

## MTA Offers Largest Construction Contract Ever to Packed House

(July 11, 2003) A total of 255 designers and contractors packed the MTA Boardroom, today, eager to learn more about the Metro Gold Line Eastside Extension construction project – at an estimated half-billion dollars, the largest contract ever offered by the agency.

The scope of work for the six-mile rail line is divided into two parts. The first is for construction of a 1.7-mile tunnel segment with two underground stations and two portals. The other involves construction of aboveground tracks and six stations and completion of the two underground stations.

MTA expects to award the construction contract in November and give the contractor notice to proceed in December, according to Eli Choueiry, deputy project manager. Construction is expected to continue until late 2008 or early 2009, with the revenue operating date forecast for June 2009.

MTA rejected earlier bids for the Eastside Line project, finding that they did not meet the agency's disadvantaged business enterprise goals and were too much over engineers' estimates.

The Eastside Light Rail Line will be an extension of the Metro Gold Line. Beginning at Union Station, it will continue south to Little Tokyo and then turn toward East Los Angeles, transit a tunnel beneath Boyle Heights and continue to its terminus at Pomona/Atlantic.

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Senior Contract Administrator Tim Clark welcomes potential bidders to a pre-bid conference for the Eastside Light Rail Line contract. Below, Contract Administration Manager Ivan Page points out the Eastside Line's eastern terminus for MTA Chief Ethics Officer Karen Gorman.

