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United States Senate

COMMITTEE ON
HOMELAND SECURITY AND GOVERNMENTAL AFFAIRS
WASHINGTON, DC 20510–6250

January 13, 2014

The Honorable Rafael Borras Under Secretary for Management U.S. Department of Homeland Security 3801 Nebraska Avenue, NW Washington, DC 20528

Dear Under Secretary Borras:

DHS faces challenges monitoring and overseeing its home-to-work transportation program, as highlighted in the recent DHS-Office of Inspector General report, *DHS Home-to-Work Transportation* (OIG-14-21). According to the report, DHS has one of the largest motor vehicle fleets in the Federal Government with more than 56,000 vehicles costing approximately \$534 million annually. The OIG found, among other things, that DHS does not adequately monitor and oversee Home-to-Work (HtW) transportation activities to ensure Components comply with its guidance such as ensuring employees in the program have both the eligibility and authorization to use HtW transportation. Further, the Department in some cases could not track the miles driven in the program, fuel costs, and had employees not in compliance with the 50-mile limit required in the program.

With more than 17,000 employees involved in the Department's Home-to-Work program, the inability to determine the cost of the home-to-work transportation program is disconcerting. I write to learn more about how DHS is managing the program and in what ways the program helps the department more efficiently and effectively accomplish its mission.

Please provide my office with the following information:

1. According to DHS Directive Number 112-05 Home-To-Work Transportation Programs, component heads are, among other things, responsible for: (1) Ensuring home-to-work requests specifically address the performance of the component mission; (2) Keeping accurate records to prevent waste, fraud, and/or abuse; (3) Providing detailed analysis of the cost, and; (4) Annually submitting to the appropriate DHS HQ office a certification of the ongoing need for each home-to-work transportation program. The annual certification is required to include a comparison of costs between those proposed in the original request and those actually incurred in the performance of the program. The recently released OIG report indicates that Components participating in the HtW transportation

program are not fulfilling their responsibilities under this directive. Please describe how the Department is enforcing this directive and holding Component heads responsible for complying with the Directive.

- a. Will any disciplinary or other actions be taken?
- Please provide copies of any supplemental guidance or information requests related to the HtW program issued to Components since the completion of the OIG audit.
- 2. Please describe the Under Secretary for Management's role in overseeing the Home-to-Work program, including the role of the DHS Chief Readiness Support Officer (CRSO). What authorities do you have to oversee department-wide compliance for the HtW program? The OIG report found that the CRSO may not have the necessary authority to compel Component heads to abide by the Home-to Work Directive. What steps could the Department take to address this concern?
- 3. To date, what has DHS done to investigate and identify cases of waste and abuse in the program and what, if any, disciplinary actions has it taken against employees it has found are abusing the HtW program? Please provide specific information on the number of investigations and their outcomes by Component for the last 5 years.
- 4. Please identify the number of the more than 17,000 employees in the home-to-work transportation program, by Component if any, that routinely commute from their homes to a fixed place of work such as their office.
- 5. The DHS OIG determined that the Department was unable to track data related to the home-to-work transportation program. How is the Department ensuring that it is accounting for any taxable benefits arising from employee use of the program?
- 6. What is the actual cost of the Department's HtW program by component? Specifically, how much does the department spend on vehicles used for this purpose in gas, maintenance, vehicle lease/purchase, and insurance?
- 7. How does this program specifically provide "a flexible and powerful tool for meeting mission requirements and enhancing the overall responsiveness to emergency situations?"
- 8. According to recommendations in the OIG report, which the Department responded to on November 13, 2013, DHS plans to implement solutions to several of the OIG's recommendations by September 2014. Please describe your plans for implementing these recommendations, including any efforts to expedite actions that could result in costsavings or eliminate fraud and abuse in the program.

I appreciate your assistance and urgent attention to this matter. I request your response by no later than January 24, 2014. Should you have any questions, please contact Scott Behen of my committee staff at 202-224-6387.

Sincerely,

Sen. Tom A. Coburn, M.D.

Ranking Member

cc: Secretary Jeh Johnson

Deputy Secretary Alejandro Mayorkas