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Inspector General
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SEMI-ANNUAL REPORT
OF THE
OFFICE OF INSPECTOR GENERAL
OF THE
DEPARTMENT OF TRANSPORTATION

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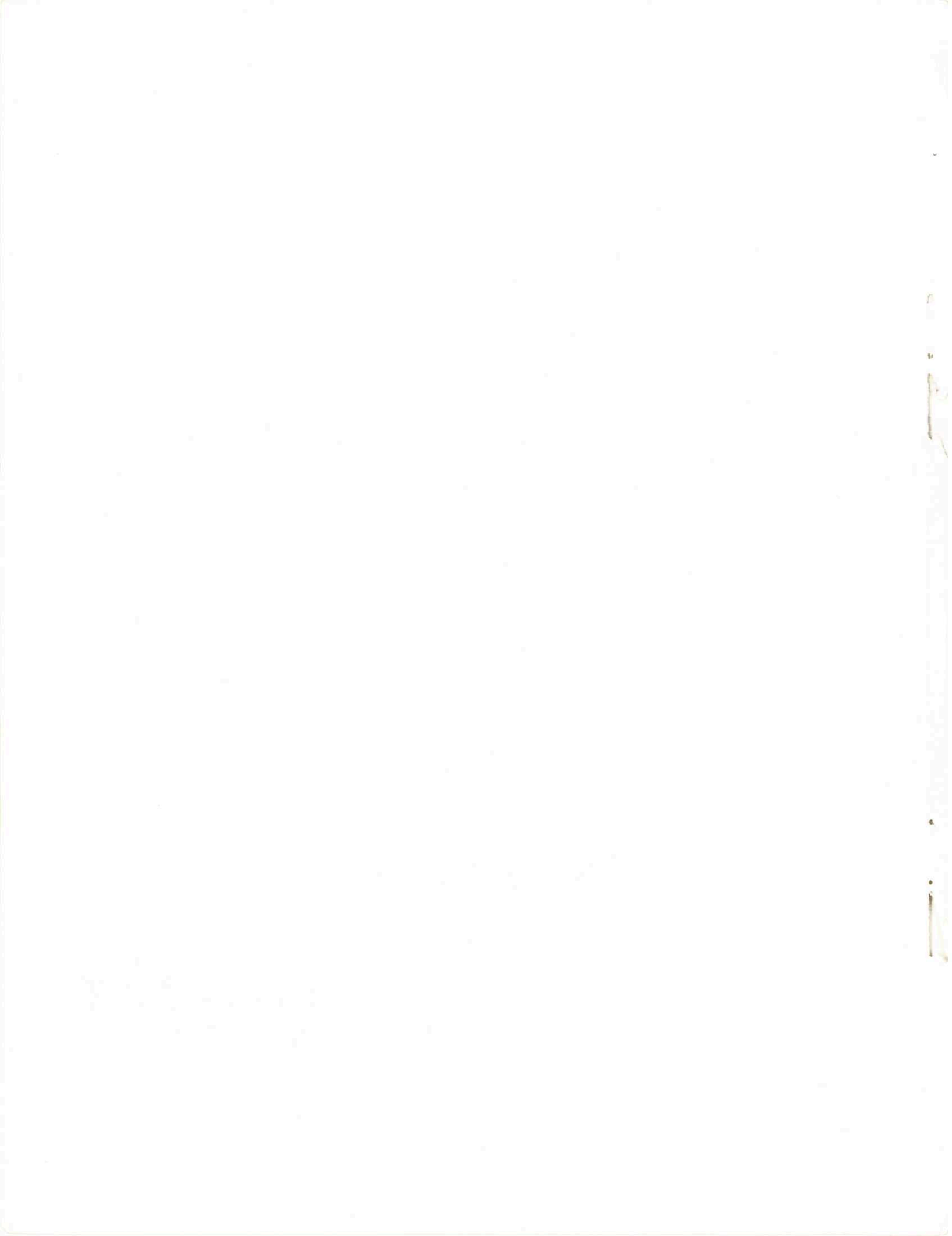


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I. INTRODUCTION

The Department of Transportation (DOT), Office of Inspector General (OIG) was established in accordance with the Inspector General Act of 1978, Public Law 95-452. The purpose of the Act was the creation of independent and objective units:

1. To conduct and supervise audits and investigations relating to programs and operations of the Department;
2. To provide leadership and coordination and recommend policies for activities designed;
 - a. To promote economy, efficiency, and effectiveness in the administration of, and;
 - b. To prevent and detect fraud and abuse in such programs and operations, and;
3. To provide a means for keeping the head of the establishment and the Congress fully and currently informed about problems and deficiencies relating to the administration of such programs and operations and the necessity for and progress of corrective action.

To implement the IG Act audit and investigative resources were transferred from the Office of the Secretary, Federal Aviation Administration, Federal Highway Administration, and Urban Mass Transportation Administration on February 25, 1979. The OIG organizationally reports directly to the Secretary of Transportation.

The DOT/OIG currently has audit and investigative resources in Washington, D.C. and the ten standard Federal regions. Auditors only are located in the 48 state capitals who audit state highway, and other transportation grants and activities. The immediate staff of the IG provides policy, analysis and evaluation, as well as those administrative functions not provided by the Office of the Secretary. Field audit and investigative functions are provided operational, planning and administrative services from Washington, D.C. Regional Inspectors General will soon be established in the ten standard Federal regions and will report to the Assistant Inspectors General for Auditing and Investigations for technical direction and guidance. Audit and investigation functions in the field will respond to the direction of the Regional Inspectors General.

Audit and investigative efforts as originally planned for in FY 1979, are continuing. The OIG is expected to function in its role of emphasizing the promotion of economy and efficiency, prevention and detection of fraud and abuse of programs and operations, as well as operating a "whistleblower's hotline."

II. EXECUTIVE SUMMARY

During the six-month period covered by this report, the IG concept in DOT has progressed from early design and development to the formative stages of implementation. The OIG was not officially established in DOT until February 25, 1979. Prior to that time, a task force managed by the Office of the Assistant Secretary for Administration formulated plans for implementing the IG legislation.

The Secretary, on January 22, 1979, designated a high level Department executive as his Special Assistant for Investigations and Audits to accomplish actions required to ". . .initiate and bring into effective operation the offices and functions that will form the Office of Inspector General". All investigative and audit resources were transferred to the Special Assistant and the task force was disbanded. All matters involving the OIG were to be coordinated through this Special Assistant until the designation of an IG. As of the date of this report, an IG has not been confirmed for DOT.

As one might imagine, the tasks assigned to the Special Assistant have been made more difficult because of the dissimilar organization structure, management philosophy and method of operation of the four audit and three investigations entities brought into the OIG. Physical space problems have also precluded any field office collocations to date and temporarily have resulted in a severely cramped but consolidated headquarters organization.

Notwithstanding these problems, manpower and resources have been identified for the OIG, a basic organization structure has been conceptualized and designed, operating mission and function statements are being coordinated, and an interim headquarters consolidation involving about 90 people has been completed. Although no field offices have, as yet, been consolidated, field personnel have continued to service Departmental audit and investigation needs. The initial strategy has been to continue to provide service, as before the OIG, but to emphasize reviews for detecting fraud, abuse and mismanagement and to be receptive and attentive to changes which will surely result from operations under an OIG organization.

During this reporting period, there were some very significant audits and investigations to report. However, most of the audit findings resulted from the regularly scheduled and traditional audit process, and the investigations were mostly reactive in nature.

During the first half of Fiscal Year 1979, 922 audit reports were issued. These reports covered a wide range of DOT programs and operations at a variety of field locations as well as the Washington Headquarters. Grant and contract costs amounting to \$5.4 billion were audited and we estimate that \$43.9 million will be disallowed. In addition, \$14.8 million of potential savings could be realized as a result of 89 internal audits.

The OIG investigations operations began with the transfer of 78 active cases from the three predecessor investigations organizations. Most of these cases (55) involved employee matters and the remainder (23) involved irregularities in DOT grants or contracts. Eleven additional cases have been opened since establishment of the OIG and 21 cases have been referred to the Department of Justice for action.

Some of the more significant audits and investigations cases are briefed in Sections IV and V of this report, with special emphasis on fraud, program abuse and mismanagement. We have some cases now in process which reflect the redirection and special emphasis mandated by the Inspector General Act of 1978. These cases will be included in our next report.

Now that certain of the more fundamental organizational issues have been addressed and are at or near final resolution, the DOT Office of Inspector General will focus on those operations required to accomplish the objectives prescribed by the Inspector General Act of 1978. Critical to this process is the confirmation of the Inspector General so that permanent key executive staff (both in Washington and the field) can be selected. The IG must also take appropriate steps to assure "full partnership" on the DOT management team but as an independent and objective overseer of Departmental programs and operations.

Complementing these early efforts must be the development of an overall planning process to identify OIG objectives and priorities and to systematically and rationally identify audit and investigations workload. This workload must then be related to available manpower resources and requests made for additional staff, as appropriate.

Finally, the OIG will develop a comprehensive program for preventing and detecting fraud and abuse in Departmental programs and operations. This requires redirection and reemphasis of certain of the traditional audit techniques, training and retraining of the staff, and development of a system for assessing the vulnerability to fraud and abuse of the various DOT programs and operations. Toward this end, the OIG "hot line" was established and went into operation in early April to receive complaints and allegations of fraud and abuse from DOT employees.

III. MISSION, ORGANIZATION AND RESOURCES

A. Mission and Authority

The Inspector General provides overall leadership and direction of audit and investigative activities of the Department in order to promote economy, efficiency, and effectiveness in the administration of Departmental programs and operations and prevent and detect fraud and abuse therein. The Inspector General, through his Headquarters and field resources, plans and conducts audits and investigative operations. He recommends policies for the promotion of economy and efficiency in Departmental programs. He recommends policies for, and coordinates relationships between the Department and other governmental agencies and non-governmental entities with respect to matters relating to economy, efficiency, and the prevention and detection of fraud and abuse in all programs administered or financed by the Department. He keeps the Secretary and the Congress fully informed concerning serious problems and abuses, recommends corrective action, and reports on the progress of such action.

The Inspector General reports directly to the Secretary of Transportation. He directs the activities of all audit and criminal investigative resources of the Department. In accordance with the IG Act, he appoints the Assistant Inspector General for Auditing and the Assistant Inspector General for Investigations. He receives and investigates complaints or information as appropriate, from any Departmental employee. He plans and directs or conducts audits and investigations, keeping the Secretary and the head of the appropriate operating administration informed. He may take follow-up action to determine the status of corrective measures. He makes appropriate recommendations to the Secretary and to heads of operating administrations. He coordinates relationships with external agencies in areas relating to economy, efficiency, fraud and abuse in Departmental programs. He is entitled to program information as provided in Section 6 of the Inspector General Act (P.L. 95-452).

B. Organization

The DOT/OIG organizationally reports directly to the Secretary of Transportation, (Chart attached at Appendix I).

The OIG entities located in Washington, D.C., have been functionally separated between auditing and investigations. The overall OIG policy, analysis and evaluation responsibility is placed at the Inspector General's Immediate Staff level. Investigative operations manages not only nationwide investigations, but also the DOT telephone "hotlines" and "whistleblower" program.

Audit and investigative resources are located in Washington, D.C., and the ten standard Federal regions. Auditors are also located in the field who audit state highway and other transportation grants and activities. Field audit and investigative functions are provided policy, planning, operational

and administrative guidance, direction and support from Washington, D.C. Once designated, Regional Inspectors General in the ten standard Federal regions will report to the Assistant Inspectors General for Auditing and Investigations. Audit functions in the field will respond to the direction of their respective Regional Inspector General. A chart reflecting the above described organization is attached at Appendix II.

C. Resources

The OIG Salaries and Expenses appropriation finances all activities associated with the OIG. The OIG was established on February 25, 1979, through a transfer of functions, positions, end of year ceilings, and funds available throughout DOT for the conduct of audit and criminal investigations. The following is a schedule of staffing and funds which were transferred for the period 2/25/79 through 9/30/79.

SCHEDULE OF POSITIONS AND FUNDS

<u>Organization</u>	Authorized Positions ^{1/}		Amounts (in thousands)
	<u>Full Time Permanent</u>	<u>Other Than Full Time Permanent</u>	
OST	103	5	\$ 2,312
FAA	63	4	1,841
FHWA	285	-	4,305
UMTA	30	1	1,179
FRA	-	-	947
NHTSA	-	-	419
TSC	-	-	40
SLS	-	-	3
	<u>481</u>	<u>10</u>	\$11,476
			\$ 11,076

1/ End of Year Employment Ceilings 461

IV. AUDIT ACTIVITIES

A. GENERAL

During the first half of FY 1979, 922 audit reports were issued on DOT financed programs and activities. These reports covered a wide range of activities, involving thousands of diverse and geographically dispersed entities that carry out DOT's programs as well as numerous Departmental Headquarters and field installations. Costs claimed totaling \$5.4 billion were audited, of which \$637 million in costs were questioned. Based upon past experience it is estimated that approximately \$43.9 million of the questioned costs will be disallowed resulting in funds being made available for use on other projects. Such costs are generally identified as being ineligible or improperly claimed. The remaining costs questioned were applicable to unsupported costs, inadequate internal controls/procedures, failure to perform audits of third party contracts, etc., which do not generally culminate in disallowances because the deficiencies involved are eventually corrected. A summary of the Department's audits for this reporting period follows, and a list of audit reports issued is provided at Appendix III.

	Millions			
	<u>No. of Audits</u>	<u>Costs Audited</u>	<u>Costs Questioned</u>	<u>Estimated Disallowances</u>
Federal Aviation Administration.....	456	\$ 201.4	\$ 9.7	\$ 7.8
Federal Highway Administration.....	216	4,543.2	604.9	24.2
Urban Mass Transportation Administration....	152	641.7	12.8	4.3
Federal Railroad Administration.....	9	51.0	10.2	7.6
Internal Audits.....	89	-	-	-
	<u>922</u>	<u>\$5,437.3</u>	<u>\$ 637.6</u>	<u>\$43.9</u>

In addition, \$14.8 million of potential savings would be realized if recommendations contained in internal audit reports are fully implemented.

The largest number of audit reports were concerned primarily with financial accountability of funds expended by DOT grantees and contractors. Audit reports also contained evaluations of compliance with applicable laws and regulations, reviews of efficiency and economy in the use of resources and reviews to determine whether desired program results were efficiently and effectively achieved.

Management officials have taken corrective action with regard to many of the recommendations contained in the audit reports while corrective action is pending on many others. Some matters remain unresolved. In the past, a single approach to followup on audit findings had not been established and in many instances, external audit reports were considered advisory in nature and followup action was limited and/or not uniformly applied. Since the establishment of the Office of Inspector General uniform followup procedures are being developed for use on all Departmental audits. Followup is discussed in more detail in Section VIII.

In the following parts of this section, some of the more significant audit activities are highlighted. They are presented for major programs and administrative activities.

B. AVIATION PROGRAMS

1. Airport Aid Program

The Airport Aid Program provides grants for airport development and improvement under the Airport Development Aid Program (ADAP) to meet the present and future needs of civil aeronautics and planning grants under the Planning Grant Program (PGP). Authorized funding for Fiscal Year 1979 was \$590 million.

Audits were made of 312 grants covering \$201 million in costs claimed. Of this amount \$9.7 million was questioned of which an estimated \$7.8 million will be disallowed. As stated previously (Section A) corrective action has been taken with regard to many of the questioned costs while action is pending on others. Reasons for disallowance included ineligible work, unsupported costs, costs exceeding fixed price contracts and costs that were unreasonable or unnecessary. In addition, 66 systems surveys were made of grantee financial systems.

Special reviews of airport sponsor construction contracts disclosed indications of possible bid-rigging/collusion which were referred to investigations for further review.

a. Airport Contractor Bidding Practices

Reviews of sponsor construction contracts disclosed indicators of possible bid-rigging/collusion such as (1) all bid prices far exceeding engineering estimates, (2) high bid prices very close to one another, (3) single bids with excessive prices, (4) numerous line item prices which were either similar or identical, and (5) resolicitations which resulted in substantially lower prices with no significant change in scope of work. It was noted that bid prices far in excess of engineering estimates generally occurred only in those instances where three bids or less were received. In one instance, all line item bids were identical to the sponsor's engineering estimate and the bidding period was reduced sharply which would indicate an intention to restrict competition.

Audit recommendations were made to program officials to (1) perform detailed analysis of bid submissions when less than four bids are received, engineering cost estimates are significantly exceeded, or identical bid prices are obtained; (2) obtain explanations when excessive/identical bids are received, and (3) solicit new bids when satisfactory explanations for excessive/identical bids cannot be obtained.

Program officials are taking action to review the conditions reported. In addition, the audit review is being expanded to include all other district/regional offices and the effectiveness of corrective action taken will be evaluated.

b. Airport Construction and Land Acquisition

Significant amounts of construction costs were questioned because they related to ineligible (1) work and related engineering costs and (2) architectural fees, and consultant costs. Questioned costs applicable to land acquisition were due to incorrectly prorated costs, costs paid under a previous grant, and costs determined to be unreasonable. Program officials are in the process of resolving the costs questioned.

2. Concessions at Metropolitan Washington Airports

The Federal Aviation Administration (FAA), through its Metropolitan Washington Airports organization owns and operates two air carrier airports which serve the Washington D.C., area, e.g., Washington National and Dulles International Airports. The concession program consists of about 74 contracts and the gross revenue generated by these concession operators approximates \$75 million annually. FAA's fees are usually based upon a percentage of reported gross receipts or minimum guarantees.

Audits were performed of 10 concession contracts reflecting gross receipts totaling \$18.3 million. In addition, two other reports were issued indicating problems in contract administration. At the end of the reporting period, certain audit recommendations relating to improved contract administration and/or the collection of additional fees were pending administrative action.

3. Airport Compliance Program

Because of low priority and minimal resources, there was inadequate assurance that airport owners were complying with agreements with the Federal Government. In addition, overlapping and duplicate inspections were made by various FAA and State officials with little or no exchange of information.

It was recommended that (1) a higher priority be given the Airport Compliance Program, (2) observed deficiencies be corrected and (3) criteria be established for the frequency of airport compliance inspections. It was also recommended that coordination and communication between State and Federal inspection efforts be improved. Program officials generally agreed with the audit observations and have taken or agreed to take corrective actions to implement the recommendations. The priority established for this program in one region is being reviewed by FAA.

C. RAIL PROGRAMS

1. Northeast Corridor Improvement Program (NECIP)

Title VII of the Railroad Revitalization and Regulatory Reform (RRRR) Act of 1976 provides \$1.76 billion to improve rail passenger service on the Northeast Corridor (NEC) between Boston, Massachusetts, and Washington, D.C. Funding budgeted for the primary construction contractor/owner-operator of the NEC, the National Railroad Passenger Corporation (Amtrak), during fiscal year 1979 total \$155 million. Nine audit reports were issued during the reporting period. Costs audited were \$51 million and costs questioned were \$10.2 million.

During the first half of the year, three types of audit evaluations were performed in regards to the FRA-Amtrak NECIP contract. They were pre-award proposal evaluations, cost incurrence, and system adequacy examinations. Suspicions of irregularities with respect to the Amtrak NECIP procurement department's leasing of equipment from a vendor are being investigated by the Department of Justice. The OIG is providing audit resources as necessary in conducting this investigation.

Major efforts are currently underway by FRA to resolve the issues reported. Audit follow-up reviews will be made at an appropriate time to assess the effectiveness of corrective actions taken.

2. Light Density Line Subsidy Program

Title IV of the Regional Rail Reorganization Act of 1973, as amended by the RRRR Act of 1976, provides the States in the Northeast and Midwest with grants to continue rail freight services on Light Density Lines (LDL'S) via subsidy of rail carriers proposing to discontinue or abandon services. In compensation for rail freight service on each LDL, Conrail was entitled to receive from the respective states, the difference between revenues attributable to the properties and the costs of providing service.

Although audit of these carriers is the responsibility of each State, the DOT audited the first subsidy year experienced by the Consolidated Rail Corporation (Conrail). This audit was accomplished to avoid the inherent disruptions to Conrail's activities which thirteen separate State audits might have created. The review included analysis of operations for the 12 months ended March 31, 1977, representing \$46,804,243 in reported operating revenues against total reported costs of \$60,903,701, resulting in a deficit of \$14,099,458. As a result, the audit questioned \$1,033,600 of the reported deficit and considered the remainder to be unresolved pending the full disclosure of operating results by Conrail.

D. HIGHWAY PROGRAMS

During the reporting period 216 grant and contract audit reports were issued and costs audited totaled \$4.5 billion. Costs questioned were \$604.9 million of which an estimated \$24.2 million

will eventually be disallowed. As stated previously (Section A) corrective action has been taken with regard to many of the questioned costs while action is pending on others. Significant findings were applicable to highway construction, engineering, right-of-way, financial management, and metropolitan planning organizations. Summaries pertaining to these areas follow.

1. Construction

The construction program involves the principal operations, functions, and activities of state highway organizations which occur from the time the state is authorized to proceed with the physical construction of a project to the final acceptance of the work. It includes contract award, construction contract administration, contract finalization, force account initiation and force account administration.

Ten audit reports on construction activities were issued. Total costs audited were \$3.8 billion and of that total \$315.7 million were questioned. Reasons for costs being questioned included lack of supporting documents and inadequate documentation of construction quantities.

2. Preliminary Engineering

Preliminary engineering is defined as any engineering activity executed preparatory to the letting of a contract for construction. The major engineering activities include economic and feasibility studies, surveys, mapping, route studies, subsurface investigations, preparation of preliminary plans and estimates, and preparation of construction plans, specifications and estimates.

Nine audit reports were issued during the period. A total of \$224.8 million was audited and \$5.1 million was questioned. This was due to numerous preliminary engineering projects which were found to exceed the five-year time limit set by the Federal-Aid Project Agreement for commencing construction. Title 23, USC, requires the State to repay the Federal funds in the event the contemplated work has not started within five-years of the project agreement date.

3. Right-of-Way

Right-of-Way is defined as those functions associated with the acquisition of land or interests in land, the relocation of persons, and businesses and the management of acquired properties. It includes all activities from the searching of title to the relocation of displaced families and businesses and the clearance of the right-of-way preparatory to the commencement of construction activities. Major areas of activity include preacquisition, acquisition property management, relocation assistance and scenic enhancement.

Five audit reports were issued during the period and the total costs audited were \$57.3 million. The total costs questioned were \$1.1 million. Reasons for questioned costs included instances where rental fees charged tenants occupying State-owned properties were not consistent with current market conditions, methods of collecting delinquent rents were ineffective, offers for land were not made in the amount established by the review appraiser, and negotiations were conducted by the same person who established fair market value.

4. Financial Management

Financial management includes operations related to the planning and budgeting of financial resources; assuring control over cost accumulation; accounting involved in recording of cost data; data processing operations; and project claims. Audits were made of grants as well as DOT management.

Eight audit reports were issued covering the financial management activities in five states and three special reviews were conducted. An audit of cash management practices disclosed that reimbursing States for contractor claims, including amounts retained by States to assure satisfactory contract completion, has provided the States with Federal funds in excess of their immediate cash needs. As a result, Federal funds have been prematurely withdrawn resulting in an annual loss of interest income of about \$13 million.

Another audit disclosed that because of inadequate project monitoring, \$2 million of unused funds unnecessarily remained committed for periods of up to four years. As a result, funds were not available for other projects. These differences have been brought to the attention of management for corrective action.

A review of voucher payment controls found \$1.5 million of payments in excess of documented contract authorizations. It was recommended that complete and accurate accounting files be established to support the approval of progress payments. Management concurred and is taking corrective action.

5. Metropolitan Planning Organizations (MPO's)

Metropolitan Planning Organizations, are organizations designated by the Governor as being responsible, together with the State for, among other things, conducting comprehensive transportation planning in urbanized areas of more than fifty thousand population. These local planning agencies are generally voluntary organizations with membership consisting of elected and administrative officials of cities, counties, and special districts within a geographical area. Federal grants may be channeled directly to the planning agencies or routed through the State as is the case with Federal Highway Transportation Planning Funds.

Fifty-eight reports were issued. The total costs audited amounted to \$25.1 million and the total amount questioned was \$2.5 million.

Many of the grantees' financial management systems did not provide the necessary assurances that costs claimed for reimbursement were proper and were incurred in accordance with governing criteria.

It was recommended that closer coordination between grantee management and accounting personnel be initiated, that accounting records be formalized to include a reliable, informative coding and source document accountability system, and that the financial management system be upgraded to provide the necessary assurances that costs claimed were proper.

E. MASS TRANSIT PROGRAMS

Audits were performed applicable to grant programs for the establishment, maintenance, or improvement of mass transit systems. Audits were also made of cost allocation plans for the distribution of costs to capital grant projects. During the reporting period 152 audit reports were issued and costs audited totaled \$641.7 million. Costs questioned were \$12.8 million of which an estimated \$4.3 million will eventually be disallowed. As stated previously (Section A) corrective action has been taken with regard to many of the questioned costs while action is pending on others. Summaries pertaining to major programs follow.

1. Planning and Technical Studies Program

The Planning and Technical Studies Program provides grants for the planning, engineering, designing and evaluation of urban mass transportation projects to be included in a coordinated transportation system as part of the planned development of the urban area. Authorized funding for Fiscal Year 1979 was \$76 million.

Audits were made of 85 grants covering \$35 million in costs claimed. Of this amount, \$4.7 million was questioned. Costs were questioned because of unaudited third party contracts, unapproved costs, unsupported costs, line item budget overruns, nonproject charges and inequitable distribution methods.

2. Formula Operating Assistance Program

The Formula Operating Assistance Program provides grants to fund up to 50 percent of a transit authority's operating deficit. Under the program, funds are apportioned by law to urbanized areas. Authorized funding for Fiscal Year 1979 was \$1.1 billion.

Audits were made of 70 grants totaling \$169 million in operating assistance funds. Of this amount, \$100,000 was questioned. Costs were questioned mainly because grantee financial statements did not support the grant payments which were made.

3. Capital Assistance Grant Program

The Capital Assistance Grant Program provides grants to State and local public bodies to assist in financing the acquisition, construction, reconstruction, improvement of facilities and equipment and operation in rural transit service. Authorized funding for Fiscal Year 1979 was \$1.4 billion.

Audits were made of 30 grants covering \$429.4 million in costs claimed. Of this amount, \$6.8 million was questioned for reasons such as income from interest earned and sales tax refunds not credited to the grant, property and equipment in excess of project needs, unaudited third party contracts and costs claimed not related to the grant.

4. Cost Allocation Plans

UMTA requires that grantees submit cost allocation plans to support the distribution of any joint costs to capital grant projects. Five audits involved only allocation procedures and three involved incurred costs of approximately \$6.5 million. Of this amount, \$800,000 was questioned. Reasons for disallowance included incorrect allocation bases and inadequate timekeeping systems.

F. MARINE PROGRAMS

1. Military Training Programs

The efficiency and effectiveness of the Coast Guard's military training programs were not maximized because facility utilization, training, effectiveness, curricula development, and instructor qualifications were not sufficiently evaluated.

It was recommended that the USCG perform evaluations for: (1) the consolidation of underutilized facilities, (2) the adequacy of training provided to students, (3) the development of tests to identify personnel likely to complete training, (4) the applicability of curricula and needed training, and (5) the qualifications and proficiency of instructors. USCG officials concurred with the audit observations and have taken or agreed to take corrective actions to implement the recommendations.

2. Management of Reserve Resources

Coast Guard reserve units did not achieve their augmentation training goals, the required amount of formal training, or the proper matching of authorized mobilization positions and reservists having compatible rating specialties.

It was recommended that: (1) action be taken to disestablish certain inland reserve units and reassign them to other locations, (2) assignment of reservists to augmentation training and mobilization positions be commensurate with ratings, and (3) USCG officials closely monitor training activities. USCG officials generally concurred with the audit observations and have taken or agreed to take corrective actions to implement the recommendations.

3. Utilization of Aircraft

The number of fixed wing aircraft currently assigned to the USCG Cape Cod Air Station exceeded mission and resource requirements because the inventory was increased in anticipation of an expansion in requirements which did not develop. As a result, unnecessary direct maintenance and support costs estimated to be at least \$433,000 annually are being incurred by the USCG.

It was recommended that the First USCG District initiate action to change one of the fixed wing aircraft assigned to the Cape Cod Air Station from an "active" to a "spare" status. The First District concurred and the Commandant, USCG, is considering a reduction of the aircraft.

4. Boating Safety Program

The Boating Safety Program is funded by the United States Coast Guard (USCG) and in accordance with the Federal Boat Safety Act of 1971, it seeks to minimize the risks of fatalities, injuries, and property damage associated with the operation of recreational boats through a boating safety standards program, boater information, education, compliance programs, and through support of the Coast Guard Auxiliary.

Ten audit reports were issued during the period and total costs audited were \$6,051,000 with \$300,000 being questioned, generally because one State grantee charged significant amounts and types of unallocable, unallowable and unsupported costs. It was recommended that the State provide the USCG program officials the basis or justification in support of the costs questioned. In addition, it was recommended that the State establish cost verification and operating procedures to assure the accuracy and the correctiveness of future claims.

G. ADMINISTRATIVE ACTIVITIES

1. Imprest Funds

Hundreds of imprest funds with an annual turnover in the millions are maintained within the Department. Audit activity in one of these funds disclosed that significant amounts had been fraudulently obtained by the imprest fund cashier.

The predominant method used to accomplish this fraud was the use of stolen invoices, which were substituted for valid invoices at larger dollar amounts after approval by an authorized official. In addition, subvouchers were submitted without support, invoices were altered signatures were forged, packing slips and xerox copies were used as support, and duplicates of invoices already paid were resubmitted.

This matter was referred to the Department of Justice for further action. In addition, recommendations for improving imprest fund procedures and practices were submitted to accounting officials for their consideration and corrective action is now in progress.

2. Travel

The number of employees authorized to approve their own travel and vouchers for reimbursement of expenses without review by higher authority was not justified.

Audits have disclosed that official purposes of travel are not always clear, and questionable practices such as circuitous routing; frequent visits to home towns; excess time on leave; excessive use of rental vehicles; and questionable use of privately-owned vehicles were noted.

Those audit results pertaining to individual employees have been referred for investigation. It was recommended that self-approved travel should be limited to only those instances when higher level approval cannot be obtained. Corrective action is under consideration by management officials.

3. Employee Overtime

A selective review of overtime disclosed that the overtime claimed was attributable to time periods when personnel entering or departing the building involved were required by security personnel to sign in/out. The review further disclosed that some overtime was not substantiated by entries in the building security register. Either there was no evidence of an employee's presence in the building during the overtime period claimed or, where an employee's presence in the building was established, the total overtime hours claimed could not be confirmed.

The audit concluded that a more effective supervisory review is required prior to overtime approval to assure that overtime claimed is actually worked. Corrective action is under consideration by management officials.

V. INVESTIGATIVE ACTIVITIES

A. Staff and Workload

The OIG investigations operations started on February 25, 1979, with the transfer of 25 investigators and 78 active cases from the Federal Aviation Administration (FAA), Federal Highway Administration (FHWA), and the Office of the Secretary (OST).

The following cases were transferred to the Office of Inspector General from the various modal administrations:

<u>Status</u>	FAA	OST	FHWA	TOTAL
Active Investigations	36	16	5	57
Pending U. S. Attorney (USA)	10	0	4	14
Pending Prosecution	4	0	0	4
Pending Administrative Action	3	0	0	3
Total	<u>53</u>	<u>16</u>	<u>9</u>	<u>78</u>

<u>Program Area</u>	FAA	OST	FHWA	TOTAL
Grant/Program Irregularities	6	4	0	10
Contract Irregularities	2	5	6	13
Employee Matters (Time and Attendance, Travel, Office of Workers' Compensation Programs, Conflicts of Interest)	45	7	3	55
Total	<u>53</u>	<u>16</u>	<u>9</u>	<u>78</u>

These cases are further categorized as follows:

<u>Active Investigations</u>	FAA	OST	FHWA	TOTAL
Grants/Programs	0	4	0	4
Contracts	1	5	2	8
Employee Matters	35	7	3	45
Total	<u>36</u>	<u>16</u>	<u>5</u>	<u>57</u>

<u>Pending USA Decision</u>	FAA	OST	FHWA	TOTAL
Grant/Program Irregularities	6	0	0	6
Contract Irregularities	0	0	4	4
Employee Matters	4	0	0	4
Total	<u>10</u>	<u>0</u>	<u>4</u>	<u>14</u>

<u>Pending Prosecution</u>	FAA	OST	FHWA	TOTAL
Grant/Program Irregularities	0	0	0	0
Contract Irregularities	1	0	0	1
Employee Matters	3	0	0	3
Total	<u>4</u>	<u>0</u>	<u>0</u>	<u>4</u>
 <u>Pending Administrative Action</u>				
Grant/Program Irregularities	0	0	0	0
Contract Irregularities	0	0	0	0
Employee Matters	3	0	0	3
Total	<u>3</u>	<u>0</u>	<u>0</u>	<u>3</u>
Grand Total				<u>78</u>

In addition, eleven cases were opened for investigation after February 25, 1979, in the following categories:

Grant/Program Irregularities	1	1	0	2
Contract Irregularities	1	0	3	4
Employee Matters	2	2	1	5
Total	<u>4</u>	<u>3</u>	<u>4</u>	<u>11</u>

B. Summary of Significant Cases

Several important investigations currently underway illustrate one of the basic concepts of the Inspector General's operation, namely, coordination of audit and investigative efforts to detect, prevent, and investigate fraud and abuse:

1. An investigation was initiated as a result of a routine audit during which several apparent irregularities in the award of a film contract were discovered. The contract was awarded by a Governor's Highway Safety Office (GHSO), and the questionable irregularities related to bids being backdated and falsified and to the performance of the contractor. It also appears that kickbacks had been made by the contractor to GHSO employees. Other Federal criminal violations, not only within the GHSO but involving other Federal programs as well, have surfaced. These additional violations involved state officials in programs beyond DOT's purview and the matter was referred to the Department of Justice. As a result, a combined force of FBI and DOT agents under the direction of a prosecutor from the Public Integrity Section, Criminal Division, Department of Justice, is continuing the investigation.

2. Another investigation was initiated at the request of the Urban Mass Transportation Administration (UMTA), following an interim audit of a project with the City of Philadelphia for construction of a 9.4 mile high-speed rail link between downtown Philadelphia and the Philadelphia International Airport. In their interim audit report, which covered some \$6,112,263 in total costs, the auditors questioned costs amounting to \$731,571 of which \$712,695 involved the acquisition and relocation of two businesses. The acquisition and relocation of these firms was accomplished by the City of Philadelphia Redevelopment Authority under contract to the grantee. While most of the questioned costs involved procedural deficiencies in the administration of the real estate acquisition and the relocation, the audit did disclose apparent irregularities in the payments of \$149,800 and \$270,000 to the respective business firms. Investigation developed the audit irregularities to the point of possible criminal violations. The case was presented to the United States Attorney's Office, Philadelphia, and that office is pursuing this investigation.

3. An audit of overtime paid to DOT employees revealed what appeared to be numerous irregularities in overtime claimed. Preliminary inquiries were initiated, and a number of investigations were conducted. Because of inadequate procedures and controls, investigation results were inconclusive as to fraudulent intent on the part of the employees. The results were forwarded to management officials for remedial action.

4. A preliminary investigation conducted jointly with an attorney from the Antitrust Division, Department of Justice, indicated that collusion in bidding probably occurred on a \$6.3 million Federal aid highway construction project. The Justice attorney plans to conduct an extensive investigation, expected to last about 18 months or more, to obtain evidence for presentation to a Federal grand jury.

C. Cases Referred to the Department of Justice

Twenty-one investigations were referred to the Department of Justice for a prosecutive opinion or investigative review. A breakdown of these cases and summary of actions taken is set forth in Appendix IV.

D. Investigation Plans

In view of the relatively brief period of operations, planning at the present time consists primarily of courses of action designated to meet immediate needs and contingencies. One major action planned is to increase investigative staffing levels to meet the anticipated, significant increase in workloads as a result of a more active, systematic approach to identify fraud and abuse and the operation of a DOT "hot line" complaint center. For the immediate future, nine investigators and two investigator-trainees will be hired to meet this expected demand. This additional staffing will supplement the small existing field staffs located in the regions.

VI. FRAUD PREVENTION AND DETECTION PROGRAMS

At this time, it is premature for the OIG to speculate on the magnitude and extent of fraud in the Department's programs and operations. However, since DOT spends approximately \$11.7 billion annually through a variety of contracts and grant-in-aid programs, there exists significant potential to divert such monies for fraudulent purposes.

Until the establishment of the OIG, the Department had no focal point to seek out and identify fraud. As a result, the Department's response to this threat was primarily reactive in nature. The establishment of the OIG has provided the impetus to proceed to the proactive mode. Some programs are currently operational and others are being developed or planned which will provide an active and systematic approach to detect and prevent fraud. The programs outlined below represent our beginning in this most vital area.

A. Complaint Center

On April 9, 1979, the OIG established a 24-hour, toll-free telephone "hot line", a Washington D.C. Post Office Box, and a "walk-in" complaint room, to enable DOT employees to report-- anonymously if they wish--any evidence of fraud, abuse or mismanagement. The establishment of the Complaint Center was endorsed by the Secretary in a memorandum to all Departmental employees urging them to report to the OIG any information or allegation of illegal activity. Recurrent reminders will be presented in various in-house publications. To date, approximately 40 complaints, including several referrals from the General Accounting Office hot line have been assigned by the Complaint Center to OIG offices for action.

B. Training

We recognize that additional training of our audit and investigative personnel is essential if we are to effectively execute our fraud detection program. Emphasis has already been placed on providing auditors and investigators with specialized fraud training such as that offered by the Federal Law Enforcement Training Center. Since September 1978, approximately 50 auditors and investigators have received some specialized fraud training. In addition, we are planning in-house seminars designed to broaden the knowledge of our audit and investigative personnel regarding the Department's programs and operations and how to identify and detect fraud in the Department. Auditors and investigators will also work together on projects such as proactive reviews, special studies and field office evaluations. Auditors

may also be detailed to assist the investigations function, especially while the staffing imbalance remains. These mutual assignments should result in a closer relationship between the auditors and investigators and should result in a better understanding of each other's review procedures and techniques.

C. Vulnerability Assessment Program

The OIG is currently developing a comprehensive vulnerability or risk assessment methodology. Vulnerability "indicators" such as the size of the program, amount of money involved, frequency of audits and cash flow procedures/controls will be developed and then matched against the audit universe of Departmental programs and operations. This will establish a priority ranking of the programs and operations most susceptible to fraud and abuse.

Pending and completed investigations of significant impact will be analyzed to develop trends and indicators which can be used in future audits and investigations. This analysis will also enable us to provide recommendations to program officials to correct administrative and procedural weaknesses. For example, one of our current investigations, which involves a close working relationship between our auditors and investigators, will be reviewed and a methodology developed which we will utilize in similar cases in the future.

D. Audit Policies

Fraud identification and detection is being given the highest priority in audit plans, policies and procedures. In developing the Fiscal Year 1980 Annual Audit Plan, all auditors were requested to submit subjects for potential audits, giving special emphasis to areas susceptible to fraud, abuse and waste. OIG auditors have been further directed to be alert during the performance of audits for situations that could be indicative of fraud, improper or illegal expenditures or waste. In this regard, specific procedures have been issued for conducting surveys and preparing audit programs, establishing the validity of questionable transactions or activities, and reporting irregularities to the Assistant Inspectors General for Audits and Investigations.

E. Electronic Data Processing (EDP) Systems

Recognizing this as an area vulnerable to fraud and abuse, the OIG established a separate EDP audit staff with primary responsibility for audits of all major Departmental systems/applications. High risk and highly sensitive applications will be identified and a time table will be established to audit the major systems on a cyclical basis. The EDP audit staff will become involved in the major information systems under development at various stages in the system life cycle to ensure that appropriate audit and security controls are designed into new computer-based information systems.

VII. REVIEW OF LEGISLATION AND REGULATIONS

Section 4(a)(2) of the Inspector General Act of 1978 requires the Office of Inspector General to review existing and proposed legislation and regulations and to make recommendations concerning their impact on the economy and efficiency in the administration of the Department's programs and operations, or on the prevention and detection of fraud and abuse in such programs and operations.

Since the Department's Office of Inspector General was not established until February 25, 1979, no formal program has, as yet, been established for reviewing DOT legislation and regulations. We are now developing a system and related procedures for making these reviews, and we will be providing recommendations in our next semi-annual report.

We are studying the use of an Enforcement Impact Statement as encouraged by the Department of Justice. Under the aegis of prevention, we hope to use this device to look for potential enforcement problems associated with proposed DOT legislation and regulations.

VIII. ISSUES AND ACTION PLANS

Described in the paragraphs which follow are a number of major initiatives which must be undertaken promptly and reviewed thoroughly to enable the OIG to operate in accordance with the Inspector General Act of 1978. The magnitude and volume of on-going operations mandate early resolution so that these perceived needs do not expand into larger problems.

Listed after each issue is an action plan. These plans are, however, subject to change as the issues become clarified and the areas are studied in greater depth.

A. Staffing

1. Issue Summary

The consolidation of the various audit and investigations staffs into the OIG has resulted in a combined staff of nearly 500 people. Although the staff is comprised of auditors, investigators and clerical and administrative support personnel, the overwhelming preponderance are auditors (a 14 to 1 ratio). See Appendix V for a detailed breakdown of OIG staffing.

Notwithstanding the size of the inherited staff, our preliminary indications are that there may not be enough people to properly execute the responsibilities prescribed in the Inspector General Act of 1978. Specifically at issue are the following:

- a. Does the staff possess the expertise to do the variety of work mandated by P.L. 95-452?
- b. Are there enough auditors, investigators?
- c. What interim operating procedures and supplemental staffing sources should be considered to sustain OIG operations in the short term?

2. Action Plan

- a. The OIG will design and develop a systematic planning process to identify annual workload resulting from compliance with the Inspector General Act of 1978.
- b. The workload will be analyzed to identify recurring requirements and to specify the nature of the work and resultant capabilities required (i.e., auditors vs. investigators; special expertise in areas such as EDP, special studies, and vulnerability assessments).
- c. Locations and facilities where other Federal/State/local auditors are cognizant will be identified.

d. Assuming a shortfall of OIG manpower, decisions will be made to request additional staff, extend audit cycles, accept certifications in lieu of audits and/or contract for audit services. Auditors might be used temporarily to supplement the limited investigations staff.

e. Overall workload will be arrayed in some priority sequence to assure that OIG personnel are assigned to those projects which are of highest importance to the Department.

f. Overall needs of the OIG will be considered before filling vacancies. For example, if investigators' needs are critical and an auditor position becomes vacant, it would be filled by hiring an investigator. (This practice was successfully applied during this reporting period.)

B. Field Organization

1. Issue Summary

There currently are about 350 OIG personnel located in 64 different cities throughout the United States and Puerto Rico. Because of difficulties experienced in obtaining space, the field staff remain in the same locations, in essentially the same numbers and doing the same work, as before the OIG was established.

The field offices have been least affected by the OIG form of organization and, for the most part, have continued to operate as before the OIG was established. As a result, much needs to be done to assure that this largest OIG staff complement develops a sense of cohesiveness, accomplishes its work in the most effective and responsive manner, and is deployed in the most economical ways. Regional Inspectors General have not been named at any of the regions; however field workload and organization studies are currently in progress.

2. Action Plan

a. Designate a specific individual to be in charge of all OIG activities in each of the ten standard Federal regions. This individual will serve in this capacity until the IG makes his permanent Regional IG selections.

b. Complete the workload distribution study now in process and identify OIG workload requirements by specific location.

c. Complete the field organization study now in process and develop the staffing levels and organization structure for the respective regions.

d. Determine from GSA whether space of sufficient size is available (or can be reasonably obtained) to accommodate consolidated OIG field offices.

e. After considering space requirements and costs of relocation, attempt to concentrate OIG field staff in locations where greatest workload of a continuing nature exists.

C. Followup

1. Issue Summary

Essential to the effectiveness of any audit organization is its ability to have management act promptly and decisively in addressing deficiencies and/or costs questioned as a result of reported audit findings. To assure that timely and responsive actions are taken requires a good system of records and progress reporting on the part of both the audit organization and the various organizations that are responsible for the subject areas reviewed.

The GAO has previously reported the adverse effect of Federal agencies' lack of systems for resolving auditors' findings. Grantees and contractors are allowed use of unentitled Federal funds for extended periods, and sizable savings in operating costs are foregone whenever Departmental officials fail to act promptly on internal audit findings.

The four audit organizations transferred into the OIG each had a different process for following up on its reported audit results. Now with all audit organizations combined into the OIG, one followup system will be designed and responsibilities of both the OIG and the DOT programs and operations managers will be clearly delineated.

2. Action Plan

a. The OIG will keep records of findings until final resolution. Where the recovery of funds is involved, records will be actively maintained until the funds are recovered, the debt is forgiven, or the finding determined to be in error.

b. The OIG will develop a Departmental procedure requiring program administrators to (1) reach decisions on audit findings within three months and (2) issue periodic reports on the status of all findings which they are responsible for resolving. The procedure will also require the establishment of accounting and collection controls after a determination by the program administrator of amounts due.

D. Electronic Data Processing

1. Issue Summary

The OIG has a variety of needs (present shortcomings) in the utilization and actual auditing of EDP systems and applications. Only limited capability exists to audit computer applications in DOT, and the audit staff has had little experience in using the computer to facilitate data gathering in the audit process. As a result, most of the Department's computer systems have not been subjected to audit surveillance and this area of high potential for fraud and abuse may not have been properly safeguarded. The OIG has recognized this need and has established an EDP Audit Staff.

The use of EDP equipment to service management information needs of the OIG would appear to be warranted. Needed is an integrated system for providing planning, status reporting, evaluations and historical information for the audit and investigations activities of the entire OIG. The record keeping systems that may have been appropriate for the seven organizations transferred into the OIG, are no longer appropriate for an organization of the size and magnitude and with the legislative mandates of the OIG.

2. Action Plan

a. Departmental EDP workload will be developed and staffing requirements (both numbers and skills) identified to provide appropriate levels of service.

b. Various uses of the computer to assist the auditor in actually making his review will be fully explored and experiences of other Federal audit entities considered.

c. Vulnerability assessments and computer security studies will be undertaken proactively to prevent use of the computer to commit fraud in DOT programs and operations.

d. A "needs study" will be prepared to identify what should be included in an integrated OIG management information system. After authenticating these needs, research will be undertaken to determine the feasibility of an automated system and to compare costs and capabilities of various systems.

E. Training

1. Issue Summary

The establishment of a professional audit and investigations organization numbering nearly 500 people and the prescribed emphasis on reviewing for detection and prevention of fraud require a soundly conceived and responsive OIG training program.

The emphasis on auditing for fraud will require some refresher and specialty area training. Cross-training of auditors and investigators also becomes a must. The OIG's needs in the EDP area will necessitate training to enhance the capabilities of the existing staff.

Not only must needs be identified and arrayed in some priority sequence, but sufficient and reasonable funding estimates must be computed and sources of training must be identified and evaluated. In short, a complete training process must be developed for the OIG and it must be responsive to the OIG performance appraisal process and relate directly to a staff career ladder.

2. Action Plan

a. Assess Training Requirements for Audits of Fraud.

Because of the legislative mandate to do audits to detect and prevent fraud, a study will be made to determine the training needed for the IG staff to properly execute its newly assigned responsibilities.

b. Develop a Planning Process for Training.

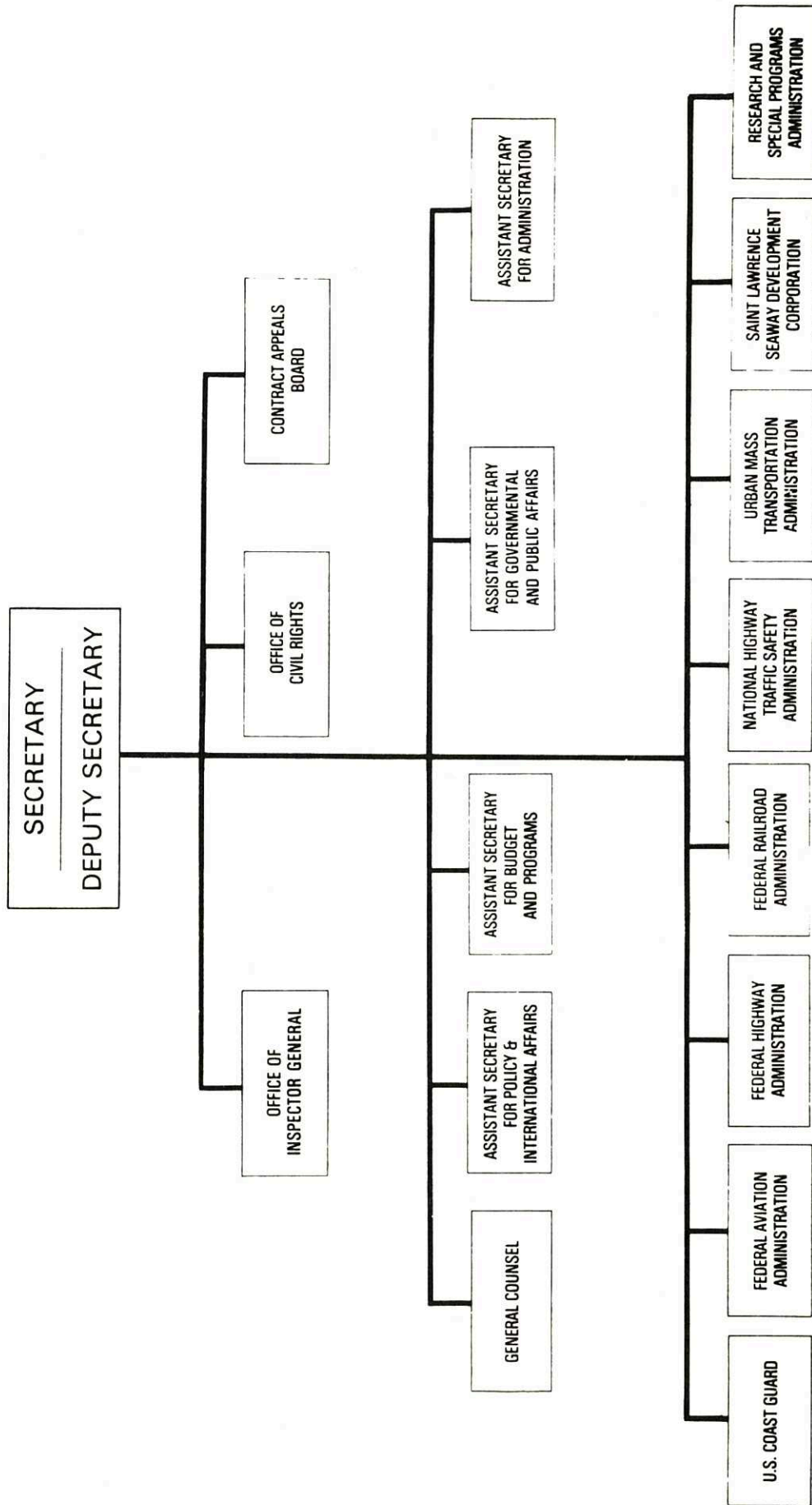
The OIG will implement a systematic and rational plan for assessing overall training needs. A means will be established to compare training which is designed to overcome performance deficiencies, with training to broaden a skills base or to enhance future career development.

c. Establish a Training Capability.

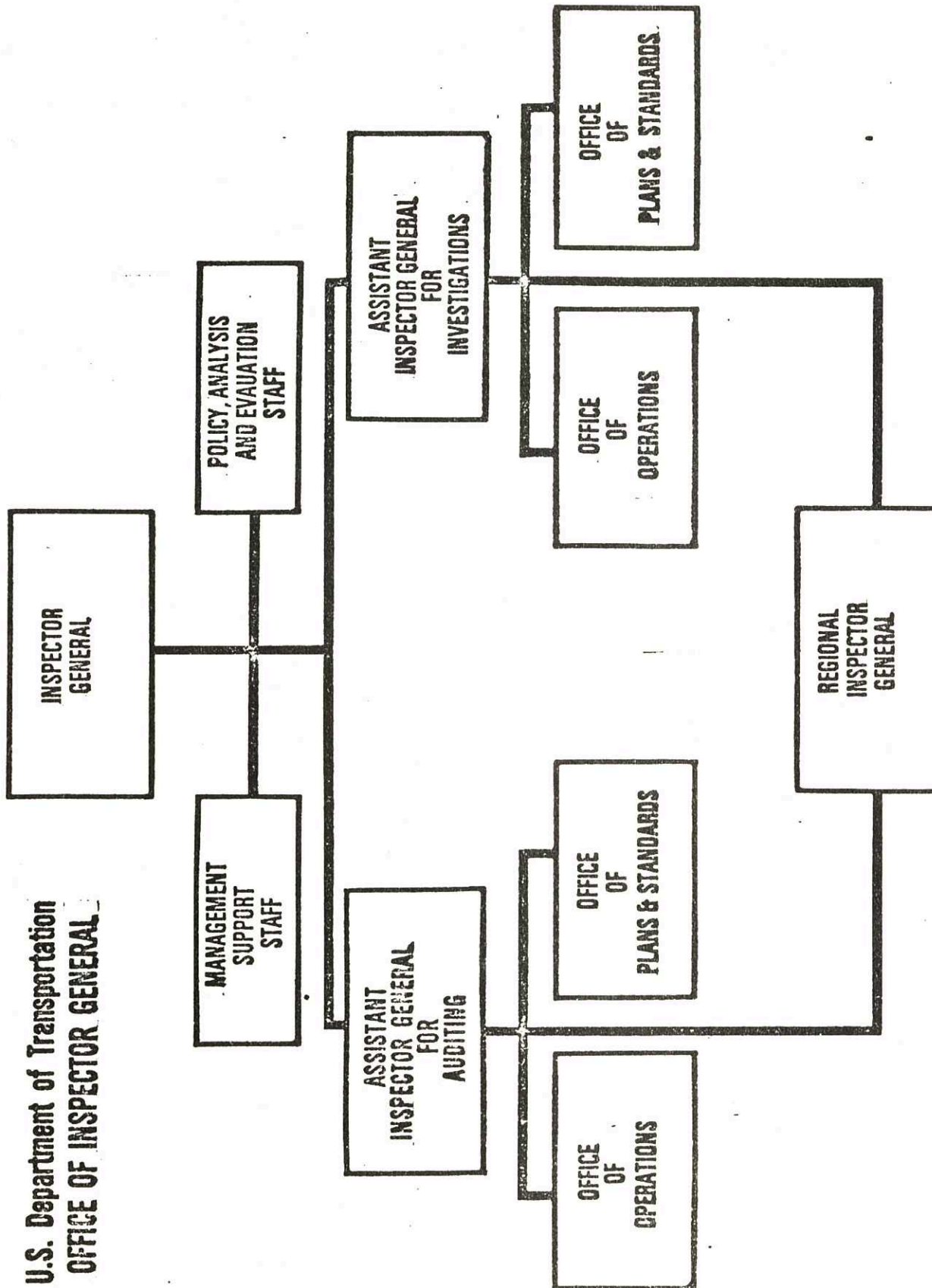
Once the needs are known, training will be obtained which best satisfies those needs. There will always be certain training which can best be served by outside sources. In fact, there are a number of excellent sources within the Federal Government where specialized training in the fraud area might be obtained on a reimbursable basis.

Some of the training will, however, be done within the IG organization by capable and proven practitioners. Key staff members with a desire and aptitude for instructing could be tasked periodically to teach specific courses. This will reduce the need for additional funding, but more importantly will provide a more personalized approach and an enhanced opportunity to match course materials and subject areas pertinent to the DOT environment.

U.S. DEPARTMENT OF TRANSPORTATION



**U.S. Department of Transportation
OFFICE OF INSPECTOR GENERAL**



OFFICE OF INSPECTOR GENERAL
LISTING OF AUDIT REPORTS ISSUED
OCTOBER 1, 1978, THROUGH MARCH 31, 1979
EXTERNAL AUDITS
FEDERAL AVIATION ADMINISTRATION

<u>Audit Report Number</u>	<u>Date Issued</u>	<u>Report Title</u>
*	12/21/78	ADAP Grant Cordova Airport (AK)
*	1/12/79	ADAP Grant Kenai Airport (AK)
*	3/12/79	ADAP Grant Anchorage Int'l. Airport (AK)
*	3/12/79	ADAP Grant Cordova Airport (AK)
*	3/12/79	ADAP Grant Girdwood Airport (AK)
ACE-D-79-01	10/16/78	ADAP Grant Mason City Municipal Airport (IA)
ACE-D-79-02	10/19/78	ADAP Grant Oelwein Municipal Airport (IA)
ACE-D-79-03	11/1/78	ADAP Grant Brewster Field Holdrege (NE)
ACE-D-79-04	11/2/78	ADAP Grant Johnson County Industrial Airport Olathe (KS)
ACE-D-79-05	11/6/78	ADAP Grant Rush County Airport LaCrosse (KS)
ACE-D-79-06	11/7/78	ADAP Grant Creighton Municipal Airport (NE)
ACE-D-79-07	11/7/78	ADAP Grant Hutchinson Municipal Airport (KS)
ACE-D-79-08	11/22/78	ADAP Grant Cozad Municipal Airport (NE)
ACE-D-79-04.2	1/2/79	ADAP Grant Independence Municipal Airport (IA)
ACE-D-79-09.1	1/19/79	ADAP Grant Wichita Mid-Continent Airport (KS)
ACE-D-79-18	1/22/79	ADAP Grant SAC City Municipal Airport (IA)
ACE-D-79-19	1/29/79	ADAP Grant Storm Lake Municipal Airport (IA)
ACE-D-79-10	2/6/79	ADAP Grant Sioux City Municipal Airport (IA)
ACE-D-79-11.1	2/13/79	ADAP Grant Wichita Mid-Continent Airport (KS)
ACE-D-79-12	2/28/79	ADAP Grant St. Charles County Airport (MO)
ACE-D-79-13	3/19/79	ADAP Grant Philip Billard Municipal Airport, Topeka (KS)
ACE-D-79-15	3/20/79	ADAP Grant Dubuque Municipal Airport (IA)
ACE-D-79-14	3/22/79	ADAP Grant Millard Airport (NE)
ACE-P-79-02	3/26/79	PGP Grant Dubuque Municipal Airport (IA)
ACE-P-79-01	3/26/79	PGP Grant Hays Municipal Airport (KS)
ACE-D-79-16	3/28/79	ADAP Grant Fort Madison Municipal Airport (IA)

*Report number not assigned

FEDERAL AVIATION ADMINISTRATION

<u>Audit Report Number</u>	<u>Date Issued</u>	<u>Report Title</u>
ACE-P-79-03	3/29/79	PGP Grant Fremont Municipal Airport (NE)
AEA-D-79-01	10/10/78	ADAP Grant LaGuardia Airport, New York (NY)
AEA-D-79-02	10/16/78	ADAP Grant JFK Int'l. Airport New York (NY)
AEA-D-79-05	10/18/78	ADAP Grant Hammonton Municipal Airport (NJ)
AEA-D-79-06	10/19/78	ADAP Grant Newark Int'l. Airport (NJ)
AEA-D-79-07	10/23/78	ADAP Grant Chautauqua County Airport, Jamestown (NY)
AEA-D-79-08	10/26/78	ADAP Grant Suffolk County Airport, Westhampton, New York (NY)
AEA-D-79-09	11/2/78	ADAP Grant Newark Int'l. Airport (NJ)
AEA-D-79-10	11/15/78	PGP Grant Blue Ridge Air Trans- portation System Study, Western (VA) area
AEA-D-79-15	12/6/78	ADAP Grant LaGuardia Airport (NY)
AEA-D-79-16	12/6/78	PGP Grant Southwestern Appalachian Regional Air Transportation Study
AEA-D-79-20	12/18/78	ADAP Grant Allentown-Bethlehem- Easton Airport, Allentown (PA)
AEA-D-79-18	12/19/78	ADAP Grant Harrisburg Int'l Airport, Middletown (PA)
AEA-D-79-17	12/21/78	ADAP Grant Harrisburg Int'l. Airport, Middletown (PA)
AEA-D-79-19	12/27/78	ADAP Grant Newark Int'l. Airport (NJ)
AEA-D-79-23	12/27/78	ADAP Grant Allentown-Bethlehem- Easton Airport, Allentown (PA)
AEA-D-79-21	12/28/78	ADAP Reading Municipal Airport (PA)
AEA-D-79-22	12/28/78	ADAP Grant Newark Int'l. Airport (NJ)
AEA-D-79-24	12/28/78	ADAP Grant LaGuardia Airport (NY)
AEA-D-79-13	12/29/78	ADAP Grant Newark Int'l. Airport (NJ)
AEA-D-79-12	12/29/78	ADAP Grant JFK Int'l. Airport (NY)
AEA-D-79-25	1/5/79	PGP Grant Lakewood Airport (NJ)
AEA-D-79-30	1/18/79	PGP Grant Frederick Municipal Airport (MD)
AEA-D-79-31	1/18/79	PGP Grant LaGuardia Airport (NY)
AEA-D-79-26	1/19/79	ADAP Grant Baltimore Washington Int'l. Airport, Baltimore, (MD)
AEA-D-79-28	1/19/79	PGP Grant Tri Cities Airport, Endicott (NY)

FEDERAL AVIATION ADMINISTRATION

<u>Audit Report Number</u>	<u>Date Issued</u>	<u>Report Title</u>
AEA-D-79-32	1/19/79	PGP Grant Dansville Municipal Airport (NY)
AEA-D-79-33	1/23/79	ADAP Grant Leesburg Municipal Airport (VA)
AEA-D-79-35	1/28/79	ADAP Grant Chase Field-Cortland County Airport, Cortland, (NY)
AEA-D-79-27	1/30/79	ADAP Grant Warren County Airport, Glen Falls, (NY)
AEA-D-79-36	2/13/79	ADAP Grant Tri-State Airport, Huntington, (WV)
AEA-D-79-38	2/14/79	ADAP Grant Pittsburgh Int'l. Airport (PA)
AEA-D-79-39	2/16/79	ADAP Grant Pittsburgh Int'l. Airport (PA)
AEA-D-79-37	2/22/79	ADAP Grant Manassas Municipal Airport (VA)
AEA-D-79-41	2/22/79	ADAP Grant Jackson County Airport, Ripley, (WV)
AEA-D-79-40	2/22/79	ADAP Grant Long Island-MacArthur Airport, Islip, (NY)
AEA-D-79-42	2/26/79	PGP Grant Buckhannon-Upshur County Airport, (WV)
AEA-D-79-44	2/26/79	ADAP Grant Wheeling-Ohio County Airport (WV)
AEA-D-79-43	2/26/79	ADAP Grant Patrick Henry Int'l. Airport, Newport News, (VA)
AEA-D-79-47	3/2/79	PGP Grant Rehobeth Beach Area, Dover, (DE)
AEA-D-79-46	3/2/79	ADAP Grant Long Island-MacArthur Airport, Bohemia, (NY)
AEA-D-79-48	3/5/79	ADAP Grant Long Island-MacArthur Airport, Bohemia, (NY)
AEA-D-79-50	3/5/79	ADAP Grant Long Island-MacArthur Airport, Bohemia, (NY)
AEA-D-79-49	3/6/79	ADAP Grant Republic Airport, Farmingdale, (NY)
AEA-D-79-51	3/6/79	ADAP Grant Rochester-Monroe County Airport, Rochester, (NY)
AEA-D-79-52	3/6/79	ADAP Grant Linden Municipal Airport (NJ)
AEA-D-79-53	3/6/79	ADAP Grant Easton Municipal Airport (MD)
AEA-D-79-54	3/7/79	ADAP Grant Williamsport-Lycoming County Airport, Montoursville, (PA)
AEA-D-79-29	3/8/79	PGP Grant Titusville Airport (PA)
AEA-D-79-45	3/13/79	ADAP Grant Greenbrier Valley Airport, Lewisburg, (WV)
AEA-D-79-55	3/19/79	ADAP Grant Benedum Airport, Clarksburg, (WV)

FEDERAL AVIATION ADMINISTRATION

<u>Audit Report Number</u>	<u>Date Issued</u>	<u>Report Title</u>
AEA-D-79-34	3/23/79	ADAP Grant Chess Lambertson Airport, Franklin, (PA)
GL-D-79-02	10/6/78	ADAP Grant Galesburg Municipal Airport (IL)
GL-P-79-01	10/12/78	PGP Grant Greater Peoria and Hawley Auxiliary Airports, Peoria, (IL)
GL-D-79-03	10/13/78	ADAP Grant Clark County Municipal Airport, Jeffersonville, (IN)
GL-D-79-01	10/17/78	ADAP Grant Houghton County Memorial Airport, Hancock, (MI)
IPA	10/18/78	ADAP Grant Schoolcraft County Airport, Manistique, (MI)
GL-P-79-02	10/23/78	PGP Grant Elgin Airport, (IL)
GL-P-79-03	10/31/78	PGP Grant Decatur County Airport, Greensburg, (IN)
GL-D-79-04	11/14/78	ADAP Grant Capital Airport, Springfield, (IL)
GL-D-79-05	11/30/78	ADAP Grant Kewanee Municipal Airport (IL)
GL-P-78-04	11/30/78	PGP Grant South Haven Municipal Airport (MI)
GL-D-79-06	11/30/78	ADAP Grant Effingham County Memorial Airport (IL)
GL-D-79-07	12/12/78	ADAP Grant Emmet County Airport, Pelleston, (MI)
GL-P-78-21	12/12/78	PGP Grant Cleveland Service Area (OH)
GL-P-79-05	12/14/78	PGP Grant Owosso City Airport (MI)
GL-P-78-20A	1/4/79	PGP Grant Sault Saint Marie City- County Airport (MI)
GL-P-79-06	1/8/79	PGP Grant Stransky Memorial Airport, Savanna, (IL)
GL-P-79-07	1/9/79	PGP Grant Maple Lake/Monticello Airport (MN)
GL-P-79-08	1/9/79	PGP Grant Frankfort Municipal Airport (IN)
GL-P-79-09	1/9/79	PGP Grant Illinois Valley Airport, LaSalle (IL)
GL-D-79-08	1/10/79	ADAP Grant Phelps Collins Airport, Alpena, (MI)
GL-D-79-09	2/8/79	ADAP Grant University Illinois- Willard Airport, Champaign, (IL)
GL-D-79-10	2/8/79	ADAP Grant Greater Beardstown Airport (IL)
GL-D-79-11	2/13/79	ADAP Grant Dayton General South Airport (OH)
GL-D-79-13	2/14/79	ADAP Grant Monmouth Municipal Airport (IL)
GL-D-79-14	2/21/79	ADAP Grant Willow Run Airport, Ypsilanti, (MI)

FEDERAL AVIATION ADMINISTRATION

<u>Audit Report Number</u>	<u>Date Issued</u>	<u>Report Title</u>
GL-D-79-15	2/21/79	ADAP Grant Marquette County Airport (MI)
GL-D-79-16	2/22/79	ADAP Grant Marquette County Airport (MI)
GL-D-79-10	2/22/79	PGP Grant Cass County Memorial Airport, Dowagiac, (MI)
GL-D-78-06A	2/26/79	ADAP Grant Coles County Memorial Airport, Mattoon, (IL)
IPA	3/2/79	ADAP Grant Minneapolis St. Paul International Airport, Minneapolis, (MN)
GL-D-76-21A	3/2/79	ADAP Grant Capital Airport, Springfield, (IL)
GL-D-79-17	3/6/79	ADAP Grant Fremont, Municipal Airport (MI)
GL-P-79-11	3/8/79	PGP Grant Freeman Municipal Airport, Seymour, (IN)
GL-D-79-18	3/9/79	ADAP Grant Ionia County Airport (MI)
GL-P-79-12	3/15/79	PGP Grant Mora Municipal Airport (MN)
GL-P-79-13	3/15/79	PGP Grant Warsaw Municipal Airport (IN)
GL-D-78-36A	3/19/79	ADAP Grant Kellogg Regional Airfield, Battle Creek, (MI)
GL-D-79-20	3/22/79	ADAP Grant Dr. Haines Airport, Three Rivers, (MI)
ANE-D-78-22	10/22/78	ADAP Grant Boire Field, Nashua (NH)
ANE-D-78-23	12/6/78	ADAP Grant New Bedford Municipal Airport (MA)
ANE-D-78-25	12/20/78	ADAP Grant Portland Int'l. Airport (ME)
ANE-D-78-24	12/21/78	ADAP Grant Old Town Municipal Airport (ME)
ANE-D-79-1	1/31/79	ADAP Grant Pittsfield Municipal Airport (MA)
ANE-D-79-2	3/8/79	ADAP Grant Plymouth Municipal Airport (MA)
ANE-D-79-5	3/8/79	ADAP Grant State of Maine, Augusta (ME)
ANE-D-79-6	3/14/79	ADAP Grant Knox County Regional Airport (ME)
ANW-D-79-01	10/6/78	ADAP Grant Port of Portland, (OR)
ANW-D-79-02A	10/27/78	ADAP Grant Port of Portland, (OR)
ANW-D-79-03	10/31/78	ADAP Grant City of North Bend, (OR)
ANW-D-79-04	11/2/78	ADAP Grant Snohomish County Airport/ Paine Field Everett (WA)

<u>Audit Report Number</u>	<u>Date Issued</u>	<u>Report Title</u>
ANW-P-79-01	11/13/78	PGP Grant City of Hailey and County of Blaine, (ID)
ANW-D-79-05	11/17/78	ADAP Grant Port of Portland (OR)
ANW-P-79-02	11/22/78	PGP Grant City of Pendelton (OR)
ANW-D-79-06	11/27/78	PGP Grant City of Hermiston (OR)
ANW-D-79-07A	12/1/78	ADAP Grant Port of Portland (OR)
ANW-D-79-08	12/6/78	ADAP Grant County of King (WA)
ANW-D-79-09	12/15/78	ADAP Grant Port of Benton (WA)
ANW-D-79-10.1	12/21/78	ADAP Grant City of Sunnyside (WA)
ANW-D-79-11	12/27/78	ADAP Grant City of Klamath Falls (OR)
ANW-D-79-12	1/19/79	ADAP Grant City of Boise (ID)
ANW-D-79-13	1/25/79	ADAP Grant City of Rexburg/County of Madison (ID)
ANW-D-79-14	2/9/79	ADAP Grant Port of Portland (OR)
ANW-D-79-15	2/13/79	ADAP Grant Port of Spokane/County of Spokane (WA)
ANW-D-79-16	3/12/79	ADAP Grant Port of Olympia (WA)
ANW-D-79-17	3/19/79	ADAP Grant Port of Portland (OR)
ANW-P-79-03	3/20/79	PGP Grant City of Buhl (ID)
APC-D-79-01	12/28/78	ADAP Grant - State of Hawaii
ARM-P-79-1	10/23/78	PGP Grant City of Richfield (UT)
ARM-P-79-2	10/31/78	PGP Grant Phifer Field, Wheat- land (WY)
ARM-D-79-1c	10/31/78	ADAP Grant Boulder Airport (CO)
ARM-P-79-3	11/1/78	PGP Grant Jackson Hole Airport (WY)
ARM-D-79-2	11/3/78	ADAP Grant Vernal Airport (UT)
ARM-D-79-3	11/8/78	ADAP Grant Gallatin Field Bozeman (MT)
ARM-D-79-4	11/14/78	ADAP Grant Pueblo Memorial Airport (CO)
ARM-D-79-5	11/21/78	ADAP Grant Park River Municipal Airport (ND)
ARM-P-79-4	11/27/78	PGP Grant Watertown Municipal Airport (SD)
ARM-D-79-6	11/28/78	ADAP Grant Arapahoe County Airport, Littleton (CO)
ARM-P-79-05	12/7/78	PGP Grant Minot Int'l. Airport (ND)
ARM-P-79-6	12/7/78	PGP Grant Glasgow Int'l. Airport, (MT)
ARM-P-79-7	12/15/78	PGP Grant White Sulphur Springs Airport (MT)
ARM-D-79-6c	12/15/78	ADAP Grant Pierre Municipal Airport (SD)
ARM-D-79-7c	12/15/78	ADAP Grant Rapid City Regional Airport (SD)
ARM-D-79-8c	12/19/78	ADAP Grant Riverton Regional Airport (WY)
ARM-D-79-9c	12/19/78	ADAP Grant Riverton Regional Airport (WY)

FEDERAL AVIATION ADMINISTRATION

<u>Audit Report Number</u>	<u>Date Issued</u>	<u>Report Title</u>
ARM-D-79-8	12/22/78	ADAP Grant City of Great Falls (MT)
ARM-P-79-8	1/16/79	PGP Grant State of Utah, DOT, Salt Lake City (UT)
ARM-D-79-10	1/18/79	ADAP Grant Shively Field, Saratoga (WY)
ARM-D-79-11	1/18/79	ADAP Grant Alamosa Municipal Airport (CO)
ARM-P-79-9	1/18/79	PGP Grant St. George Municipal Airport (UT)
ARM-D-79-12	1/18/79	ADAP Grant Billings-Logan Int'l. Airport (MT)
ARM-D-79-13	1/18/79	ADAP Grant Hector Field, Fargo (ND)
ARM-D-79-14	1/18/79	ADAP Grant Gallatin Field, Bozeman (MT)
ARM-D-79-15c	2/5/79	ADAP Grant Carbon County Airport, Price (UT)
ARM-D-79-16c	2/5/79	ADAP Grant City of Watertown (SD)
ARM-D-79-17	2/16/79	ADAP Grants Fort Collins-Loveland Airport, Fort Collins (CO)
ARM-P-79-10	3/27/79	PGP Grant Pierre Municipal Airport (SD)
ARM-D-79-18	3/27/79	ADAP Grant Glacier Park Int'l. Airport, Kalispell (MT)
ARM-P-79-11	3/28/79	PGP Grant Brookings Municipal Airport (SD)
ASO-F-79-01	10/12/78	FAAP Grant Gainesville Municipal Airport (FL)
ASO-D-79-02	10/16/78	ADAP Grant Valdosta Municipal Airport (GA)
ASO-P-79-03	10/17/78	PGP Grant Burke County Airport, Waynesboro (GA)
ASO-P-79-04	10/27/78	PGP Grant Waycross-Ware County Airport, Waycross (GA)
ASO-P-79-05	10/27/78	PGP Grant Charlton County Airport, Folkston (GA)
ASO-P-79-06	11/6/78	PGP Grant Clarksville-Montgomery County Airport, Clarksville, (TN)
ASO-P-79-07	11/7/78	PGP Grant Lovell Field, Chattanooga (TN)
ASO-P-79-08	11/7/78	PGP Grant William Northern Field, Tullahoma (TN)
ASO-P-79-09	11/8/78	PGP Grant Benton County Airport, Camden (TN)
ASO-P-79-10	11/13/78	PGP Grant Owensboro-Daviess County Airport, Owensboro, (KY)
ASO-P-79-11	11/20/78	PGP Grant Lee County Airport, Bishopville, (SC)
ASO-P-79-12	11/20/78	PGP Grant Bladen County Airport, Elizabethtown (NC)
ASO-D-79-13	11/21/78	ADAP Grant Henry Tift Myers Airport, Tifton (GA)

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<u>Audit Report Number</u>	<u>Date Issued</u>	<u>Report Title</u>
ASO-P-79-14	11/22/78	PGP Grant Hickory Municipal Airport (NC)
ASO-P-79-15	11/27/78	PGP Grant Simmons Nott Airport, New Bern (NC)
ASO-P-79-16	11/29/78	PGP Grant Fayetteville Municipal Airport (NC)
ASO-P-79-17	11/30/78	PGP Grant Headland Municipal Airport (AL)
ASO-P-79-18	12/20/78	PGP Grant Beaufort-Morehead City Airport, Beaufort (NC)
ASO-P-79-19	12/20/78	PGP Grant Hattiesburg Municipal Airport (MS)
ASO-P-79-20	12/20/78	PGP Grant Covington County Airport Collins (MS)
ASO-D-79-21	1/3/79	ADAP Grant Miami Int'l. Airport (FL)
ASO-P-79-22	1/4/79	PGP Grant Brownsville Airport (TN)
ASO-D-79-23	1/5/79	ADAP Grant Jackson Municipal Airport (MS)
ASO-P-79-24	1/5/79	PGP Grant Jamestown Municipal Airport (TN)
ASO-P-79-25	1/9/79	PGP Grant Bomar Field, Shelbyville, (TN)
ASO-D-79-26	1/25/79	ADAP Grant Tri-City Airport, Bristol (TN)
ASO-D-79-27	2/2/79	ADAP Grant Thomson-McDuffie County Airport, Thomson, (GA)
ASO-P-79-28	2/6/79	PGP Grant LaFayette Municipal Airport (TN)
ASO-D-79-29	2/21/79	ADAP Grant Gainesville Regional Airport (FL)
ASO-P-79-30	2/21/79	PGP Grant Carroll County Airport, Carrollton (KY)
ASO-P-79-31	2/23/79	PGP Grant Jellico Municipal Airport (TN)
ASO-P-79-32	2/23/79	PGP Grant Newberry Municipal Airport (SC)
JRA-4-P-79-01	3/14/79	PGP Grant Montgomery County Airport, Star (NC)
JRA-4-P-79-02	3/15/79	PGP Grant Washington-Wilkes County Airport, Washington (GA)
JRA-4-P-79-03	3/16/79	PGP Grant Atmore Municipal Airport (AL)
JRA-4-F-79-04	3/16/79	FAAP Grant Opa Locka Airport, Miami, (FL)
JRA-4-P-79-05	3/16/79	PGP Grant Greene County Airport, Leakesville (MS)
JRA-4-P-79-06	3/20/79	PGP Grant Beaufort County Airport (SC)
JRA-4-P-79-07	3/21/79	PGP Grant New Columbia Reliever Airport (SC)

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<u>Audit Report Number</u>	<u>Date Issued</u>	<u>Report Title</u>
JRA-4-D-79-08	3/22/79	ADAP Grant Albert J. Ellis Airport, Jacksonville (NC)
JRA-4-P-79-09	3/23/79	PGP Grant Lee Merkle Field, Sylacauga (AL)
JRA-4-P-79-11	3/29/79	PGP Grant Hendersonville Airport, (TN)
JRA-4-P-79-12	3/29/79	PGP Grant Jackson Municipal Airport and Hawkins Field, Jackson, (MS)
JRA-4-P-79-13	3/29/79	PGP Grant Greeneville Municipal Airport (TN)
JRA-4-P-79-14	3/30/79	PGP Grant Barnville County Airport (SC)
ASW-D-79-01	10/5/78	ADAP Grant Houston Intercontinental Airport (TX)
ASW-D-79-02	10/5/78	ADAP Grant Cleveland Municipal Airport (TX)
ASW-D-79-03	10/19/78	ADAP Grant Wilbarger County Airport, (TX)
ASW-D-79-04	10/19/78	ADAP Grant Wilbarger County Airport, (TX)
ASW-D-79-05	10/23/78	ADAP Grant Max Westheimer Field, Norman, (OK)
ASW-D-79-111	10/24/78	ADAP Grant Acadiana Regional Airport, New Iberia (LA)
ASW-D-79-06	10/31/78	ADAP Grant El Paso Int'l. Airport, (TX)
ASW-D-79-07	10/31/78	ADAP Grant El Paso Int'l. Airport, (TX)
ASW-D-79-08	11/3/78	ADAP Grant Lake Charles Municipal Airport, (LA)
ASW-D-79-09	11/3/78	ADAP Grant Lake Charles Municipal Airport, (LA)
ASW-D-79-10	11/3/78	ADAP Grant Harlingen Industrial Airpark (TX)
ASW-D-79-11	11/3/78	ADAP Grant Harlingen Industrial Airpark (TX)
ASW-P-79-01	11/8/78	PGP Grant New Hidalgo County Airport, Edinburg (TX)
ASW-D-79-12	11/9/78	ADAP Grant Tulsa Int'l. Airport (OK)
ASW-D-79-13	11/9/78	ADAP Grant Tulsa Int'l. Airport (OK)
ASW-D-79-14	11/9/78	ADAP Grant Montgomery County Airport, Conroe, (TX)
ASW-D-79-15	11/9/78	ADAP Grant Brownsville Int'l. Airport (TX)
ASW-D-79-16	11/14/78	ADAP Grant Fort Smith Municipal Airport (AR)
ASW-D-79-17	11/22/78	ADAP Grant Addison Municipal Airport (TX)
ASW-D-79-18	11/22/78	ADAP Grant Addison Municipal Airport (TX)

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<u>Audit Report Number</u>	<u>Date Issued</u>	<u>Report Title</u>
ASW-D-79-19	11/28/78	ADAP Grant City of Corpus Christi, (TX)
ASW-D-79-08	11/28/78	ADAP Grant Lake Charles Municipal Airport (LA)
ASW-D-79-09	11/28/78	ADAP Grant Lake Charles Municipal Airport (LA)
ASW-D-79-111A	12/12/78	ADAP Grant Acadiana Regional Airport, New Iberia (LA)
ASW-P-79-02	12/12/78	PGP Grant Northwest Arkansas Regional Airport, Fayetteville, (AR)
ASW-D-79-21	12/12/78	ADAP Grant Ponca City Municipal Airport (OK)
ASW-D-79-22	12/13/78	ADAP Grant Cherokee County Airport, Jacksonville, (TX)
ASW-D-79-20	12/21/78	ADAP Grant Miller Int'l. Airport, McAllen, (TX)
ASW-D-79-23	12/21/78	ADAP Grant Shreveport Regional Airport (LA)
ASW-D-79-24	12/21/78	ADAP Grant Miller Int'l. Airport, McAllen (TX)
ASW-D-79-25	12/27/78	ADAP Grant Gregg County Airport, Longview (TX)
ASW-D-79-26	1/4/79	ADAP Grant Gregg County Airport, Longview (TX)
ASW-D-79-27	1/15/79	ADAP Grant Hot Springs Memorial Field (AR)
ASW-D-79-28	1/23/79	ADAP Grant Woodruff County, Augusta (AR)
ASW-D-79-03	1/31/79	ADAP Grant City of Quanah, (TX)
ASW-D-79-30	2/1/79	ADAP Grant Cox Field, Paris, (TX)
ASW-D-79-31	2/1/79	ADAP Grant Sheppard AFB/Wichita Falls Municipal Airport (TX)
ASW-D-79-29	2/6/79	ADAP Grant Dallas Fort Worth Regional Airport (TX)
ASW-D-79-32	2/6/79	ADAP Grant Texarkana Municipal Airport (AR)
ASW-D-79-33	2/6/79	ADAP Grant Texarkana Municipal Airport (AR)
ASW-D-79-34	2/7/79	ADAP Grant Esler Regional Airport, Alexandria, (LA)
ASW-D-79-35	2/7/79	ADAP Grant Esler Regional Airport, Alexandria, (LA)
ASW-D-79-36	2/8/79	ADAP Grant Lake Charles Municipal Airport, (LA)
ASW-D-79-37	2/8/79	ADAP Grant Lea County Airport, Hobbs (NM)

<u>Audit Report Number</u>	<u>Date Issued</u>	<u>Report Title</u>
ASW-D-79-38	2/8/79	ADAP Grant Altus Municipal Airport, (OK)
ASW-D-79-04	2/20/79	PGP Grant Fort Smith Municipal Airport, (AR)
ASW-D-79-05	2/22/79	PGP Grant Stillwater Municipal Airport, (OK)
ASW-D-79-06	2/22/79	PGP Grant West Woodward Airport, (OK)
ASW-D-79-39	2/22/79	ADAP Grant Waco-Madison-Cooper Airport, Waco, (TX)
ASW-D-79-40	2/22/79	ADAP Grant Waco-Madison-Cooper Airport, Waco, (TX)
ASW-D-79-41	2/22/79	ADAP Grant Midland Regional Airport (TX)
ASW-D-79-42	2/23/79	ADAP Grant Boone County Airport, Harrison (AR)
ASW-D-79-43	2/23/79	ADAP Grant Boone County Airport, Harrison (AR)
ASW-P-79-07	2/28/79	PGP Grant Harrell Field, Camden (AR)
ASW-P-79-08	3/6/79	PGP Grant Magnolia Municipal Field, (AR)
ASW-D-79-44	3/6/79	ADAP Grant Gregg County Airport, Longview, (TX)
ASW-D-79-45	3/6/79	ADAP Grant Gruver Municipal Airport (TX)
ASW-D-79-46	3/9/79	ADAP Grant Farmington Municipal Airport (NM)
ASW-D-79-47	3/9/79	ADAP Grant Farmington Municipal Airport (NM)
ASW-D-79-48	3/9/79	ADAP Grant Abbeville Municipal Airport (LA)
ASW-D-79-49	3/9/79	ADAP Grant Abbeville Municipal Airport (LA)
ASW-P-79-09	3/13/79	PGP Grant Terrell Municipal Airport (TX)
ASW-D-79-50	3/16/79	ADAP Grant Cushing Municipal Airport (OK)
ASW-D-79-51	3/16/79	ADAP Grant Dallas-Fort Worth Regional Airport (TX)
ASW-D-79-52	3/16/79	ADAP Grant Dallas-Forth Worth Regional Airport (TX)
ASW-D-79-53	3/20/79	ADAP Grant Ector County Airport (TX)
ASW-D-79-54	3/22/79	ADAP Grant Clark Field, Stephenville (TX)
ASW-D-79-55	3/27/79	ADAP Grant Lea County Airport (NM)
ASW-D-79-56	3/27/79	ADAP Grant Lea County Airport (NM)
AWE-D-79-01	10/10/78	ADAP Grant Sacramento Metropolitan Airport (CA)
AWE-D-79-02	11/6/78	ADAP Grant Bishop Airport, Bishop, (CA)

FEDERAL AVIATION ADMINISTRATION

<u>Audit Report Number</u>	<u>Date Issued</u>	<u>Report Title</u>
AWE-D-79-03	11/8/78	ADAP Grant San Carlos Airport, San Carlos, (CA)
AWE-F-79-01	11/13/78	FAAP Grant Long Beach Airport, Long Beach, (CA)
AWE-D-79-04	11/16/78	ADAP Grant Chico Municipal Airport, Chico, (CA)
AWE-P-79-01	11/28/78	PGP Grant Oakdale Municipal Airport (CA)
AWE-D-79-05	12/4/78	PGP Grant Auburn Municipal Airport (CA)
AWE-D-79-06	1/5/79	ADAP Grant Salinas Municipal Airport (CA)
AWE-D-79-07	1/30/79	ADAP Grant Salinas Municipal Airport (CA)
AWE-D-79-08	1/31/79	ADAP Grant Ryan Field, Tucson, (AZ)
AWE-P-79-02	2/1/79	PGP Grant Westover Field, Jackson, (CA)
AWE-D-79-09	2/8/79	ADAP Grant Carson City Airport (NV)
AWE-P-79-03	2/12/79	PGP Grant Scottsdale Municipal Airport (AZ)
AWE-D-79-10	2/15/79	ADAP Grant Merced Municipal Airport (CA)
AWE-P-79-04	2/20/79	PGP Grant Eureka Airport (NV)
AWE-D-79-11	2/22/79	ADAP Grant San Diego Int'l. Airport (CA)
AWE-P-79-05	3/6/79	PGP Grant Collidge-Florence Municipal Airport (AZ)
AWE-D-79-12	3/8/79	ADAP Grant Blythe Airport (CA)
AWE-D-79-13	3/16/79	ADAP Grant Tucson Int'l. Airport (AZ)
AWE-D-79-14	3/21/79	ADAP Grant Stockton Metropolitan Airport (CA)
AWE-D-79-15	3/22/79	ADAP Grant Salinas Municipal Airport (CA)
AWE-D-79-16	3/29/79	ADAP Grant Jack McNamara Field, Crescent City (CA)

Metropolitan Washington Airports
Audits of Concession Contracts

AAA-C-79-01	10/27/78	Interim Audit of Fannie Mae Shops, Inc., Contract No. FA-DA-7079
AAA-C-79-02	11/7/78	Audit of Proposal Submitted by Parkington, Inc., for Operations of Public Parking Facility at Washington National Airport
AAA-C-79-03	12/5/78	Final Audits of Vialease Corporation Operations Under Contracts, DOT-FA-NA-5145 and DOT-FA-NA-5218

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<u>Audit Report Number</u>	<u>Date Issued</u>	<u>Report Title</u>
AAA-C-79-04	12/11/78	Interim Audit of All State Messenger and Delivery Service, Inc., Contracts DOT-FA-DA-7072 and DOT-FA-NA-5240
AAA-C-79-05	12/13/78	Interim Audit of Dollar Rent-A-Car Systems, Inc., Contract DOT-FA-NA-5145
AAA-C-79-06	1/8/79	Interim Audits of Fannie May Candy Shops, Inc., Contract DOT-FA-NA-5000
AAA-C-79-07	1/16/79	Interim Audit of Continental Limousine Service, Inc., Contract DOT-FA-NA-5244
79-1	1/16/79	Interim Audit of Continental Limousine Inc., Contract DOT-FA-NA-5244
JA-17-C-79-8	3/16/79	Interim Audit of Contract DOT-FA-DA-4536, Marriott Motor Hotels, Inc.
JA-17-C-79-09	3/20/79	Final Audit of Contract DOT-FA-DA-7065 with Marriott Corporation
JA-17-C-79-10	3/20/79	Interim Audit of Contract DOT-FA-MWAS-5144 with Transportation Displays, Inc.
79-02	3/30/79	Internal Audit of DOT-FA-NA-4662, Page Airways, Inc.

Procurement Advisory Services

	11/6/78	Audit of Proposal, Batch-Air, Incorporated Miami, (FL)
	11/17/78	Price/Cost Analysis of MR Equipment
	11/24/78	Audit of Proposal, City of Oklahoma City, (OK)
ACC-C-79-01	11/22/78	Audit of I.I. Foods, Inc., Lawton (OK)
	12/15/78	Audit of Electro Research, Stamford (CT)
	12/26/78	Review of Claim, Angle-Air Chemical Co.
	1/2/79	Review of Claim S&M Janitorial
	1/8/79	Annual Review of Revocable Permit-Post Office Contract Station 18
	1/8/79	Annual Review of Revocable Permit-FAA Employees Credit Union
	1/8/79	Annual Review of Revocable Permits-Blind Stands
	1/12/79	Review of Proposal of ICC Computer Corp., Tyler, (TX)
	2/23/79	Review of Aeronautical Center Amateur Radio Club
	2/23/79	Review of Employee Association Aeronautical Center (OK)
	2/22/79	Concession Tiffany Food Service, Inc., Bohemia, (NY)
	10/31/78	Evaluation of ACIA Administrative Operating Budget for period ending 6/30/79

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NumberDate IssuedReport Title

	11/7/78	Lease/Purchase Study - Digital Equipment Corp. Equipment
	11/9/78	General Electric Co. Cost Proposal, RFP NADO-8-66
	11/20/78	Evaluation of Computer Sciences Corp. Pricing Proposal, DOT-FA-77-NA-4011
	11/20/78	General Electric Co. Cost Proposal, RFP NOO-8-65
	11/30/78	Time and Attendance Check - Computer Sciences Corp. Employees
	12/18/78	Review of Charges for Professional Services - White and Case Attorneys
	12/20/78	Cost Proposal - Computer Science Corp., DOT-FA-77-NA-4011
	1/2/79	Cost Proposal - The MITRE Corp., RFP NAOO-9-30
	1/18/79	Computer Sciences Corp., Pricing Proposal, DOT-FA-77-NA-4011
	1/18/79	Sperry-Univac Price Proposal
	2/5/79	Gymnasium in New Building
	2/6/79	Legal Fees in Nearby Community
	2/7/79	Evaluation of Factory Mutual Reserach Corp., RFP-NA-007-26
	3/12/79	Evaluation of KDI Precision Products Proposal IFB No. NA00-9-10
	3/16/79	Computer Sciences Corp. Pricing Proposal, DOT-FA-77-NA-4011
	3/16/79	Cost Proposal - Lockheed Electronics Company, Inc.
	3/16/79	KDI Precision Products Inc., Financial Capability
ASO-C-79-01	2/23/79	Contract DOT-FA-7650-10080 Aluminum Siding Rehabilitation (various locations)
JRA-4-C-79-01	3/19/79	Hilton Construction Co., Tucker, (GA)

Grantee Financial Management Systems Surveys

ACE-G-79-01	11/8/78	Goodland (KS)
ACE-G-79-02	12/12/78	Des Moines (IA)
ACE-G-79-03	12/12/78	Liberal (KS)
GL-G-79-01	11/28/78	Evansville Vanderburgh Airport Authority District, Evansville (IN)
GL-G-79-02	11/30/78	City of Hamilton (OH)
GL-G-79-03	12/13/78	City of Wabash (IN)
GL-G-79-04	1/5/79	City of Shelbyville (IN)
GL-G-79-05	1/5/79	City of Connersville (IN)
GL-G-79-06	1/5/79	City of Richmond (IN)

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<u>Audit Report Number</u>	<u>Date Issued</u>	<u>Report Title</u>
GL-G-79-07	1/5/79	St. Joseph County Airport Authority, South Bend (IN)
GL-G-79-08	1/31/79	Board of Aviation Commissioners, Franklin,
ANW-G-79-01	10/12/78	City of Forence (OR)
ANW-G-79-02	10/12/78	City of Newport (OR)
ANW-G-79-03	11/9/78	City of La Grande (OR)
ANW-G-79-04	11/30/78	Port of Seattle (WA)
ANW-G-79-05	12/21/78	Lake County-Lakeview Airport Commission, Lakeview (OR)
ANW-G-79-06	12/22/78	City of Auburn (WA)
ANW-G-79-07	1/4/79	Port of Portland (OR)
ANW-G-79-08	1/4/79	City of Twin Falls (ID)
ANW-G-79-09	1/29/79	City of Pocatello (ID)
ANW-G-79-10	1/31/79	City of Idaho Falls (ID)
ANW-G-79-11	2/2/79	City of Lewiston (ID)
ANW-G-79-12	2/7/79	City of Yakima (WA)
ANW-G-79-13	2/12/79	City of McMinnville (OR)
ANW-G-79-14	3/6/79	Port of Bremerton (WA)
ANW-G-79-15	3/27/79	Airport Department of Jackson County, (OR)
ASO-G-79-01	2/7/79	Southwest Florida Regional Airport; Lee County Fort Myers (FL)
ASW-G-79-01	10/23/78	City of Laredo, (TX)
ASW-G-79-02	10/23/78	Home-Terregone Airport, Houme (LA)
ASW-G-79-03	10/23/78	City of Lake Charles (LA)
ASW-G-79-04	10/23/78	City of Farmington (NM)
ASW-G-79-05	10/26/78	City of Altus, (OK)
ASW-G-79-06	10/27/78	City of Frederick, (OK)
ASW-G-79-07	10/27/78	Sulphur Springs, (TX)
ASW-G-79-08	11/6/78	Angelina County, Lufkin, (TX)
ASW-G-79-09	11/7/78	Rusk County Henderson (TX)
ASW-G-79-10	11/22/78	City of Grand Prairie, (TX)
ASW-G-79-11	11/30/78	City of Guthrie (OK)
ASW-G-79-12	12/15/78	City of McAllen (TX)
ASW-G-79-13	12/15/78	City of Corpus Christie, (TX)
ASW-G-79-14	12/21/78	County of Gregg Longview (TX)
ASW-G-79-15	1/23/79	Oklahoma City, (OK)
ASW-G-79-16	1/23/79	City of Shreveport, (LA)
ASW-G-79-17	1/31/79	City of Kerrville, (TX)
ASW-G-79-18	2/8/79	City of Rogers, (OK)
ASW-G-79-19	2/8/79	County of Boone, Harrison, (AR)
ASW-G-79-20	2/28/79	City of Tulla and County of Swisher (TX)
ASW-G-79-21	2/28/79	County of Gray, Pampa, (TX)
ASW-G-79-22	2/28/79	City of Plainview and Hale County (TX)
ASW-G-79-23	3/5/79	County of Boone, Harrison, (AR)
ASW-G-79-24	3/13/79	City of Albuquerque, (NM)
ASW-G-79-25	3/15/79	Cities of Dallas and Forth Worth (TX)
ASW-G-79-26	3/27/79	County of Gaines, Seminole, (TX)

FEDERAL AVIATION ADMINISTRATIONAudit Report
NumberDated IssuedReport Title

AWE-G-79-01	11/1/78	County of Inyo, (CA)
AWE-G-79-02	11/7/78	County of San Mateo, (CA)
AWE-G-79-03	11/14/78	City of Chico, (CA)
AWE-G-79-04	11/20/78	Hollywood-Burbank Airport Authority (CA)
AWE-G-79-05	11/29/78	City of Oakdale (CA)
AWE-G-79-06	11/29/78	City of Auburn (CA)
AWE-G-79-07	12/11/78	Carson City (NV)
AWE-G-79-08	12/15/78	City of Salinas (CA)
AWE-G-79-09	2/5/79	County of Amador, Jackson (CA)
AWE-G-79-10	2/9/79	County of Yolo, Woodland (CA)
AWE-G-79-11	2/21/79	San Diego Unified Port District (CA)
AWE-G-79-12	3/1/79	City of Collidge, (AZ)
AWE-G-79-13	3/7/79	County of Riverside (CA)
AWE-G-79-14	3/19/79	County of Del Norte (CA)

Air Carrier Financial Evaluations

	1/9/79	Part 123 Pegasus Int'l. Travel Club, Inc.
GL-A-79-01	10/3/78	Part 121 Operator General Mills, Inc. Minneapolis, (MN)
ANW-A-79-01	12/26/78	Part 121 Operator Rosenbalm Aviation Inc.
ANW-A-79-02	3/29/79	Part 121 Operator Aeroamerica, Inc.
ARM-T-79-1	2/23/79	Part 123 (Operator) - Ports of Call Travel Club, Denver (CO)
ASO-A-79-01	10/18/78	Part 121 Applicant - Rhoades Int'l., Inc. Smyrna, (TN)
ASO-A-79-02	10/19/78	Part 121 Operator - Central American Int'l., Inc., Louisville (KY)
ASO-A-79-03	11/1/78	Part 121 Operator - Central American Int'l., Inc., Louisville (KY)
ASO-A-79-04	2/6/79	Part 121 Applicant - Kimex, Inc., Miami (FL)
ASO-A-79-05	2/23/79	Part 121 Operator - Air Florida, Inc., Miami, (FL)
ASO-A-79-06	3/8/79	Part 123 Air Travel Club Operator - Atlanta Skylarks, Inc., Hapeville (GA)
ASO-A-79-07	3/12/79	Part 121 Operator - Fleming Int'l. Airways, Inc., Miami, (FL)
	3/19/79	Part 123 Applicant - Indy Air, Inc., Orlando, (FL)
	3/22/79	Part 121 Applicant - Lelco, Inc., d/b/a Air Berlin U.S.A., Miami (FL)
ASO-A-79-04A	3/23/79	Part 121 Applicant - Kimex, Inc., Miami, (FL)
JRA-4-A-79-08	3/27/79	Part 121 Operator - Southern Air Transport, Inc., Miami (FL)

FEDERAL AVIATION ADMINISTRATION

<u>Audit Report Number</u>	<u>Date Issued</u>	<u>Report Title</u>
AWE-T-79-01	10/13/78	Int'l. Air Service Co. Ltd., Burlingame, (CA)
AWE-T-79-02	11/27/78	Borrego Springs Airline, Borrego Springs, (CA)
<u>Grantee Compliance Audits</u>		
ASW-M-79-01		Review of Financial Records, Port of Tillamook Bay (OR)
ASW-M-79-01	11/13/78	Caddo Mills Municipal Airport (TX)
ASW-M-79-02	11/22/78	Grand Prairie Municipal Airport (TX)
ASW-M-79-03	12/11/78	Corpus Christie Int'l. Airport (TX)
ASW-M-79-04	12/14/78	Big Springs Airport (TX)
ASW-M-79-05	1/18/79	Stuttgart Municipal Airport (AR)
ASW-M-79-06	1/19/79	Gainesville Municipal Airport (TX)
ASW-M-79-07	2/21/79	McGregor Municipal Airport (TX)
ASW-M-79-08	3/20/79	Caddo Mills Municipal Airport (TX)
ASO-M-79-02	2/12/79	Review of Annual Financial Statements - Ft. Lauderdale Executive Airport (FL)
ASO-M-79-01	2/23/79	Review of Annual Financial Statements - Page Field-Lee County Airport, Fort Myers, (FL)
JRA-4-M-79-01	3/21/79	Review of Financial Statements, Virgin Islands Port Authority, St. Thomas (VI)
JRA-4-M-79-02	3/26/79	Review of Financial Statements, Puerto Rico Ports Authority, San Juan, Puerto Rico

FEDERAL RAILROAD ADMINISTRATION

<u>Audit Report Number</u>	<u>Date Issued</u>	<u>Report Title</u>
79-PH-1	11/30/78	Review of Amtrak Procurement Activites - Arthur Anderson and Company Contracts
79-PH-2	11/13/78	Evaluation of Proposed Training Contracts - Amtrak/NECIP - FY 1979
79-PH-3	11/28/78	Audit of Consolidated Rail Corporation Subsidy Program
79-PH-4	12/18/78	Evaluation of Fringe Benefit Expense Rates - Amtrak/NECIP - FY 1977
79-PH-5	1/24/79	Accounting System Survey - Contract DOT-FR-T3003 Amtrak/NECIP
79-PH-6	2/9/79	Evaluation of Amtrak's Proposed Contract for Operation of Rail Welding and Cropping Plant - Year 1979
79-PH-7	2/9/79	Evaluation of Amtrak's Newcombers Road Grade Crossing for Pennsylvania Department of Transportation
79-PH-8	2/23/79	Evaluation of Cost Proposals for Project Management and Construction Engineering - Amtrak/NECIP - FY 1979
79-PH-8	3/31/79	Evaluation of Amtrak/NECIP's FY 1979 General and Administrative Expense Proposal

FEDERAL HIGHWAY ADMINISTRATION

<u>Audit Report Number</u>	<u>Date Issued</u>	<u>Report Title</u>
79-109-1	12/15/78	Indirect Cost Proposal
79-109-2	12/27/78	Right-of-Way
79-133-1	10/13/78	MPO-Manchester
79-133-2	10/13/78	Rural Highway Pub Trans- portation Demon- stration Project
79-133-3	12/11/78	UMTA Grant NH-09-8002
79-133-4	1/19/79	Planning and Research
79-133-5	2/2/79	Track Safety-FRA
79-133-6	2/28/79	Pipeline Safety
79-150-1	10/31/78	FRA-Title IV & VIII Programs
79-150-2	11/17/78	Indirect Cost Proposal - Agency of Transp.
79-150-3	2/28/79	Preliminary Engineering
79-144-1	10/2/78	R.I. Joint Funding Simplification Act Proj.
79-144-2	11/27/78	Highway Safety
79-144-3	12/20/78	UMTA-RI-09-8001
79-144-4	1/5/79	Railroad Track Safety
79-172-1	1/3/79.	UMTA Technical Study
79-136-1	12/29/78	Construction
79-136-2	1/31/79	Indirect Cost Proposal (State Police)
79-136-3	2/2/79	Indirect Cost Proposal (N.Y.S.D.O.T.)
79-136-4	2/16/79	Indirect Cost Proposal (Motor Vehicles)
79-136-5	2/23/79	Indirect Cost Proposal (Public Service)
79-136-6	3/16/79	Indirect Cost Proposal (Boating Safety)

FEDERAL HIGHWAY ADMINISTRATION

<u>Audit Report Number</u>	<u>Date Issued</u>	<u>Report Title</u>
79-123-1	12/15/78	Indirect Cost Proposal - DOT
79-123-2	12/15/78	Indirect Cost Proposal - Department of State
79-123-3	2/28/79	Highway Safety
79-125-1	11/22/78	Contract Proposal - Bus. & Economic Services Inc.
79-125-2	12/14/78	Pipeline Safety
79-125-3	12/12/78	Contract Proposal - S&G Associates
79-134-1	11/6/78	Indirect Cost Proposal
79-134-2	12/22/78	Final Audit FH-11-8312
79-134-3	2/6/79	Interim Audit Grant
79-134-4	2/23/79	Planning and Research
79-310-1	12/19/78	Highway Safety
79-324-1	9/18/78	Proposal Evaluation - Road Builders Training
79-324-2	1/22/79	Boating Safety
79-324-3	1/31/79	Construction
79-324-4	1/31/79	803 - Rail Subsidy Program
79-324-5	2/9/79	Pipeline Safety
79-324-6	3/9/79	Track Safety
79-342-1	10/27/78	Berks Area Reading Trans. Authority
79-342-2	10/27/78	Lancaster City & County Joint Transit Authority
79-342-3	11/30/78	Preliminary Engineering
79-342-4	12/20/78	ASAP - MD
79-342-5	1/15/79	Pipeline Safety
79-342-6	2/28/79	Tri-County Regional Planning Comm.
79-342-7	3/8/79	Boating Safety

FEDERAL HIGHWAY ADMINISTRATION

<u>Audit Report Number</u>	<u>Date Issued</u>	<u>Report Title</u>
79-351-1	1/4/79	Peninsula Planning District
79-351-2	2/22/79	5th Planning District
79-351-3	2/28/79	Central Lynchburg Planning District
79-351-4	3/5/79	Richmond Regional Planning District
79-351-5	3/19/79	Boating Safety
79-351-6	3/19/79	National Public Services Research Inst.
79-311-1	11/30/78	Right-of-Way
79-311-2	12/22/78	Contract Audit - DOT-HS-7-01725
79-311-3	1/31/79	Highway Safety
79-311-4	2/28/79	John Hamburg & Assoc.
79-311-5	3/19/79	Pipeline Safety
79-401-1	10/3/78	MPO - City of Gadsden
79-401-2	1/27/79	MPO - East Alabama Regional Planning Comm.
79-401-3	12/7/78	MPO - Montgomery Planning Commission
79-401-4	1/4/79	FRA
79-401-5	1/11/79	Financial Management
79-412-1	11/17/78	Bridge Alteration
79-412-2	11/30/78	State Internal Audit
79-412-3	1/4/79	ASAP - City of Tampa
79-412-4	3/30/79	FRA - Rail Safety
79-413-1	12/15/78	Pipeline Safety
79-413-2	3/26/79	MPO - Macon-Bibb Co. Planning & Zoning
79-413-3	3/28/79	Right-of-Way
79-413-4	3/29/79	Planning and Research
79-421-1	12/7/78	Green River Area Development District
79-421-2	1/19/79	Highway Safety
79-421-3	1/26/79	Kentuckiana Regional Planning & Dev. Agency
79-421-4	1/31/79	State Audit
79-421-5	2/23/79	Council of State Governments HS-7-01523

FEDERAL HIGHWAY ADMINISTRATION

<u>Audit Report Number</u>	<u>Date Issued</u>	<u>Report Title</u>
79-437-1	12/4/78	MPO - Gastonia
79-437-2	1/31/79	Planning and Research
79-445-1	12/31/78	Boating Safety
79-445-2	12/31/78	MPO - Beaufort - Jasper
79-445-3	12/31/78	Highway Safety
79-445-4	12/31/78	Rural Demonstration Project-Santee- Wateree
79-445-5	3/30/79	MPO - Spartanburg Co.
79-447-1	10/10/78	Internal Audit
79-447-2	10/24/78	Minority Business Enterprise Program
79-447-3	11/6/78	FRA Rail Planning Contract
79-447-4	2/23/79	Boating Safety Program
79-447-5	3/30/79	Financial Management
79-527-1	3/5/79	MPO - Twin Cities
79-527-2	2/27/79	MPO - Twin Cities
79-527-3	2/28/79	MPO - Twin Cities
79-527-4	1/24/79	Pipeline Safety
79-527-5	2/23/79	NHTSA Contract HS-8-01842
79-518-1	10/31/78	MPO - SW. Ind. & Kent Regional Council of Governments
79-518-2	11/20/78	Boating Safety
79-518-3	1/22/79	MPO - NW. Ind. Regional Planning Commission
79-518-4	2/8/79	MPO - Madison Co. Council of Governments
79-518-5	2/23/79	MPO - Michiana Area Council of Governments
79-526-1	2/22/79	Preliminary Engineering
79-539-1	11/9/78	MPO - Akron
79-539-2	1/23/79	MPO - Mid Ohio
79-539-3	12/29/78	Construction

FEDERAL HIGHWAY ADMINISTRATION

<u>Audit Report Number</u>	<u>Date Issued</u>	<u>Report Title</u>
79-555-1	12/5/78	MPO - Dane County
79-555-2	12/29/78	MPO - Southeastern Wisc.
79-555-3	1/12/79	MPO - Brown County
79-555-4	2/5/79	MPO - La Crosse
79-555-6	2/16/79	MPO - Metro Interstate
79-555-7	3/1/79	MPO - Northwestern Wisc.
79-555-8	3/1/79	MPO - West Central
79-555-9	3/1/79	MPO - South Western
79-555-10	3/1/79	MPO - North Central
79-555-11	3/1/79	MPO - East Central
79-555-12	3/9/79	MPO - Mississippi
79-605-1	11/28/78	MPO - Arkhoma Reg. Planning Comm.
79-605-2	1/31/79	Financial Management
79-605-3	2/20/79	Planning and Research
79-605-4	3/28/79	Fatality Accident Reptg. System HS-276-3-529
79-605-5	3/28/79	Fatality Accident Reptg. System HS-8-01862
79-622-1	2/26/79	Pipeline Safety
79-622-2	3/12/79	Indirect Cost Allocation Plan
79-635-1	11/15/78	UMTA NM-09-8001
79-635-2	1/23/79	MPO - Middle Rio Grande COG
79-635-3	1/31/79	Construction
79-640-1	12/22/78	Financial Management
79-640-2	2/9/79	MPO - Assoc. of Central Okla. Govt's
79-640-3	3/5/79	Preliminary Engineering
79-640-4	3/8/79	ASAP HS-051-1-067
79-648-1	10/5/78	UMTA - TX-09-8002
79-648-2	10/5/78	FHWA Contract FH-11-9185
79-648-3	10/26/78	FHWA Proposal RFP 638-8
79-648-4	11/6/78	FRA - Loan Guarantee
79-648-5	1/19/79	Construction
79-648-6	1/26/79	Preliminary Engineering

FEDERAL HIGHWAY ADMINISTRATION

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79-648-7	1/30/79	MPO - Central Texas
79-648-8	1/11/79	MPO - Texoma Reg. Comm.
79-648-9	1/30/79	MPO - Alamo Area
79-648-10	1/31/79	MPO - Concho Valley
79-648-11	2/20/79	MPO - South Texas
79-648-12	3/6/79	UMTA - Corpus Christi
79-648-13	3/14/79	UMTA - TX-09-8003
79-648-14	3/15/79	City of Amarillo - MPO
79-648-15	3/21/79	Internal Audit
79-648-16	3/22/79	City of Beaumont
79-729-1	12/15/78	State Internal Audit
79-729-2	1/31/79	Planning and Research
79-719-1	2/9/79	Financial Management
79-720-1	1/2/79	Internal Audit
79-720-2	1/31/79	Preliminary Engineering
79-700-1	10/23/78	Bridge Alteration
79-700-2	10/11/78	UMTA - Topeka Shawnee
79-700-3	10/12/78	UMTA - City of Lincoln
79-700-4	10/12/78	UMTA - Omaha - Council Bluffs
79-700-5	11/16/78	Indirect Cost Rate Nebraska
79-700-6	12/20/78	UMTA - Mid-America
79-700-7	1/15/79	UMTA - Topeka
79-700-8	2/21/79	USCG Boating Safety Kansas
79-700-9	2/20/79	Cost Allocation Plan - Mid-American
79-700-10	3/19/79	Pipeline Safety - Missouri
79-731-1	11/7/78	Union Pacific Railroad Contract Proposal
79-731-2	11/27/78	Construction
79-808-1	10/24/78	Claim - Swerdfeger Construction
79-808-2	10/16/78	Claim - Main Electric, LTD.
79-808-3	10/24/78	Claim - Howard Mechanical
79-808-4	12/5/78	Contract - Denver COG

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79-808-5	12/5/78	Claim - JEM's Masonry Co.
79-808-6	12/8/78	Contract - Regional Trans. District
79-808-7	12/28/78	UMTA - Technical Study Grant
79-808-8	2/2/79	Proposal - Monaco Contractors
79-830-1	10/16/78	FRA
79-830-2	2/5/79	Right-of-Way
79-830-3	2/14/79	Highway Safety
79-838-1	10/12/78	MPO - Fargo - Moorehead
79-838-2	11/3/78	Boating Safety
79-838-3	1/23/79	FRA
79-838-4	3/2/79	Construction
79-846-1	1/15/79	ADAP - Mohall, N. Dak.
79-846-2	1/15/79	ADAP - Grand Forks, N. Dak.
79-849-1	11/30/78	Preliminary Engineering
79-849-2	1/16/79	Contract FH-11-8580
79-849-3	1/11/79	Planning and Research
79-849-4	1/31/79	Internal Audit
79-849-5	2/22/79	MPO - Wasatch Front
79-849-6	2/23/79	UMTA - UT-09-008
79-849-7	2/23/79	UMTA - UT-09-0010
79-856-1	10/2/78	Indirect Cost Proposal P.S.C.
79-856-2	3/12/79	Highway Safety
79-904-1	12/1/78	Highway Safety
79-904-2	12/5/78	FRA Planning Grant
79-904-3	1/8/79	UMTA Planning Grant
79-904-4	1/17/79	UMTA Planning Grant
79-906-1	11/30/78	Construction
79-906-2	1/17/79	MPO - Stanislaus Area
79-906-3	1/17/79	MPO - Stanislaus Area
79-906-4	12/15/78	ASAP - Los Angeles
79-906-5	1/22/79	MPO - San Joaquin Co.
79-906-6	1/22/79	MPO - San Joaquin Co.
79-906-7	3/30/79	Highway Safety

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<u>Audit Report Number</u>	<u>Date Issued</u>	<u>Report Title</u>
79-915-1	11/30/78	Right-of-Way
79-915-2	2/9/79	USCG - Boating Safety
79-915-3	3/12/79	Territorial Hgwy. Prog. American Samoa
79-915-4	3/12/79	Highway Safety - American Samoa
79-932-1	2/5/79	FRA Grant
79-932-2	3/1/79	Boating Safety
79-932-3	3/12/79	Construction
79-932-4	3/30/79	MPO - Washoe County
79-900-1	2/15/79	Claim Arizona FH 3-2(5)
79-1016-1	2/12/79	Preliminary Engineering
79-1053-1	10/30/78	Corps of Engineers Contract
79-1053-2	1/2/79	Planning and Research
79-1053-3	2/9/79	MPO - Spokane
79-1053-4	2/9/79	MPO - Benton - Franklin
79-1053-5	2/9/79	MPO - Yakima
79-1053-6	2/20/79	MPO - Puget Sound GOS
79-1053-7	2/20/79	Preliminary Engineering
79-1000-1	10/5/78	UMTA - Oregon
79-1000-2	2/20/79	Proposal - Dept. of Energy
79-1000-3	3/3/79	Klamath Cement Cutting Company

URBAN MASS TRANSPORTATION ADMINISTRATION

<u>Audit Report Number</u>	<u>Date Issued</u>	<u>Report Title</u>
79-03-IV-01	10/20/78	Metropolitan Dade County Transit Auth., Miami, Florida
79-03-IV-02	10/20/78	Metropolitan Dade County Transit Auth., Miami Florida
79-23-VIII-01	10/26/78	City of Minot, North Dakota
79-03-IV-03	11/08/78	Metropolitan Dade County Transit Auth., Miami, Florida
79-03-X-01	11/17/78	City and Borough of Juneau, Alaska
79-03-III-01	12/04/78	Southeastern Pennsylvania Transporta- tion Auth. (SEPTA), Phil., PA
79-03-IV-04	12/13/78	Georgia Dept. of Trans., Atlanta, GA.
79-03-IX-01	12/22/78	Public Utilities Comm., City and County of San. Fran., CA
79-03-V-01	12/28/78	Twin Cities Area Metropolitan Transit Commission, St. Paul, Minn.
79-03-III-02	01/24/79	City of Philadelphia, Pennsylvania
79-03-III-03	02/16/79	City of Philadelphia, Pennsylvania
79-03-IX-02	02/22/79	City of Commerce, California
79-03-III-04	02/23/79	Southeastern Pennsylvania Transp. Auth. (SEPTA), Philadelphia, PA
79-03-II-01	02/23/79	New Jersey Dept. of Transportation
79-03-VIII-01	02/23/79	Regional Transportation District, Denver, Colorado
79-03-III-05	02/23/79	Southeastern Pennsylvania Transporta- tion Auth. (SEPTA), Phil., PA
79-03-IV-05	03/14/79	City of Maysville, Kentucky
79-03-III-06	03/15/79	Lehigh and Northhampton Transportation Auth., Allentown, Pennsylvania

URBAN MASS TRANSPORTATION ADMINISTRATION

<u>Audit Report Number</u>	<u>Date Issued</u>	<u>Report Title</u>
79-03-III-06	03/15/79	Greater Roanoke Transit Company, Roanoke, Virginia
79-03-VII-01	03/22/79	City of Waterloo, Iowa
79-03-IX-03	03/22/79	Golden Gate Bridge Transit, San Francisco, California
79-03-IX-04	03/27/79	Southern California Rapid Transit District (SCRFD) Los Angeles, CA
79-03-V-02 ✓	03/29/79	Fort Wayne Public Transportation Corporation, Fort Wayne, Indiana
79-05-IX-01	10/17/78	Governor of California - Monterey Peninsula Transit, Monterey, CA
79-05-VI-01	10/25/78	City of Waco, Texas
79-05-III-01	11/16/78	Berks Area Reading Transportation Authority, Reading, PA
79-05-III-02	11/22/78	Lancaster City and County Joint Transit Authority, Lancaster, PA
79-05-VIII-01	11/28/78	City of Sioux Falls, South Dakota
79-05-IX-02	12/07/78	Governor of California - Monterey Peninsula Transit, Monterey, CA
79-05-VI-02	12/07/78	San Antonio Transit System, San Antonio, Texas
79-05-III-03	12/13/78	Virginia Dept. of Highways and Trans. (On behalf of the Greater Roanoke Transit Co.), Richmond, VA
79-05-III-04	12/13/78	Greater Richmond Transit Company, Richmond, Virginia
79-05-III-05	12/19/78	Government of the Dist. of Columbia, Washington, D.C.
79-05-III-06	12/19/78	Washington Suburban Transit Comm., Silver Spring, Maryland

URBAN MASS TRANSPORTATION ADMINISTRATION

<u>Audit Report Number</u>	<u>Date Issued</u>	<u>Report Title</u>
79-05-III-07	12/19/78	Northern Virginia Transportation Commission, Arlington, VA
79-05-II-01	12/19/78	Niagara Frontier Trans. Auth., Buffalo, New York
79-05-III-08	12/20/78	Peninsula Transportation District Commission, Hampton, Virginia
79-05-V-01	12/28/78	Metropolitan Transit Commission, St. Paul, Minnesota
79-05-V-02	12/28/78	City of Anderson, Indiana
79-05-III-09	12/29/78	Virginia Dept. of Highways and Trans. (On Behalf of the Greater Lynchburg Trans. Co.), Richmond, VA
79-05-II-02	01/10/79	Niagara Frontier Transportation Auth., Buffalo, New York
79-05-IV-01	01/19/79	City of Tallahassee, Florida
79-05-IV-02	01/22/79	City of Tallahassee, Florida
79-05-III-10	01/24/79	City of Ashland Bus System, Ashland, Kentucky
79-05-IV-03	01/31/79	Metropolitan Atlanta Rapid Transit Authority, Atlanta, GA
79-05-VI-03	01/31/79	City of Amarillo, Texas
79-05-V-03	02/02/79	City of Racine, Wisconsin
79-05-III-11	02/07/79	Virginia Dept. of Highways & Trans. (On Behalf of the City of Petersburg, VA), Richmond, Virginia
79-05-III-12	02/13/79	Mid-Ohio Valley Transit Authority, Parkersburg, West Virginia
79-05-IX-03	02/15/79	Governor of California - Stockton Metropolitan Transit District, Stockton, California

URBAN MASS TRANSPORTATION ADMINISTRATION

<u>Audit Report Number</u>	<u>Date Issued</u>	<u>Report Title</u>
79-05-IX-04	02/16/79	Southern California Assoc. of Governments, City of Norwalk, Norwalk, California
79-05-IX-05	02/16/79	Southern California Assoc. of Governments, City of Norwalk, Norwalk, California
79-05-III-13	02/16/79	Tidewater Transportation District Commission, Norfolk, Virginia
79-05-IV-04	02/23/79	Metropolitan Dade County Transit Agency, Miami, Florida
79-05-IV-05	02/23/79	Metropolitan Dade County Transit Agency, Miami, Florida
79-05-IX-06	02/23/79	Southern California Assoc. of Govt's/Orange County Transit Dist., Garden Grove, CA
79-05-IV-06	02/23/79	Metropolitan Dade County Transit Agency, Miami, Florida
79-05-III-14	02/23/79	Southeastern Pennsylvania Trans. Auth. (SEPTA), Philadelphia, PA
79-05-IV-07	03/15/79	Transit Authority of River City, Louisville, Kentucky
79-05-I-01	03/16/79	Worcester Regional Transit Auth. Worcester, Massachusetts
79-05-III-15	03/19/79	Government of the District of Columbia, Washington, D.C.
79-05-III-16	03/19/79	Washington Suburban Trans. Comm. Silver Spring, Maryland
79-05-III-17	03/19/79	Northern Virginia Transportation Comm., Arlington, Virginia
79-05-IV-08	03/20/79	Transit Authority of River City Louisville, Kentucky

URBAN MASS TRANSPORTATION ADMINISTRATION

<u>Audit Report Number</u>	<u>Date Issued</u>	<u>Report Title</u>
79-05-VI-04	03/21/79	City of Lafayette, Louisiana
79-05-VI-05	03/23/79	City of Shreveport, Louisiana
79-05-VI-06	03/27/79	San Antonio Transit System San Antonio, Texas
79-05-V-04 45	03/29/79	City of Middleton, Ohio
79-09-IV-01	10/18/78	Broward County Planning Council, Fort Lauderdale, Florida
79-09-IV-02	10/27/78	Albany Metro. Planning Commission, Albany, Georgia
79-09-IV-03	10/27/78	State of Mississippi Jackson Mississippi
79-09-IX-01	10/30/78	Clark County Reg. Plann. Council, Las Vegas, Nevada
79-09-IX-02	10/31/78	Council of Fresno County Govts., Fresno, California
79-09-IX-03	11/02/78	Kern County Council of Govts., Bakersfield, California
79-09-IV-04	11/09/78	Metropolitan Dade County, Miami, Florida
79-09-III-01	11/15/78	Lackawanna County Reg. Plann. Comm., Scranton, Pennsylvania
79-09-IV-05	11/16/78	Waccamaw Reg. Plann. & Develop. Council, Georgetown, South Carolina
79-09-IV-06	11/21/78	Rowan Municipal & County Plann. Board, Salisbury, North Carolina
79-09-VI-01	11/21/78	Quachita Council of Govts. & North Delta Reg. Plann. & Develop. Dist. Inc., Monroe, Louisiana
79-09-IV-03	11/22/78	Capital Region Plann. Commission, Baton Rouge, Louisiana

URBAN MASS TRANSPORTATION ADMINISTRATION

<u>Audit Report Number</u>	<u>Date Issued</u>	<u>Report Title</u>
79-09-VI-02	11/22/78	Imperial Calcasieu Reg. Planning and Develop., Lake Charles, Louisiana
79-09-III-02	11/24/78	Crater Plann. District Commission, Petersburg, Virginia
79-09-IV-07	12/13/78	The County of Mecklenburg, N.C., Charlotte, North Carolina
79-09-VI-04	12/15/78	Texas Dept. of Highways and Public Transportation, Austin, Texas
79-09-IV-08	12/19/78	Kentucky Dept. of Transportation, Frankfort, Kentucky
79-09-IV-09	12/20/78	Cumberland County Joint Plann. Board, Fayetteville, North Carolina
79-09-III-03	12/20/78	Crater Planning District Commission, Petersburg, Virginia
79-09-VIII-01	12/21/78	Pikes Peak Area Council of Govts., Colorado Springs, Colorado
79-09-VI-05	12/22/78	New Mexico State Highway Dept., Santa Fe, New Mexico
79-09-IX-04	12/22/78	Metropolitan Transportation Comm., Berkeley, California
79-09-III-04	12/29/78	Metro. Washington Council of Govts. Washington, D.C.
79-09-IV-10	01/04/79	Muscle Shoals Council of Local Govts. Muscle Shoals, Alabama
79-09-IV-II	01/05/79	Triangle J Council of Governments, Triangle Park, North Carolina
79-09-III-05	01/15/79	Pennsylvania Dept. of Transportation, Harrisburg, Pennsylvania
79-09-VIII-02	01/31/79	Regional Transportation District, Denver, Colorado

URBAN MASS TRANSPORTATION ADMINISTRATION

<u>Audit Report Number</u>	<u>Date Issued</u>	<u>Report Title</u>
79-09-X-01	02/02/79	Columbia Region Assoc. of Govts., Portland, Oregon
79-09-IV-12	02/09/79	City of Asheville, North Carolina
79-09-III-06	02/12/79	Peninsula Planning District Comm., Hampton, Virginia
79-09-VIII-04	02/14/79	North Dakota State Highway Dept. Bismarck, North Dakota
79-09-III-07	02/14/79	Tri-County Regional Planning Comm., Harrisburg, Pennsylvania
79-09-VIII-03	02/16/79	Denver Regional Council of Govts. Denver, Colorado
79-09-IX-05	03/15/79	Stanislaus Area Assoc. of Govts. Modesto, California
79-09-VIII-05	03/16/79	Montana Dept. of Community Affairs, Helena, Montana
79-09-VI-06	03/16/79	Texoma Regional Planning Commission, Denison, Texas
79-09-VI-07	03/16/79	Concho Valley Council of Governments
79-09-III-08	03/21/79	Borough of State, College, PA
79-09-VI-08	03/21/79	Central Texas Council of Govts. Belton, Texas
79-09-I-01	03/22/79	Office of Comprehensive Planning, Concord, New Hampshire
79-09-II-01	03/22/79	Tri-State Regional Planning Comm., New York, New York
79-09-III-09	03/22/79	Metropolitan Washington Council of Governments, Washington, D.C.
79-09-III-10	03/22/79	Metropolitan Washington Council of Governments, Washington, D.C.

URBAN MASS TRANSPORTATION ADMINISTRATION

<u>Audit Report Number</u>	<u>Date Issued</u>	<u>Report Title</u>
79-09-VIII-06	03/23/79	Wasatch Front Regional Council, Bountiful, Utah
79-09-VIII-07	03/23/79	Wasatch Front Regional Council, Bountiful, Utah
79-09-VII-01	03/26/79	Iowa Northland Regional Council of Governments, Waterloo, Iowa
79-09-VI-09	03/26/79	Rapids Area Planning Commission, Pineville, Louisiana
79-09-VI-10	03/26/79	Association of Central Oklahoma Governments, Oklahoma City, OK
79-09-III-11	03/27/79	Metropolitan Washington Council of Governments, Washington, D.C.
79-09-VI-11	03/27/79	South Texas Development Council, Loredo, Texas
79-09-VII-02	03/27/79	Mid-America Regional Council, Kansas City, Missouri
79-09-VII-03	03/27/79	City of Lincoln, Nebraska
79-09-VII-06	03/28/79	Siouxland Interstate Metro. Plng. Council, Sioux City Iowa
79-09-VII-04	03/29/79	Kansas Department of Transportation, Topeka, Kansas
79-09-VII-07	03/29/79	Missouri Department of Transportation, Jefferson City, Missouri
79-09-III-12	03/29/79	Metropolitan Washington Council of Governments, Washington, D.C.
79-09-V-01	03/29/79	Mid-Ohio Regional Planning Commission, Columbia, Ohio
79-09-V-02	03/29/79	Illinois Department of Transportation Springfield, Illinois
79-09-VII-05	03-29-79	City of Columbia, Missouri

URBAN MASS TRANSPORTATION ADMINISTRATIONDemonstration Projects

<u>Number</u>	<u>Date Issued</u>	<u>Report Title</u>
79-06-III-01	11/24/78	National Transportation Center, Pittsburg, Pennsylvania
79-06-X-01	11/27/78	Department of Transportation, Mass Transit Division, Salem, Oregon
79-06-III-02	01/12/79	Metropolitan Washington Council of Govts., Washington, D.C.
79-06-IX-01	02/23/79	Stanford University, Stanford, CA.
79-06-V-01	03/20/79	City of Danville, Illinois
79-06-II-01	03/23/79	Tri-State Regional Planning Comm., New York, New York

URBAN MASS TRANSPORTATION ADMINISTRATIONMiscellaneous Reports

<u>Audit Report Number</u>	<u>Date Issued</u>	<u>Report Titles</u>
<u>Grants to Private Non-Profit Corporations</u>		
79-16-VIII-01	11/01/78	South Dakota Department of Transportation, Pierre, S. D.
79-16-III-01	03/30/79	Commonwealth of Virginia, Dept. of Highways & Trans., Richmond, VA
<u>University Grants</u>		
79-11-VIII-01	11/01/78	University of Colorado, Boulder, CO
79-11-V-01	03/29/79	Univ. of Wisconsin, Milwaukee, Wisconsin
<u>Audit Bulletins</u>		
79-III-1	12/21/78	Blair County Planning Commission, Hollidaysburg, PA
<u>Accounting Surveys</u>		
79-AS-IX-01	10/24/78	Accounting System Survey of the Southern California Rapid Transit District, Los Angeles, California
79-AS-III-01	11/29/78	Operations Audit of Labor Practices & Utilization of Manpower, South- eastern Pennsylvania Transit Authority Philadelphia, Pennsylvania
79-AS-I-01	11/30/78	Accounting System Survey of Greater Portland Council of Governments, Portland, Maine
79-AS-V-01	01/24/79	Accounting Survey of the Twin Cities Area Metropolitan Transit Comm., St. Paul Minnesota
79-AS-V-02	03/21/79	Accounting System Survey, City of Danville, Illinois
79-AS-III-02	03/27/79	Fringe Benefit Rate Calculation at the S.E. Penn. Trans. Auth (SEPTA), Phil., PA

URBAN MASS TRANSPORTATION ADMINISTRATION

<u>Audit Report Number</u>	<u>Date Issued</u>	<u>Report Title</u>
		<u>Cost Allocation Plans</u>
79A-09-VI-01	11/21/78	Indirect Cost Allocation Plan of the Quachita Council of Govts. & the North Delta Regional Plng. & Develop. Dist., Inc., Monroe, Louisiana
79A-II-01	11/28/78	Survey of Fiscal Year 1978 Cost Allocation Plan for UMTA Capital Projects, Niagara Frontier Trans. Auth., Buffalo, New York
79A-III-01	12/01/78	Fiscal Years 1976 and 1977 Adminis- trative Costs for the Mass Transit Admin., Baltimore, Maryland
79A-VIII-01	12/05/78	Wasatch Front Regional Council, Bountiful, Utah
79A-09-I-01	12/08/78	Vermont's Agency of Transportation
79A-IX-01	12/27/78	Metropolitan Transportation Commission, Berkeley, California
79A-III-02	12/29/78	Lehigh - Northampton Joint Plng. Comm., Lehigh, Pennsylvania
79A-03-I-01	01/31/79	Massachusetts Bay Transportation Authority

INTERNAL AUDITS

<u>Audit Report Number</u>	<u>Date Issued</u>	<u>Report Title</u>
<u>Headquarters Reports</u>		
HQ-OST-79-1.1	11/27/78	Report on Audit of Survey of Lost, Damaged or Destroyed Government Personal Property, OST
HQ-UMTA-79-1.2	12/14/78	Report on Audit of Budget Formulation and Execution, UMTA
HQ-RSPA-79-1.3	1/15/79	Report on Audit of the Organization Fund of the Office of Emergency Transportation Unit of the National Defense Executive Reserve, RSPA
HQ-FRA-79-1.4	2/27/79	Report on Audit of Voucher Examination and Control of Payments, FRA
HQ-FHWA-79-1.5	3/8/79	Report on Secondary Follow-up on Audit of Rural Highway Public Transportation Demonstration Program, FHWA
HQ-FA-79-1.6	3/13/79	Report on Audit of Segregation of Procurement and Payment Duties, FAA
<u>Headquarters Consolidated Reports</u>		
HC-CG-79-1.1	10/18/78	Consolidated Report on Audit of Military Training of Enlisted Personnel - USCG
HC-CG-79-2.2	10/26/78	Consolidated Report on Audit of Management of Reserve Resources, USCG
HC-FA-79-1.3	10/25/78	Consolidated Report on Audit of Voucher Examination and Control of Payments, FAA
HC-FA-79-2.4	11/01/78	Consolidated Report on Audit of Civilian Payroll Activities in FAA
HC-FA-79-3.5	11/22/78	Consolidated Report on Audit of Airport Compliance, FAA
HC-FA-79-4.6	12/13/78	Consolidated Report on Audit of General Aviation Accident Prevention Program, FAA

INTERNAL AUDITS

<u>Audit Report Number</u>	<u>Date Issued</u>	<u>Report Title</u>
<u>Headquarters Consolidated Reports</u>		
HC-FH-79-1.7	12/12/78	Consolidated Report on Audit of Cash Management Practices, FHWA
HC-FH-79-2.8	12/27/78	Consolidated Report on Audit of Emergency Relief Program, FHWA
HC-CG-79-3.9	2/01/79	Consolidated Report on Audit of Voucher Examination and Control of Payments, USCG
HC-CG-79-4.10	3/16/79	Consolidated Report on Audit of Investigation of Marine Casualties or Accidents, USCG
HC-FA-79-5.11	3/16/79	Consolidated Report on Audit of Automatic Data Processing, FAA
<u>Region 1 - Boston</u>		
BO-FA-79-1.1	11/21/78	Report on Audit of Employment of the Physically Handicapped, New England Region, FAA
BO-CG-79-1.2	11/30/78	Report on Audit of Ice Operations, First District, USCG
BO-CG-79-2.3	12/20/78	Report on Review of Selected Field Units Obligations and Expenditures, USCG
BO-RS-79-1.4	3/06/79	Report on Secondary Follow-up on Audit Report No. BO-TSC-77-1.12, Audit of Management of Research Funds, Transportation Systems Center
BO-OS-79-1.1E	10/10/78	Report on Audit of Costs - Cambridge Systematics, Inc., Completed Contract DOT-OST-60173, OST
BO-RSP-79-1.2E	10/12/78	Report on Audit of Costs Claimed, Contract DOT-TSC-977, Cambridge Systematics, Inc., Cambridge Systematics, Inc., Cambridge, Mass. RSPA

INTERNAL AUDITS

<u>Audit Report Number</u>	<u>Date Issued</u>	<u>Report Title</u>
<u>Region 1 - Boston</u>		
BO-UMT-79-1.3E	10/16/78	Report on Cambridge Systematics, Inc., Cambridge, Mass., Final Audit of Costs Claimed - Contract DOT-UT-40018, UMTA
BO-OS-79-2.4E	11/13/78	Report on Review of Bid Proposal to Contract DOT-OS-80101, Blackside, Incorporated, OST
BO-RS-79-2.5E	2/09/79	Report on Stouffer Foods Corporation Financial Operations Fiscal Year 1978
BO-CG-79-3.5	3/31/79	Report on Audit of Utilization of Aircraft, USCG, First District
<u>Region 2 - New York</u>		
NY-FA-79-1.1	12/21/78	Report on Audit of Automatic Data Processing (ADP) Operations, FAA, Eastern Region
NY-CG-79-1.2	1/16/79	Report on Audit of Automatic Data Processing (ADP) Operations, USCG, Third District
NY-CG-79-2.3	1/19/79	Report on Audit of Automatic Data Processing (ADP), USCG, Atlantic Area
NY-CG-79-3.4	1/31/79	Report on Secondary Follow-up on Audit Report NY-CG-77-4.8, Audit of Atlantic Area Inspection Activities, USCG
NY-CG-79-4.5	1/31/79	Report on Secondary Follow-up on Audit Report NY-CG-77-3.7, Audit of the District Inspection Program USCG, Thrid District

INTERNAL AUDITS

<u>Audit Report Number</u>	<u>Date Issued</u>	<u>Report Title</u>
<u>Region 3 - Washington</u>		
WA-CG-79-1.1	10/37/78	Report on Audit of Employment of the Handicapped and the Disabled Veteran, USCG, Fifth District
<u>Region 4 - Atlanta</u>		
AT-FA-79-1.1	10/06/78	Report on Audit of Imprest Fund, FAA Southern Region, Airway Facilities Sector Office, Memphis International Airport, FAA
AT-FA-79-2.2	10/06/78	Report on Audit of Imprest Fund, FAA Southern Region, Airway Facilities Sector Office, Memphis Air Route Traffic Control Center, FAA
AT-FA-79-3.3	10/06/78	Report on Audit of Imprest Fund, FAA Southern Region, Airway Facilities Sector Office, Jackson, Miss., FAA
AT-FA-79-4.4	10/06/78	Report on Audit of Imprest Fund, FAA Southern Region, Airway Facilities Sector Office, Jacksonville, Florida, FAA
AT-FA-79-5.5	10/06/78	Report on Audit of Imprest Fund, FAA Southern Region, Airway Facilities Sector Office, Hilliard, Florida, FAA
AT-FA-79-6.6	10/20/78	Report on Secondary Follow-up of Audit Report Number AT-FA-76-15.29, Audit of Administration of Reimbursable Program, Southern Region, FAA
AT-FA-79-7.7	10/20/78	Report on Secondary Follow-up on Audit Report Number AT-FA-77-13.15, Audit of Safe Handling of Hazardous Materials by Operators and Shippers, FAA, Southern Region
AT-FA-79-8.8	12/21/78	Report on Audit of Small Purchases, Southern Region
AT-CG-79-1.9	2/23/79	Rep.on Secondary Follow-up of Audit Rep. No. AT-CG-77-9.32 Audit of Alteration of Cutters and Boats, USCG, Seventh Dist.

INTERNAL AUDITS

<u>Audit Report Number</u>	<u>Date Issued</u>	<u>Report Title</u>
<u>Region 5 - Chicago</u>		
CH-CG-79-1.1	12/14/78	Report on Audit of Automatic Data Processing (ADP) Operations, USCG, Ninth District
CH-FA-79-1.2	12/22/78	Report on Audit of Small Purchase Activities, FAA, Great Lakes Region
CH-FH-79-1.3	12/29/78	Report on Secondary Follow-up on Audit of Rural Highway Public Transportation Demonstration Program, FHWA, Region 5
CH-NH-79-1.4	2/09/79	Report on Audit of Defects Investigation Program, NHTSA, Engineering Test Facility, East Liberty, Ohio
CH-NH-79-2.5	3/13/79	Report on Audit of Defects Investigation Program, NHTSA, Region 5
<u>Region 6 - Fort Worth</u>		
FW-FA-79-1.1	11/14/78	Report on Audit of Contract Administration, FAA, Southwest Region, Fort Worth, Texas
FW-CG-79-1.2	12/19/78	Report on Audit of Investigation of Marine Accidents and Casualties, USCG Eighth District, New Orleans, Louisiana
FW-FA-79-2.3	1/30/79	Report on Audit of Select Aircraft Maintenance Activities - Aircraft Services Base, Mike Monroney Aeronautical Center, FAA, Oklahoma City, Oklahoma
FW-FH-79-1.4	2/23/79	Rep. on Audit of Cash Management Practices, FHWA, Region 6, Fort Worth, Texas
FW-DOT-79-1.1E	11/14/78	Report on Review of Reimbursement Voucher, Contract No. DOT-RC-8200.1, Bishop College, Dallas, Texas

INTERNAL AUDITS

<u>Audit Report Number</u>	<u>Date Issued</u>	<u>Report Title</u>
<u>Region 7 - Kansas City</u>		
KC-FH-79-1.1	11/15/78	Report on Secondary Follow-up on Report on the Audit of the Functional Replacement Program, FHWA, Region 7
KC-FA-79-1.2	12/06/78	Report on Audit of Automatic Data Processing (ADP), FAA, Central Region
KC-FH-79-2.3	12/06/78	Report on Audit of Imprest Fund, Region 7, FHWA
KC-CG-79-1.4	12/29/78	Report on Audit of Automatic Data Processing, Second USCG District
KC-CG-79-2.5	2/12/79	Report on Audit of Travel, USCG, Second District
KC-FH-79-3.6	3/03/79	Report on Audit of Surveillance Over States' Management of Real Properties Acquired for Highway Projects, FHWA, Region 7
KC-FA-79-2.7	3/28/79	Report on Audit of Imprest Fund, FSDO-62, FAA, Central Region
<u>Region 8 - Denver</u>		
DE-FH-79-1.1	10/27/78	Report on Audit of Imprest Fund, FHWA Regional Office, Lakewood, Colorado
DE-FH-79-2.2	11/03/78	Report on Audit of Emergency Relief Program, FHWA, Region 8
DE-FA-79-1.3	12/28/78	Report on Audit of Imprest Fund, FAA Airway Facilities Sector, Colorado Springs, Colorado
DE-FH-79-3.4	1/16/79	Report on Follow-up on Audit of Minority Business Enterprise (MBE) Program, FHWA Region 8
DE-FH-79-4.5	2/20/79	Report on Audit of Voucher Examination and Control of Payments, FHWA, Region 8

INTERNAL AUDITS

<u>Audit Report Number</u>	<u>Date Issued</u>	<u>Report Title</u>
<u>Region 8 - Denver</u>		
DE-FA-79-2.6	2/23/79	Report on Follow-up of Occupational Safety and Health Program, FAA Rocky Mountain Region
DE-FH-79-5.7	2/26/79	Report on Follow-up on Audit of Occupational Safety and Health Program, FHWA, Region 8
DE-FH-79-6.8	2/27/79	Report on Audit of Imprest Fund, FHWA, Montana Division, Helena, Montana
DE-FA-79-3.9	3/01/79	Report on Audit of Imprest Fund, Airway Facilities Sector Field Office, Helena, Montana, FAA
DE-FA-79-4.10	3/16/79	Report on Audit of Motor Vehicle Administration, FAA Rocky Mountain Region
DE-FA-79-5.11	3/19/79	Report on the Audit of Airway Facilities Expansion and Modernization Program, FAA Rocky Mountain Region
<u>Region 9 - San Francisco</u>		
SF-CG-79-1.1	10/12/78	Report on Audit of Imprest Fund, Twelfth District, USCG
SF-FH-79-1.2	10/12/78	Report on Audit of Imprest Fund, California Division, FHWA
SF-NHT-79-1.3	10/13/78	Report on Audit of Travel Activities, Region IX, NHTSA
SF-CG-79-2.4	10/27/78	Report on Follow-up Audit of Vessel Documentation, USCG, Eleventh District
SF-CG-79-3.5	10/31/78	Report on Audit of Secondary Follow-up on Port Safety and Security, USCG Twelfth District
SF-CG-79-4.6	11/03/78	Report on Ice Operations, USCG, Eleventh District

INTERNAL AUDITS

<u>Audit Report Number</u>	<u>Date Issued</u>	<u>Report Title</u>
<u>Region 9 - San Francisco</u>		
SF-CG-79-5.7	11/22/78	Report on Audit of Imprest Fund, Eleventh District, Base Terminal Island, Long Beach, California, USCG
SF-FA-79-1.8	11/28/78	Report on Secondary Follow-up Audit of Motor Vehicle Administration and Operations, FAA (Western Region)
SF-FA-79-2.9	11/30/78	Report on Survey of Airway Facilities Expansion and Modernization Program, FAA (Western Region)
SF-FA-79-3.10	1/02/79	Report on Follow-up on Audit of Airport Compliance Program, FAA (Western Region)
SF-FA-79-4.11	1/03/79	Report on Audit of Airport Certification Program, FAA (Western Region)
SF-FA-79-5.12	1/31/79	Report on Audit of Field Maintenance Party Program, FAA (Western Region)
SF-CG-79-6.13	2/07/79	Report on Limited Review of Non- Appropriated Fund Activities, Twelfth District, USCG
SF-FA-79-6.14	3/08/79	Report on Audit of Imprest Fund, Airway Facilities Sector Office, FAA, Western Region
SF-CG-79-7.15	3/27/79	Report on Limited Review of Non- Appropriated Fund Activities, USCG, Alameda Training Center
SF-FA-79-7.16	3/28/79	Report on Audit of Imprest Fund of Airway Facilities, Palmdale, FAA

INTERNAL AUDITS

<u>Audit Report Number</u>	<u>Date Issued</u>	<u>Report Title</u>
		<u>Region 10 - Seattle</u>
SE-FRA-79-1.1	2/09/79	Report on Audit of Follow-up of Revenue Controls, ARR, FRA (Local)
SE-FA-79-1.2	2/12/79	Report on Audit of Employment of the Physically Handicapped, FAA, Northwest Region
SE-CG-79-1.3	3/30/79	Report on Audit of Employment of the Physically Handicapped, USCG, Thirteenth District

CASES REFERRED TO THE UNITED STATES DEPARTMENT OF JUSTICE

The following summary of cases include those cases transferred to the OIG by the modal DOT administrations, as well as cases referred to the Department of Justice by the OIG, after February 25, 1979.

<u>Total Cases Referred</u>	21
Pending prosecutive decision	13
Pending prosecution	3
Prosecution declined	4
Not guilty verdict	1

Following is a further breakdown of these cases, with a description of the apparent violation disclosed by investigation:

GRANTS/PROGRAMS

Six cases involved possible collusion between construction contractors bidding under the Airport Development Aid Programs.

Two cases involved the submission of false statements by contractors for materials supplied on Federal-aid highway projects.

One case involved false statements by a highway construction contractor concerning the legitimacy of a minority firm under the Minority Business Enterprise program.

One case involved the embezzlement of \$1,500 by an official of a training program funded under a Federal-aid highway program.

One case concerned the submission of alleged false payroll claims and certifications by an FAA construction contractor.

DOT EMPLOYEES

<u>Number of Cases</u>	<u>Nature of Alleged Offense</u>
4	Falsification of travel vouchers
3	Falsification of time and attendance record
1	Falsification of documents to convert imprest fund to own use
1	Conflict of interest
1	False claims in connection with an alleged job-related injury

STAFFING SUMMARY

<u>DISCIPLINE</u>	<u>2/25/79</u>	On-Board ^{1/}
		<u>4/30/79</u> ^{3/31/79}
Auditors	373	363
Investigators	25	25 ^{2/}
Other Professional	1	2
Clericals	<u>36</u>	<u>37</u>
TOTAL	<u>435</u>	<u>427</u>

1/ Full-time permanent and other than full-time permanent

2/ Nine investigators are currently being recruited

