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**TO:** BOARD OF DIRECTORS  
**FROM:** CHARLES W. STARK *CWS*  
EXECUTIVE OFFICER, CONSTRUCTION  
**SUBJECT:** FEDERAL ATTORNEY NEWS RELEASE

**ISSUE:**

Today, the U.S. Attorney filed a lawsuit alleging unqualified inspectors were used to inspect structural welds on the Metro Red Line Subway.

**BACKGROUND:**

The vast majority of the Metro Red Line subway is constructed of reinforced concrete. There is isolated use of structural steel for features such as the art rocks at the Vermont/Beverly Station and the entrance canopy at the Vermont/Santa Monica Station. Additionally, structural steel was used in the 7<sup>th</sup> Street/Metro Center Station and the Wilshire/Normandie Station. Any welding done on these structures requires Non-Destructive-Examination (NDE) by a qualified/certified inspector to ensure that the welds meet the requirements of the design. The steel at the art rocks at the Vermont/Beverly Station and that at the entrance canopy at the Vermont/Santa Monica Station was inspected by the laboratory named in the Federal Attorney's complaint. The structural steel used at the 7<sup>th</sup> Street/Metro Center Station and at the Wilshire/Normandie Station was inspected by laboratories other than the one named by the U. S. Attorney.

The use of unqualified weld inspectors and supervisors was discovered by MTA Quality Management during a routine audit of Twining Laboratories.

**ACTIONS TAKEN:**

Prior to the opening of Segment 2B of the Metro Red Line the MTA determined that a complete review of structural welds on the art rocks at the Vermont/Beverly Station was required as well as those on the entrance canopy at the Vermont/Santa Monica Station. The MTA asked the consulting firm of Wiss-Janney-Eltsner (WJE) to do an extensive structural review at both stations and as a result some additional steel was added and every weld that WJE determined to be critical to the safety of the structure was re-examined by a fully qualified laboratory and repairs were made as required. Only a handful of welds were deemed critical at the entrance canopy and the

necessary repairs were made. Wiss-Janney-Eltsner has issued reports to the MTA signed and stamped by a Structural Engineer registered in the state of California that validates the integrity of both the art rocks and the entrance canopy.

Since July of 1997 the MTA has worked closely with the MTA Inspector General, The Federal Inspector General, The FBI and the Federal Attorney to provide technical expertise, pertinent documents and any other assistance requested by them. During this period, thousands of man hours have been expended to ensure that the safety of the riding public has not been compromised anywhere on the Metro Red Line subway system.

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