

## DOT OIG Recovery Act Overview

<b>OIG Name:</b>	<b>Department of Transportation, Office of Inspector General</b>
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<b>OIG Broad Recovery Act Goals:</b>	Conduct timely oversight of DOT ARRA funds while focusing on three major challenges facing the Department: (1) ensuring that DOT's grantees properly spend ARRA funds; (2) implementing new accountability requirements and programs mandated by ARRA; and (3) combating fraud waste, abuse, and mismanagement.
<b>OIG Broad Outreach Recovery Act Goals:</b>	Conduct fraud awareness and prevention activities to alert DOT staff and grantees, including contractors, at all levels of government on how to recognize, prevent, and report suspected fraud.
<b>OIG Recovery Act Risk Assessment Process:</b>	DOT OIG is using a three-phase approach to conduct audit and investigative work by emphasizing high-risk areas and promptly report results: <b>Phase 1</b> --conduct a comprehensive review of prior reports and testimonies to identify major challenges facing DOT with the implementation of ARRA and identify actions DOT should take now to address known challenges--(COMPLETED); <b>Phase 2</b> --conduct a systematic scan of DOT agencies receiving ARRA funding to examine vulnerabilities in program management and planning that could impede DOT's ability to effectively oversee ARRA-funded projects and meet new statutory and OMB requirements; and <b>Phase 3</b> --Target for audit and investigation, specific DOT programs and projects, emerging as vulnerable/high-risk areas as a result of the scan completed in Phase 2. Throughout Phases 2 and 3, we will promptly notify DOT, Congress and the public through ARRA Advisories and reports, of DOT actions needed to achieve ARRA goals.

<b>OIG Recovery Act Funds:</b>	\$20,000,000 (FY 09 -September 30, 2013)
<b>Expiration Date of OIG Recovery Act Funds:</b>	09/30/2013
<b>FY 2009 OIG Non-Recovery Act Funds:</b>	\$71,400,000 (FY 2009 Omnibus Appropriation)

<b>Number of OIG Planned Recovery Act Hires:</b>	Plan to hire up to 38 new hires in FY 2009 and FY 2010 (This will include auditors, analysts, and investigators at various grade levels. This may also include rehired annuitants, term appointments, and contractors to supplement our work, as necessary.)
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<b>OIG Recovery Act Funds to be Allocated to Contracts:</b>	To Be Determined (As of May 2009, DOT OIG has not allocated any ARRA funds to contracts).
<b>Purpose of Recovery Act Contracts:</b>	Not Applicable
<b>Types of Recovery Act Contracts Awarded to Date:</b>	Not Applicable

<b>Link to OIG FY 2009 Recovery Act Work Plan:</b>	
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**DOT OIG Recovery Act Work Plan**

Agency	Program Area	Agency Recovery Act Funds Associated w/Program Area	Type of Review (Administrative / Financial, Eligibility, Performance, Other)	Entity Performing Review (OIG Staff, Contractor, Other)	Project Title	Background	Objective	Expected Quarter in Which Work will Start	Expected Quarter in which Final Report will be Issued	Expected Number of Reports
DOT	All ARRA-funded programs and projects within FAA, FHWA, FRA, FTA, OST, and MARAD	\$ 48,100,000,000	Performance	OIG Staff	ARRA 2009: Oversight Challenges Facing the DOT	In anticipation of ARRA's passage, on January 31, 2009, we initiated Phase 1 of our audit strategy by announcing our audit to identify risks and oversight challenges associated with economic stimulus funding for transportation projects. On March 31, 2009, we issued our report, "ARRA 2009: Oversight Challenges Facing the Department of Transportation." The report highlighted three key DOT oversight challenges and 10 focus areas where DOT must exhibit sustained and effective actions and oversight. To ensure that the potential risks discussed in our report were sufficiently considered, we recommended and the Secretary of Transportation developed, an oversight implementation plan that outlines the key actions DOT already has underway or will take to address the 10 focus areas.	Identify key DOT oversight challenges--based on prior OIG reports and other agencies' relevant audit work--and identify actions DOT should take now in support of ARRA requirements..	Q2 FY 09	Q2 FY 09	1 Final Report Issued on March 31, 2009
DOT	ARRA-funded programs and projects within FAA, FHWA, FRA, FTA, OST, and MARAD	\$ 48,100,000,000	Performance	OIG Staff	Agency Scans of DOT's initial Implementation of ARRA	Phase 2 of our ARRA -related audit work includes conducting expeditious and structured reviews/scans of each DOT Operating Administration's implementation of ARRA requirements based on the 10 focus areas identified in our March 2009 report and DOT's oversight implementation plan.	Evaluate each agency's ARRA implementation by identifying vulnerabilities that could impede DOT's ability to (1) provide effective oversight to ARRA-funded projects and (2) meet new requirements mandated by ARRA and OMB.	Q3 FY 09	Q4 FY 09	Multiple ARRA Advisories as vulnerabilities are identified and 1 Final report.

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FRA	High-Speed Rail / Intercity Passenger Rail	\$ 8,000,000,000	Performance	OIG Staff	Review of FRA's New Passenger Rail Program	FRA received \$8 billion in ARRA funding to make grants to States to develop high-speed rail corridors and improve intercity passenger rail service. In our March 31, 2009 report, "ARRA 2009: Oversight Challenges Facing the Department of Transportation," we identified FRA's new passenger rail program as a risk since FRA has not previously implemented a large-scale high-speed passenger rail program called for in ARRA.	Assess implementation risks associated with ARRA's Capital Assistance for High Speed Rail Corridors and Intercity Passenger Rail Service Program with a focus on: (1) State and FRA institutional capacity, (2) State-freight railroad capital agreements, (3) financial forecasting best practices, and (4) intercity passenger rail service bottlenecks.	Q3 FY 09	Q1 FY 10 through Q4 FY 11	Multiple ARRA Advisories as vulnerabilities are identified and 4 Final reports.
DOT	Select ARRA-funded projects and programs within FAA, FHWA, FRA, FTA, OST, and MARAD	\$ 48,100,000,000	Performance	OIG Staff	To Be Determined	Phase 3 of our ARRA-related audit work includes conducting in-depth assessments of select ARRA-funded high risk projects and programs within FAA, FHWA, FRA, FTA, OST and MARAD based on the results of our Phase 2 scans.	To Be Determined	Q4 FY 09	Q4 FY 13	Multiple ARRA Advisories as vulnerabilities are identified and multiple Final reports.