Expenditures to Date represent 81.9% 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 higher than expected 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, and \$150.0 million in 2021. The 3% project reserve is currently \$93.9 million to address cost contingency drawdowns and fund ongoing expenses. Metro’s Board is to be notified when it becomes necessary to drawdown contingency below the project reserve threshold to cover project costs. As of September 2023, the remaining contingency balance is below the 3% project reserve threshold of \$93.9 million.

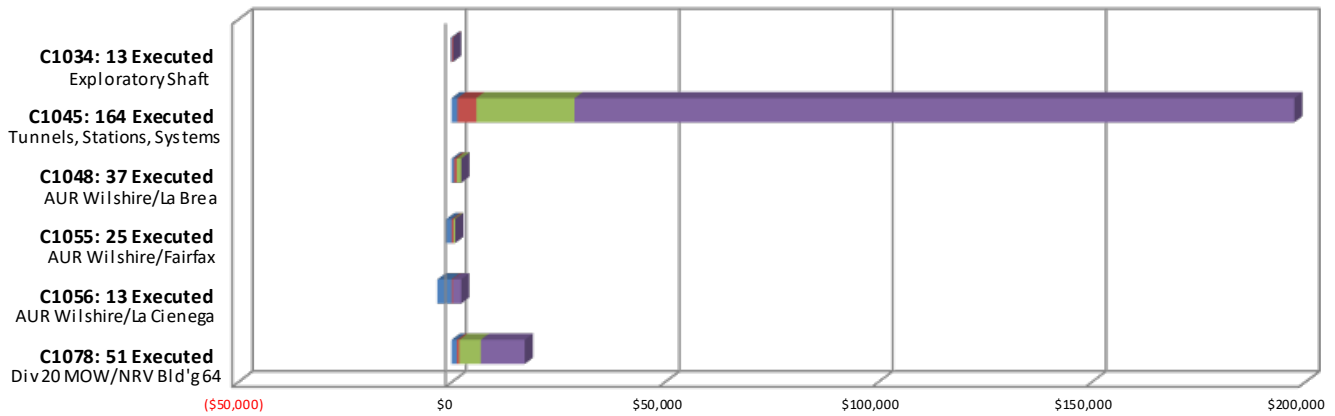
The Project Cost Contingency Drawdown curve has been adjusted to reflect the Spring 2025 Revenue Service Date (RSD) forecast.

*The Unallocated Contingency decreased by \$0.6 million, and the Allocated Contingency decreased by \$1.2 million this period primarily due to executed 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	(246,346)	(575)	(246,920)	1,671
Allocated Contingency	71,963	(29,070)	(1,185)	(30,256)	41,708
<b>Total Contingency</b>	<b>320,555</b>	<b>(266,165)</b>	<b>(1,760)</b>	<b>(277,176)</b>	<b>43,379</b>

Summary of Contract Modifications

Contract Modifications (MODs) by Cost Level  
 Dollars in Thousands



	C1034 13 Executed	C1045 164 Executed	C1048 37 Executed	C1055 25 Executed	C1056 13 Executed	C1078 51 Executed	Total
Under \$100K	(164)	1,341	574	(1,179)	(3,325)	1,217	(1,536)
\$100K to \$250K	321	4,437	617	436	245	578	6,634
\$250K to \$1M	-	22,978	1,051	391	-	5,034	29,454
Over \$1M	-	168,715	-	-	1,983	10,309	181,007
<b>Total Contract MODs</b>	<b>157</b>	<b>197,471</b>	<b>2,242</b>	<b>(352)</b>	<b>(1,097)</b>	<b>17,138</b>	<b>215,559</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>12.1%</b>	<b>36.3%</b>	<b>-2.4%</b>	<b>-5.4%</b>	<b>32.4%</b>	<b>12.4%</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 and sixty-four Contract MODs with a total value of \$197.5 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)

As of February 2024:

<b>DBE Goal – Design</b> The percentage of funds apportioned to Design Contracts	20.25%
<b>Current DBE Commitment Design</b> Total DBE Committed Dollars divided by Total Contract Value for Design	\$14.6 M 20.25%
<b>Current DBE Participation</b> Total amount paid to date to DBEs divided by the amount paid to date to Prime	\$15.3 M 22.34%

Seventeen (17) Design DBE sub-consultants have been identified to date.

<b>DBE Goal – Construction</b> The percentage of funds apportioned to Construction Contracts	17.00%
<b>Current DBE Commitment Construction</b> Actual commitment as Construction work is awarded	\$294.0 M 16.38%
<b>Current DBE Participation</b> Total amount paid to date to DBEs divided by the amount paid to date to Prime	\$316.2 M 18.91%

One hundred seventy-four (174) Construction DBE subcontractors have been identified to date.

## PROJECT LABOR AGREEMENTS (PLA)

*As of February 2024:*

<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>	63.66%
<b>Apprentice Worker Goal</b> Construction work to be performed by Apprentices	20.00%
<b>Apprentice Worker Current Attainment</b>	20.13%
<b>Disadvantaged Worker Goal</b> Construction work to be performed by disadvantaged workers	10.00%
<b>Disadvantaged Worker Current Attainment</b>	11.75%

## FINANCIAL/GRANT

### Status of Funds by Source

DOLLARS IN MILLIONS

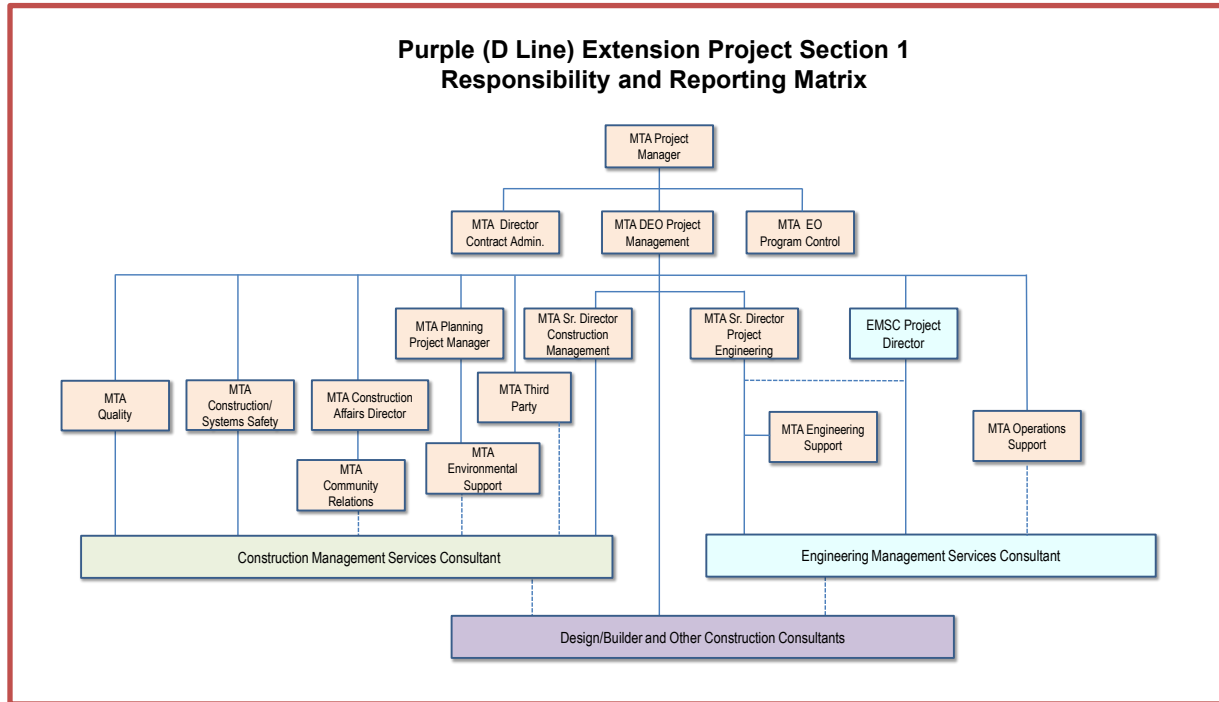
SOURCE	(A)	(B)	(C)	(D)	(D/B)	(E)	(E/B)	(F)	(F/B)
	ORIGINAL BUDGET	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS \$	%	EXPENDITURES \$	%	BILLED TO FUNDING SOURCE \$	%
FEDERAL - SECTION 5309 NEW STARTS	\$1,250.000	\$1,250.000	\$1,250.000	\$1,204.084	96%	\$1,059.170	85%	\$1,035.084	83%
FEDERAL - 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	\$1,342.159	\$1,342.159	\$1,083.938	81%	\$921.098	69%	\$902.513	67%
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	\$53.290	\$53.290	71%	\$53.290	71%	\$53.290	71%
<b>TOTAL</b>	<b>\$3,149.350</b>	<b>\$3,504.350</b>	<b>\$3,482.367</b>	<b>\$3,178.230</b>	<b>90.7%</b>	<b>\$2,870.476</b>	<b>81.9%</b>	<b>\$2,827.805</b>	<b>80.7%</b>

EXPENDITURES ARE CUMULATIVE THROUGH MARCH 31, 2024  
 ORIGINAL BUDGET BASED ON JULY 2014 BOARD APPROVED LOP BUDGET

\*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

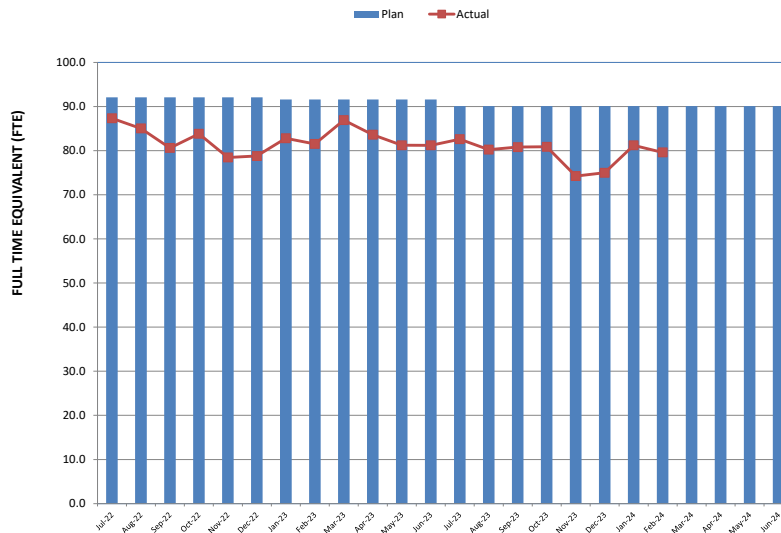
The Design/Build Contract is being managed by a joint team of Metro and consultant personnel jointly located at the Integrated Project Management Office (IPMO).



The overall FY24 Total Staffing Plan averages 90.1 FTEs per month.

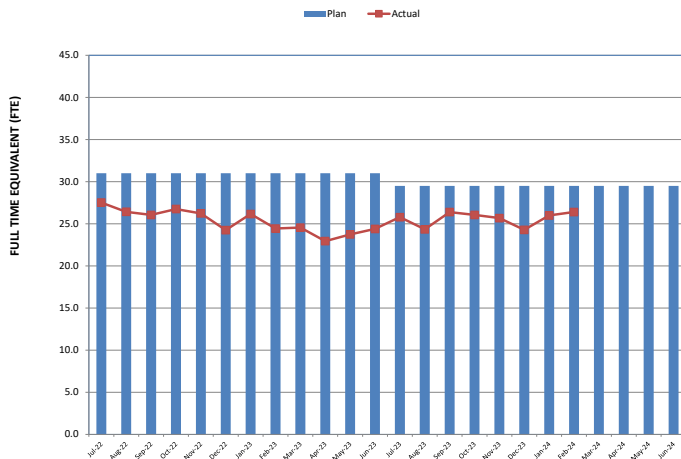
*For February 2024 there were a total of 26.4 FTEs for MTA's Project Administration Staff and 53.2 FTEs for Consulting Staff. The total project staffing for February 2024 was 79.6\* FTEs.*

### Total Project Staffing – Metro and Consultants

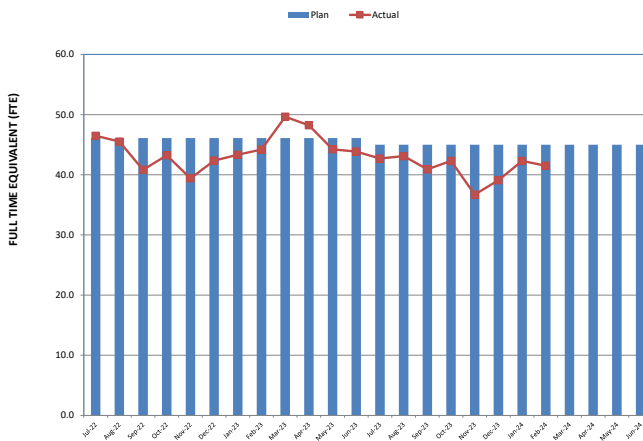


\*Actuals include 2.3 FTEs related to Project Management Support Services (PMSS).

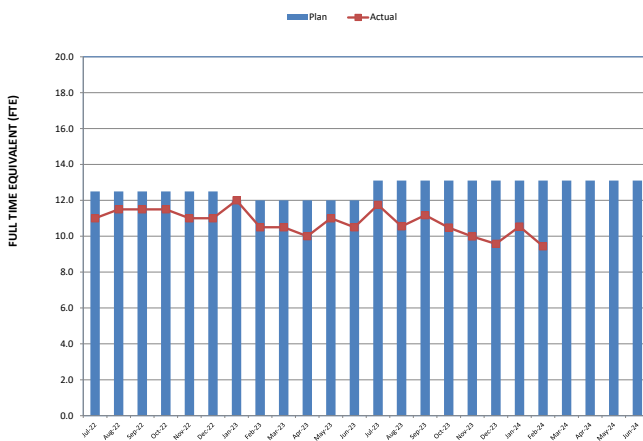
**Metro Staff**



**CM Support Services Staff (Consultant)**



**Engineering Services Staff (Consultant)**



All above data through February 2024

**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

<b>Purple Line Extension Section 1 - Real Estate Status Summary</b>								
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.

One parcel at the Wilshire/Fairfax Station location remains in the condemnation phase. The final settlement agreement is being closed out, and the closeout date has not been established. Metro is in the process of extending Temporary Construction Easement (TCE) lease agreements.

## 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 entrance structures, canopy painting and systems control.
  - Wilshire/Fairfax – engaged in oversight activities for entrance structure/ancillary level, canopy painting and systems control.
  - Wilshire/La Cienega – engaged in oversight activities for construction of appendage structures, canopy painting and street restoration.
- Processed 66 surveillances, 32 Quality Action Requests (QARs) (all closed) and 35 Nonconformance Reports (NCRs) (32 closed/3 open):
  - Metro NCR-2022-001-Emergency Ventilation Fans Transition Hatches (Hatch Door difficult to open and close/Design Issue)
  - Metro NCR-2022-002-Tunnel Station Interface Seal Joint Leaks
  - Metro NCR-2024-001-Hydrocarbon Resistant Membrane/Seal Leaks

## ENVIRONMENTAL

- *Monitored performance of nighttime work during Wilshire/La Cienega Station utility construction for noise near sensitive receptors.*
- *Conducted field environmental monitoring and spot inspections for stormwater BMPs, dust, and cultural resources for C1045 and third party work activities.*
- *Provided supporting documentation and follow up information to the PMOC regarding the implementation of mitigation measures as presented in the Q43 MMRP report.*



## CONSTRUCTION AND COMMUNITY RELATIONS

- Attended monthly/weekly meetings with City of Los Angeles Department of Transportation, 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 as well as 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. *Conducted Wilshire/La Cienega Station' March webinar for the City of Beverly Hills.*
- Corresponded with and presented to Los Angeles City Council district offices, the Board of Public Works, 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 with the "Eat, Shop, Play Spotlight" (ESP) campaign to advertise and promote businesses that participate in ESP Wilshire and Beverly Hills specific to eateries or other service-oriented businesses that remain open or have reopened for onsite pickup, dining-in and delivery.
- 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) program.
- Updated website, Facebook, and Twitter regularly. Published monthly Purple Line Extension (PLE) newsletter to email list. Placed monthly ads in local papers.
- Conducted extensive one-on-one outreach to Beverly Hills business stakeholders and additional outreach to residents in advance of the Wilshire/La Cienega Station weekend closures of Wilshire Blvd. for decking removal activities.
- *Produced and distributed sixty-eight (68) construction work notices for construction activities; the La Cienega Monthly look-ahead distributed by Walking Man; weekly look-ahead for Division 20; weekly construction look-ahead emails to community stakeholders for the City of Los Angeles; and monthly look-ahead emails for the City of Beverly Hills.*

## CREATIVE SERVICES

- *Conducted fabrication inspection for Wilshire/Fairfax and Wilshire/La Cienega Station platform level porcelain enamel steel artworks.*
- Reviewed and responded to Contractor submittals for art fabrication.
- Continued coordination with Contractor on design development for artwork lighting.
- Managed fabrication sample reviews with artist in coordination with the Contractor.
- *Finalized design intent drawings for signage impacts at eight existing D line stations due to the phased construction of the Purple (D Line) Extension Project.*

## SAFETY & SECURITY

- *There was a recordable injury in March and a late reported lost time injury in February.*
- *There were no COVID cases in March.*
- Metro Safety staff conducted daily safety inspections, attended weekly Toolbox, Progress, readiness review and other Project meetings to evaluate 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.
- *February 2024 Contractor Work Hours (Design & Construction): 110,418*
- *Total Project to Date Work Hours (through February 2024): 9,718,934*
- *Project to Date Recordable Injury Rate: 0.88 (43 Recordable Injuries) (each rate is per 200,000 work hours) (National Rate: 2.4)*
- *Project to Date Total Days Away (DART) Injury Rate: 0.10 (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.
<i>March 2024</i>	<i>Completed temporary decking removal at the Wilshire/Western Station interface chamber.</i>