

**RESPONSE TO IG AUDIT:****Procedures will Ensure that New Buses Meet MTA, FTA Inspection Requirements**

(Jan. 18) In response to an MTA Inspector General's audit of the agency's bus inspection program, Transit Operations has implemented new procedures to ensure that buses received from manufacturers will meet stringent MTA and federal inspection requirements.

The audit team studied 250 buses manufactured by Neoplan and accepted by the MTA between September, 1997, and January, 1999. The team's report said the inspection program for those buses "did not comply with FTA guidelines." The audit found "significant deficiencies" in bus inspection procedures, questioned the adequacy of inspection checklists and noted "weaknesses" in inspection program controls.

**MTA's positive reaction**

The auditors said they were "encouraged by the MTA's positive reaction to our preliminary results and willingness to consider alternative ways of improving the program of inspecting and accepting buses."

In a memo to the Inspector General, CEO Julian Burke said the MTA "already (has) corrected the most serious problems which led to the deficiencies in the bus inspection program." The audit report will be presented as Item 40 during the Board's Executive Management committee meeting, Jan. 20.

In his response to the audit, Tom Conner, executive officer, Transit Operations, said new inspection procedures - including record-keeping, record review and documentation requirements - have been put in place. He noted that Transit Operations has assumed responsibility for the bus inspection program to improve coordination and communication between the bus manufacturers and those who will operate and maintain them.

**Quality and objectivity**

To further support the quality and objectivity of the bus inspection program, the MTA plans this month to request bids from independent contractors as a way to augment the MTA's efforts to ensure the highest quality bus possible.

"Our contractors would be responsible for conducting and documenting inspections at the bus manufacturing plants," Conner explained. Transit Operations will add or reassign staff to the units responsible for bus warranties and reliability to improve documentation and defect tracking.

[Back to MTA Report](#)