



NEWS

OCTOBER 11, 1994

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MTA ANNOUNCES INTERIM CONSTRUCTION MANAGEMENT PLAN; NEW LEADERSHIP FOR RAIL CONSTRUCTION PROGRAM

MTA Chief Executive Officer Franklin White announced October 11, 1994, an interim construction management plan aimed at strengthening MTA's rail construction program by improving the day-to-day supervision and ensuring accountability of consultants and contractors.

"Effective immediately, I am replacing Edward McSpedon as executive officer of construction and president of the Rail Construction Corporation," said White. "I believe a change of leadership and a different management approach is what is needed at this time in our Metro Rail construction program."

The plan also calls for the MTA to assume immediate control of construction management quality control and safety programs for all construction projects.

"This action will ensure appropriate quality control measures are in place, and safety standards are maintained," said White. "We hope these measures will improve the performance of the construction contractors and construction management oversight firm."

White said that, subject to Board approval, the MTA will notify Parsons-Dillingham, the construction management firm, that it will be phased out as Segment 3 construction manager. The MTA also will request that Shea-Kiewit-Kenny restructure its management team in order to complete the Vermont/Hollywood tunnel contract.

"We must ensure the taxpayers of this region that the MTA will seek reimbursement from design and construction management consultants, and

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construction firms for all costs associated with settlement along Hollywood Boulevard and delay of construction," said Supervisor Edmund D. Edelman, MTA Board chairman.

The MTA will determine whether to retain the firms on the Vermont/Hollywood tunnel contract based, in part, on a report from Wiss, Janney, Elstner Associates. Wiss, Janney has been asked to determine whether the design of the wood wedge expansion gap system was adequate; whether materials used were installed in accordance with contract specifications; and to what extent did the deformation of the wood wedge expansion gap system contribute to Hollywood Boulevard settlement.

"Allegations also have been made by the construction manager that the tunnel contractor deliberately concealed shoddy workmanship in filling the expansion gaps in the tunnel liner," said White. "These allegations have been referred to the MTA's Inspector General for investigation."

White said the MTA's plan for resuming tunneling along Hollywood Boulevard will be forwarded to the Federal Transit Administration by October 17. Subject to the concurrence of the FTA and the Los Angeles City Council's consultant, the MTA will schedule resumption of tunneling.

A nationwide search will be launched to find a permanent replacement for the official responsible for the MTA's rail construction program, White said.

"We need to resume tunneling as quickly as we can, making sure we do so safely," White said. "We also must reexamine our contractual relationships with our consultants and contractors to get a firmer grasp on our rail construction program."

"We are committed to building a first-class transportation system for the region and we are going to take whatever steps are necessary to accomplish it," he said.

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