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UNDERSTANDING THE OFFICE OF INSPECTOR GENERAL
1.1 MISSION

Mission
The Office of Inspector General (OIG) enhances the Department of Transportation’s (DOT) programs and operations by conducting objective investigations and audits on behalf of the American public.

Who We Are
Since OIG was established in 1979, we have been dedicated to providing independent and objective reviews of the economy, efficiency, and effectiveness of DOT programs and operations, and to detecting and preventing fraud, waste, abuse, and criminal violations of laws affecting the Department.

What We Do
OIG operates as an independent organization within the Department under the authority of the Inspector General Act of 1978, as amended (the IG Act). Our audits and investigations provide independent reviews and recommendations to enhance the effectiveness of the Department’s programs and prevent fraud, waste, and abuse of the Department’s resources. By law, the Inspector General (IG) reports to the Secretary of Transportation and Congress.

OIG is the principal law enforcement office within DOT with authority to carry firearms, execute warrants, and make arrests. We often collaborate with other Federal, State, and local law enforcement entities, and must report possible criminal violations to the U.S. Attorney General. OIG’s Office of Investigations also manages our Hotline Complaint Center that is staffed 24 hours a day, 7 days a week. This office is also responsible for investigating whistleblower complaints, including those referred by the U.S. Office of Special Counsel.

OIG’s Office of Auditing and Evaluation is comprised of auditors, analysts, information technology experts, economists, statisticians, engineers, accountants, and other subject matter experts. In addition to performance audits aimed at improving the safety, economy, efficiency, and effectiveness of transportation programs, our audit staff specialize in financial management, information technology, and acquisition and procurement audits. Our reports are made available to the public via our website at www.oig.dot.gov.
1.2 ORGANIZATION

Inspector General

Deputy Inspector General

Office of Investigations
Office of Auditing & Evaluation
Office of Administration & Management
Office of Chief Counsel
Office of Strategic Communications & Programs

Aviation Audits
Financial Audits
Surface Transportation Audits
Aquisition & Procurement Audits
Information Technology Audits
Audit Operations & Special Reviews
1.3
OIG EXECUTIVE LEADERSHIP

Inspector General
Leads the Office of Inspector General, which is tasked with providing the Secretary and Congress with independent and objective reviews of the economy, efficiency, and effectiveness of the Department’s programs and operations in addition to detecting and preventing fraud, waste, abuse, and violations of law.

Deputy Inspector General
Assists and advises the Inspector General on management of the organization, including nationwide operations, policy decisions, and work products. Oversees OIG’s executive management team.

Principal Assistant Inspector General for Auditing and Evaluation
Leads OIG’s six audit offices: Aviation; Surface Transportation; Financial; Information Technology; Acquisition and Procurement; and Audit Operations and Special Reviews.

Principal Assistant Inspector General for Investigations
Manages OIG’s criminal and civil investigations, Hotline Complaint Center, Data Analytics and Computer Crimes unit, and DOT employee and contractor Whistleblower Protection Coordinator functions.

Assistant Inspector General for Administration and Management
Oversees all of OIG’s administrative and management services, including facilities and asset management, human resources, information technology, procurement, and training and development.

Chief Counsel
Oversees all legal assistance to OIG operations and activities, including ethics training and counsel, employee financial disclosures, and FOIA.

Assistant Inspector General for Strategic Communications and Programs
Advises the Inspector General and Deputy Inspector General on the agency’s daily operations, policies and procedures, and special projects. Oversees the Office of the Chief Financial Officer; Office of Communications; Office of Government and Public Affairs; Organizational Development Office; Civility, Diversity, and Inclusion Office; and Executive Administrative Staff.

Chief Counsel
Oversees all legal assistance to OIG operations and activities, including ethics training and counsel, employee financial disclosures, and FOIA.
1.4
KEY COMMUNICATIONS

Semiannual Reports to Congress
By April 30 and October 31 of each year, OIG prepares a Semiannual Report to Congress summarizing OIG activities for the preceding 6-month periods ending March 31 and September 30. The report includes statistical information on the results of OIG work, and describes completed audits and certain investigations. The IG Act directs the Secretary to send the report, along with any comments or relevant explanation, to the appropriate committees of Congress within 30 days of receipt.

Budget and Performance
Per the IG Act, OIG submits an annual budget request and estimate to the Secretary specifying the aggregate amount of funds necessary to execute OIG’s mission, including amounts necessary to meet all training requirements and to support the Council of the Inspectors General on Integrity and Efficiency. The President’s budget to Congress must include a separate statement of OIG’s budget estimate and any OIG comments if the Inspector General concludes the President’s budget would substantially inhibit OIG from performing its duties.

OIG’s work reflects our commitment to fully inform Congress, the Department, and the public of pressing transportation concerns and to aggressively pursue individuals intent on putting the public and taxpayer dollars at risk.

OIG audit recommendations lead to substantial financial and program improvements, including those that enhance safety. In addition, OIG investigations enhance safety by thwarting criminal activities that put lives at risk, and protect taxpayer investments through fines, restitutions, and recoveries. Through OIG’s work, we have consistently achieved a significant return on the taxpayer’s investment (ROI).

Recommendation Dashboard
OIG maintains an audit Recommendation Dashboard on our public website. Our objective is to regularly publish current information regarding the status of OIG recommendations at www.oig.dot.gov/recommendation-dashboard. The Recommendation Dashboard displays a list of audit recommendations for each audit, the status of individual recommendations (open or closed), and the dollar value of any financial recommendations.

This initiative enhances the transparency and accountability of OIG information by making it more timely and accessible to the public. Making progress toward closing open audit recommendations is an important part of fulfilling both DOT and OIG’s missions, and making that process more publicly transparent through the Recommendations Dashboard enhances those efforts.
**DOT’s Top Management Challenges**

OIG neither issues regulations nor sets departmental policy. OIG’s role is to provide facts for the policy-makers in the Department and Congress. One of OIG’s key deliverables is our statutorily required annual report on DOT’s top management challenges (TMC), which provides a forward-looking assessment for the coming fiscal year to aid DOT’s operating administrations in focusing attention on the most serious management and performance issues facing the Department.

OIG issued its FY2022 TMC on October 27, 2021. For fiscal year 2022, OIG identified nine major challenges facing DOT.

We considered several criteria in identifying DOT’s top management challenges for fiscal year 2022, including their impact on safety, documented vulnerabilities, large dollar implications, and the ability of the Department to effect change.

In addition, we recognize that DOT faces the extraordinary task of meeting these challenges while also responding to the Coronavirus Disease 2019 (COVID-19) global pandemic, including implementing the new laws providing COVID-19 relief. Accordingly, we included COVID-19 considerations in all nine of our top management challenges.

For fiscal year 2022, we identified the following challenges:

- **Aviation safety**: Maintaining confidence in the aircraft certification process and advancing FAA’s air carrier oversight to keep pace with safety management system requirements.
- **Surface transportation safety**: Increasing compliance with surface safety transportation regulations and programs by improving monitoring and enforcement.
- **Air traffic control and airspace modernization**: Delivering NextGen benefits to airspace users and deploying controller automation tools to improve efficiency.
- **Surface transportation infrastructure**: Employing effective oversight of Federal funding for response, recovery, and rebuilding projects and enhancing risk-based oversight to improve project delivery and update and maintain infrastructure.
- **Contract and grant fund stewardship**: Managing domestic preference and supply chain risk and dedicating qualified and sufficient oversight resources for contract and grant funds.
- **Information security**: Addressing DOT’s recurring cybersecurity weaknesses and protecting DOT’s IT infrastructure and sensitive information.
- **Financial management**: Avoiding increases in improper payments and improving policies and procedures to monitor and report grantee spending.
- **Innovation and the future of transportation**: Safely integrating new technologies into transportation systems and implementing executive orders and other Federal priorities to tackle the impact of climate change, advance equity, and promote resilience in infrastructure and supply chains.
- **Evolving operations and workforce management**: Integrating lessons learned to facilitate workplace reentry and communicating fully and consistently with employees on workplace procedures, status, flexibility, and expectations.
IMPACT OF OUR WORK
# 2.1 HIGHLIGHTS FOR FISCAL YEAR 2021

## Investigative Accomplishments

- **159/148** investigations closed/opened
- **80/69** convictions/indictments
- **$2.59b** financial impact of DOT OIG investigations

## Audit Accomplishments

- **38** audit reports issued
- **209** recommendations
- **$342.6m** financial impact of DOT OIG audit reports

## Investigations, by Priority Area

- **46** transportation safety
- **25** grant and procurement fraud
- **11** employee integrity
- **7** other

## Audit Reports Issued

- FAA: **14**
- DOT-WIDE: **13**
- FMCSA: **2**
- MARAD: **2**
- NTSB: **2**
- GLS: **1**
- FRA: **1**
- FTA: **1**
- STB: **1**
- PHMSA: **1**

Total Audits: **51**

## Return on Investment

In FY 2021, DOT OIG returned $30 for every appropriated dollar—achieving its return on investment with just a fraction of the Department's total workforce and budget.

## Budgetary resources

- **$98.15 million**
- **$87.72 billion**

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**Enacted FTEs**

- OIG: **400**
- DOT: **54,251**
We investigate allegations of fraud, waste, abuse, and other violations of law by DOT employees, contractors, grantees, and regulated entities. Some of the significant issues we investigated this fiscal year include:

**Aviation safety.** Following two tragic crashes of the 737 MAX, Boeing agreed to pay over $2.5 billion in criminal penalties and compensation and to establish a $500 million beneficiaries’ fund. According to a criminal information, Boeing defrauded FAA by lying about the 737 MAX’s Maneuvering Characteristics Augmentation System.

**False Claims Act violations.** An electrical contractor agreed to pay $3.2 million plus interest and retain an independent monitor for 3 years to resolve allegations that it had violated the False Claims Act. Also, a military transport contractor agreed to pay $11,088,00 plus $429,273 for FAA-assessed penalties to resolve allegations that it violated the Buy American provisions.

**Household goods fraud.** A moving company operator was sentenced to 41 months’ incarceration, 3 years’ supervised release, and $2.4 million in restitution for scheming to hold household goods hostage until customers paid inflated rates.

**Airline passenger safety.** An individual was sentenced to 30 months’ incarceration, 3 years’ supervised release, and $1,000 in restitution for physically striking a flight attendant and interfering with flight crew members.

**Fraudulent FMCSA registration filings.** An individual was sentenced to 9 years’ incarceration and 3 years’ supervised release for falsifying commercial vehicle authorization requests with the intent to impede, obstruct, and influence FMCSA’s process of investigation and proper administration.

**Flying without a valid airman’s certificate.** An individual was sentenced to 48 months’ incarceration, 1 year of supervised release, a $300 special assessment, and forfeiture of an aircraft for passport fraud, aggravated identity theft, and operating an aircraft without a legitimate airman’s certificate.

**DBE fraud.** A fuel supplier entered into a civil liability settlement related to its use of a non-DBE company on a federally funded project. In total, the supplier was ordered to pay $3,273,600 to the United States.
Types of Criminal Monetary Impositions

**Forfeitures** include the seizure of assets that represent the proceeds of, or were used to facilitate, Federal crimes.

**Fines** are criminal or civil monetary penalties.

**Special assessments** are part of the sentence for offenders of Federal crimes, applied on a per-count basis. The money is used to fund the Crime Victims Fund used to recompense victims of offenses against Federal law.

**Restitution** is a criminal or civil award to a victim for harm caused by the offender’s wrongful acts.

**Recoveries** include funds returned to the Government resulting from criminal and civil judgments, pleas, and settlements.

Financial Impact of DOT OIG Investigations

$2,591,476,980

- **$176,418** costs avoided
- **$6,797,430** forfeitures
- **$13,848,393** recoveries
- **$13,103,963** fines and special assessments
- **$2,557,550,775** restitution

Illustration is not to scale.
2.3 AUDIT OUTCOMES FOR FY 2021

We conduct independent and objective audits and reviews of DOT programs and activities to ensure they operate economically, efficiently, and effectively. Significant issues reviewed this fiscal year include:

**PHMSA’s safety culture efforts.** While PHMSA exhibits several indicators of a positive safety culture, it can further enhance its efforts. PHMSA also developed a number of safety culture-related initiatives but did not always complete or document its actions.

**Oversight of commercial motor vehicle drivers.** FMCSA’s ability to oversee whether drivers meet physical qualification standards to safely operate a commercial vehicle is limited because a lengthy outage of the National Registry of Certified Medical Examiners resulted in a backlog of driver examination reports.

**FAA’s certification and delegation processes.** Limitations in FAA’s guidance and processes impacted certification and led to a significant misunderstanding of the flight control software identified as contributing to two crashes of Boeing aircraft.

**Oversight of national security multi-mission vessels (NSMV).** Vulnerabilities in MARAD’s NSMV program management may hinder achievement of program goals, and the Agency’s risk-management efforts are inadequate.

**Buy American oversight.** FAA may have put up to $127 million at risk due to a lack of Buy American-related guidance and training. COs did not always comply with requirements for some Buy American-applicable contracts.

**Grants management.** FRA has not fully adopted a centralized grants management framework for its Amtrak oversight program. It lacks measurable goals, metrics, and complete policies and procedures for assessing Amtrak’s adherence to requirements.

**Oversight of CDL disqualifications.** While States typically transmitted electronic CDL conviction notifications timely, FMCSA’s oversight is limited by State processes for handling convictions sent by mail. FMCSA also lacks adequate quality control measures for verifying that State CDL programs meet Federal requirements.

**Hurricane Sandy Funds.** FTA has disbursed less than half of its Hurricane Sandy funds, does not fully comply with Federal guidance, inconsistently tracks and reports fund data, and has not complied with OMB’s directive to make these data publicly available online.

### Audit Accomplishments

- **38** audit reports issued
- **209** recommendations
- **$342.6m** total financial impact of DOT OIG audits
**Completed Audits by Type**

<table>
<thead>
<tr>
<th># of reports</th>
<th># of recommendations</th>
<th>financial impact</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Performance audits</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>28</td>
<td>121</td>
<td>$286,415,705 funds put to better use $5,140,000 questioned costs $5,746,303 unsupported costs</td>
</tr>
<tr>
<td><strong>Financial audits</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>25</td>
<td></td>
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<tr>
<td><strong>Audits under Single Audit Act</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>8</td>
<td>$45,318,887 questioned costs</td>
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<tr>
<td><strong>Attestation engagements</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>7</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>43</td>
<td>161</td>
</tr>
</tbody>
</table>

**Types of Audits**

**Performance audits** provide findings or conclusions based on an evaluation of sufficient, appropriate evidence against criteria.

**Financial audits** determine whether the reported financial conditions, results, and use of resources are presented fairly in accordance with recognized criteria.

**Attestation engagements** evaluate the assertions of another party for compliance with agreed-upon standards and procedures.

**Audits under Single Audit Act** are examinations of an entity that expends $750,000 or more of Federal assistance.

**Financial Benefits**

**Questioned costs** are found when we identify a grant recipient’s improper use of funds (such as an overpayment to a contractor) and the funds should be recovered.

**Unsupported costs** are found when the use of funds may have been proper but the recipient did not properly document the use.

**Funds put to better use** are found when we identify an ineffective DOT program or operation, policy, process, contract, or grant, and improvements could help make more efficient use of related funds.
WHAT WE DO
AND
HOW WE OPERATE
3.1 INVESTIGATIVE PROCESS

Allegations Received
Allegations of fraud, waste, abuse, and other irregularities concerning DOT programs and operations are received from various sources, including:

- Hotline complaints via website, phone, email, and fax.
- Referrals from Government entities, including other law enforcement agencies, Congress, the U.S. Office of Special Counsel, the Government Accountability Office, and DOT officials.
- Internal OIG audit referrals, investigative analyses, and other compelling sources.
- *Qui Tam* lawsuits referred for investigation by the Department of Justice.

Preliminary Review
Allegations are preliminarily reviewed to determine if OIG investigative attention is warranted.

- Is the matter within DOT’s jurisdiction?
- Is the allegation credible (for example, reasonably detailed)?
- Would the allegation constitute a violation?
- What is the best way to address it? Through OIG criminal, civil, or administrative investigation; or referral to an Operating Administration (OA) or other Government agency?

Investigative Activity
Investigations are conducted through a variety of activities, including record reviews and document analysis; witness and subject interviews; IG and grand jury subpoenas; search warrants; special techniques, such as consensual monitoring and undercover operations; and coordination with other law enforcement agencies, such as the FBI, as appropriate.

Investigative Outputs
Upon completing an investigation, reports and other documents may be written for use by senior decision makers and other stakeholders, including prosecuting attorneys and DOT management.

- Results of OIG’s administrative investigations, such as employee and program integrity cases, are transmitted to OA officials, along with recommended actions.
- OIG’s criminal cases are prosecuted through U.S. Attorney Offices nationwide, as well as U.S. Department of Justice prosecutorial elements in Washington, DC. Criminal cases can also be prosecuted by State and other local jurisdictions.
- OIG monitors the results of those investigations conducted by OAs based on our referrals.
- Matters may be referred to OAs for suspension or debarment decisions.
3.2 INVESTIGATIVE PRIORITIES

Transportation Safety Investigations
The goal of these investigative operations is to enhance DOT’s transportation safety goals by investigating crimes where death or serious bodily injury has or is likely to occur. These types of investigations typically involve parties that egregiously violate DOT’s safety regulations and statutes. Our investigations—and resulting prosecutions—are separate but complementary to the regulatory enforcement programs of DOT’s Operating Administrations. The availability of criminal sanctions sends a message to violators who consider regulatory/civil penalties as a cost of doing business. Within this priority are three sub-areas:

- Aviation safety investigations typically involve counterfeit or substandard aircraft parts, falsified aircraft and aircraft parts maintenance records, and false certifications involving pilot and mechanic licensing and maintenance records.
- Motor carrier safety investigations include falsified drivers’ hours-of-service logs, fraudulently obtained commercial drivers’ licenses, falsified truck or bus maintenance records, and fraudulent testing of commercial drivers for drug and alcohol abuse.
- Hazardous materials investigations concern the illegal and undeclared shipment of hazmat in all modes of transportation.

Procurement and Grant Fraud Investigations
The goal of these investigations is to protect the loss of Federal transportation dollars by investigating fraud by grantees, grant recipients, and DOT contractors. In addition, these investigations help ensure a level economic playing field for American workers and disadvantaged business enterprises in the distribution of Federal transportation funds. The types of frauds typically seen in DOT procurements and grants include allegations of bribery and corruption, bid rigging, false claims, labor and materials over-charging, disadvantaged business enterprise fraud, and product substitution. OIG’s Office of Investigations also has a proactive fraud awareness and education outreach program.

Consumer and Workforce Fraud Investigations
The goal of these investigations is to protect American consumers and workers from fraud in connection with Federal Motor Carrier Safety Administration economic regulatory programs, such as household goods movement and motor carrier broker fraud schemes.

Employee Integrity Investigations
The goal of these investigations is to promote program integrity by investigating serious DOT employee misconduct. These investigations address violations involving DOT employees, such as time and attendance fraud, misuse of Government property or funds, conflicts of interest, ethics violations, and other prohibited actions.
OIG special agents have permanent statutory Federal law enforcement authority to conduct criminal investigations—including the authority to make arrests, obtain and execute warrants, and carry firearms. DOT OIG exercises its law enforcement authority in accordance with U.S. Department of Justice (DOJ) requirements and guidelines, including the following:

### Training
All OIG special agents are subject to rigorous law enforcement training at the Federal Law Enforcement Training Center. This training is the same as that completed by most other Federal law enforcement agencies.

### Use of Force Policy
OIG’s policy on use of force mirrors the Federal Bureau of Investigation’s and DOJ’s policies. Our policy addresses all types of use of force situations that may arise during our investigations. All DOT OIG special agents are trained quarterly on use of force.

### External Peer Reviews
OIG’s investigative function is subject to external peer reviews conducted by other Federal OIGs at least once every 3 years to ensure adequate internal safeguards and management procedures.
The Office of Auditing and Evaluation includes auditors, analysts, information technology experts, economists, statisticians, engineers, and other specialists at DOT’s Washington, DC, headquarters and field offices around the country.

**Reasons for Initiating Audits**
- Laws, such as annual appropriation acts, authorization acts, the Federal Information Security and Management Act, and the Chief Financial Officers Act.
- Requests from Congress, senior Department officials, and other Government officials.
- Referrals from OIG’s Office of Investigations.
- Self-initiation.

**Types of Audits**
- Performance audits reviewing the efficiency and effectiveness of DOT programs and operations.
- Financial audits include financial statement audits and attestation engagements.

**Audit Phases**
- Proposal: The audit team researches the audit topic, develops an audit plan, and proposes audit objectives.
- Survey: The audit team refines the objectives, scope and methodology, and milestones.
- Verification: The audit team gathers and analyzes evidence and develops findings and recommendations.
- Report Development: A draft report on our findings and recommendations is written and reviewed by internal stakeholders and sent to the audited agency for review and comment.
- Report Issuance: The final report is issued and transmitted to the audited agency, the Office of the Secretary (OST), the Office of Management and Budget (OMB), and congressional committees of jurisdiction.
- Follow-up: OIG continues to monitor DOT’s actions taken to address the recommendations made in our final report.
Communicating During the Audit

We maintain an open line of communication with the Department and requestors throughout the audit process.

• At the start of an audit, OIG formally notifies the Operating Administration (OA) through an announcement letter, which lists the elements within DOT to be audited, the audit objectives, the expected start date, and the OIG Audit Team Program Director and Project Manager. Announcement letters are publicly available on OIG’s website.

• At the conclusion of field work, the audit team conducts an exit conference with the OA to discuss the audit results.

• The draft report is typically given to the OA for formal written comments. Agency comments are included as an Appendix to the final report. All final reports must have some indication that the audited agency had opportunity to comment either in writing or orally before the report is issued.

• Final reports are posted on OIG’s website for the public, typically 2 business days (but no more than 3 calendar days) after issuance, unless otherwise prohibited from public release due to protected sensitive information.

Audit Standards

Audits comply with the Government Accountability Office's (GAO) generally accepted Government auditing standards (GAGAS), commonly referred to as the “Yellow Book.” Government auditors ensure integrity and objectivity by using these standards and guidance, which govern:

• Independence
• Professional judgment
• Competence
• Quality control and assurance
• Planning
• Supervision
• Obtaining sufficient, appropriate evidence
• Audit documentation

• Reporting
• Standards established by the American Institute of CPAs (for financial and attestation audits)

External Peer Reviews

OIG’s audit function is subject to external peer reviews conducted by other Federal OIGs at least once every 3 years to ensure adequate internal safeguards and management procedures.
Process for Distributing Reports and Work Products

• Once a draft audit report is issued, it is provided to the audited agency for review and comment. The audited agency generally has 30 calendar days to respond to OIG’s draft audit report. The agency may request an extension of an additional 15 calendar days for review, which OIG may grant at its discretion. Congressionally mandated deadlines may prevent OIG from being able to grant an extension.

• Approximately 3 weeks before issuing a final report, OIG provides notice and summarizes the audit objectives in a weekly report to the Secretary.

• Once agency comments have been received and any changes are made to the draft audit report, we distribute a final report to (1) the DOT addressee and senior OST/OA officials, (2) congressional staff on committees of jurisdiction, and (3) OMB transportation policy staff.

• Generally, on the second business day (but no more than 3 calendar days) after issuing and distributing a final report to the Department and Congress, OIG makes the report publicly available on our website per the IG Act—except when the Department has determined the report cannot be released to protect sensitive information.

• Note, however, that if a report is made public by those outside OIG during these interim “hold” periods, we will make the report available to the public on our website at that time.

• OIG does not solicit media attention for its reports, nor do we release “embargoed” copies or summaries of reports to the media in advance of their public release. We rely on our website and social media tools to notify media and the public when an item has been made public.

• Summaries of investigations are typically made publicly available on OIG’s website when a subject is indicted, a plea or conviction is made, or when the defendant is sentenced.
## Public Release Schedule

<table>
<thead>
<tr>
<th>Work Product</th>
<th>Public Release Date</th>
<th>DOT Comment</th>
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</thead>
<tbody>
<tr>
<td>OIG Semiannual Report</td>
<td>By May 30 and November 30</td>
<td>x</td>
</tr>
<tr>
<td>DOT Top Management Challenges Report</td>
<td>By November 15</td>
<td>x</td>
</tr>
<tr>
<td>Final Audit Reports</td>
<td>Generally on the 2nd business day (but no more than 3 calendar days) after issuance and delivery to DOT and Congress</td>
<td>x</td>
</tr>
<tr>
<td>Management Advisories</td>
<td>Generally on the 2nd business day (but no more than 3 calendar days) after issuance and delivery to DOT and Congress</td>
<td></td>
</tr>
<tr>
<td>Controlled Correspondence</td>
<td>Generally on the 2nd business day after issuance and delivery to the recipient</td>
<td></td>
</tr>
<tr>
<td>Audit Announcements</td>
<td>Upon issuance and delivery to DOT</td>
<td></td>
</tr>
<tr>
<td>Investigative Summaries</td>
<td>When information regarding an investigation is deemed to be public by the prosecuting official</td>
<td></td>
</tr>
<tr>
<td>Reports of Investigation</td>
<td>Subject to FOIA review process</td>
<td></td>
</tr>
<tr>
<td>Testimony Statements</td>
<td>Upon commencement of a congressional hearing</td>
<td></td>
</tr>
</tbody>
</table>

### Types of OIG work products

**Management advisories** are issued periodically to alert DOT officials of significant issues that emerge during an audit and warrant immediate attention.

**Controlled correspondence** includes official congressional, DOT, and interagency correspondence and may include non-audit reviews containing no audit recommendations.

**Investigative summaries** describe publicly released criminal and civil actions such as indictments, convictions, sentencing, and civil settlements, as well as significant administrative actions such as suspensions and debarments.
OIG’S RELATIONSHIP WITH DOT
**4.1 ROLE OF INSPECTORS GENERAL**

In accordance with the Inspector General Act of 1978, as amended (the IG Act), some Federal Inspectors General (IG) are appointed by the President subject to Senate confirmation—as is the case for the DOT IG—while the remainder are appointed by the agency head, governing board or commission.

According to the IG Act, the role of an IG is to prevent and detect waste, fraud, and abuse and to promote economy, efficiency, and effectiveness in each agency’s programs and operations.

IGs are nonpartisan and are selected without regard to political affiliation. Unlike other political appointees, IGs typically remain in office when Presidential Administrations change. IGs have a dual reporting requirement—to their agency heads and to Congress. IGs are required by the IG Act to keep both fully and currently informed about problems and deficiencies in their agencies’ programs and operations, as well as the necessity for and progress of corrective action. In addition, the IG is required to expeditiously report to the Attorney General for prosecutorial consideration whenever the IG has reasonable grounds to believe there has been a violation of Federal criminal law.

Although IGs are located within agencies, they maintain independence from their respective agencies while conducting their work. For example, agency heads may not prevent the IGs from initiating, carrying out, or completing any audit or investigation, except in limited circumstances. IGs must maintain their independence, in both reality and in appearance, to provide credible oversight. In addition, IGs must have direct and prompt access to agency heads.

**OIG Access Authority**

Under the IG Act, IGs have broad statutory authority, including access to all agency records, information, and employees. IGs also have the authority to subpoena relevant documents and information from non-Federal organizations and individuals. Access is a bedrock principle upon which OIGs are able to build independent and objective reviews. The IG Act requires the IG to include in its Semiannual Report to Congress a detailed description of any incidents where the Department has “resisted or objected to oversight activities of the Office or restricted or significantly delayed access to information, including the justification of the establishment for such action.” Additionally, recurring annual appropriations laws prohibit DOT funds from being used to deny the Inspector General “timely access to any records, documents, or other materials available to the department or agency.” The Inspector General must report to the House and Senate Appropriations Committees within 5 calendar days any failures to comply with this requirement.
4.2

INTERACTIONS BETWEEN OIG AND DOT

The Inspector General
To fulfill the obligation to keep the Secretary fully and currently informed, the IG regularly meets with senior Department officials and provides a weekly report to the Secretary which highlights the following: significant schedule information for the IG and the Deputy IG including congressional testimonies, speeches, or other public appearances; upcoming audit reports and other significant activities; and updates on recent matters such as summaries of investigations, including indictments, convictions, and sentencings.

Office of Auditing and Evaluations
DOT sets out its internal operations in various Orders and Policies, including interactions pertaining to OIG audits. During audit work, audit team managers communicate directly with DOT and Operating Administration officials, including executives, program officials, and audit liaisons. This communication can occur both formally (e.g., in the form of comments to draft OIG audit reports) and informally (e.g., ongoing conversations among staff).

Office of Investigations
DOT and its Operating Administrations have an obligation to report all potential criminal matters to OIG. DOT sets out its internal operations in various Orders and Policies, including interactions pertaining to OIG investigations. Unlike with audit reports, OIG does not regularly update DOT or the Operating Administrations about ongoing investigations.