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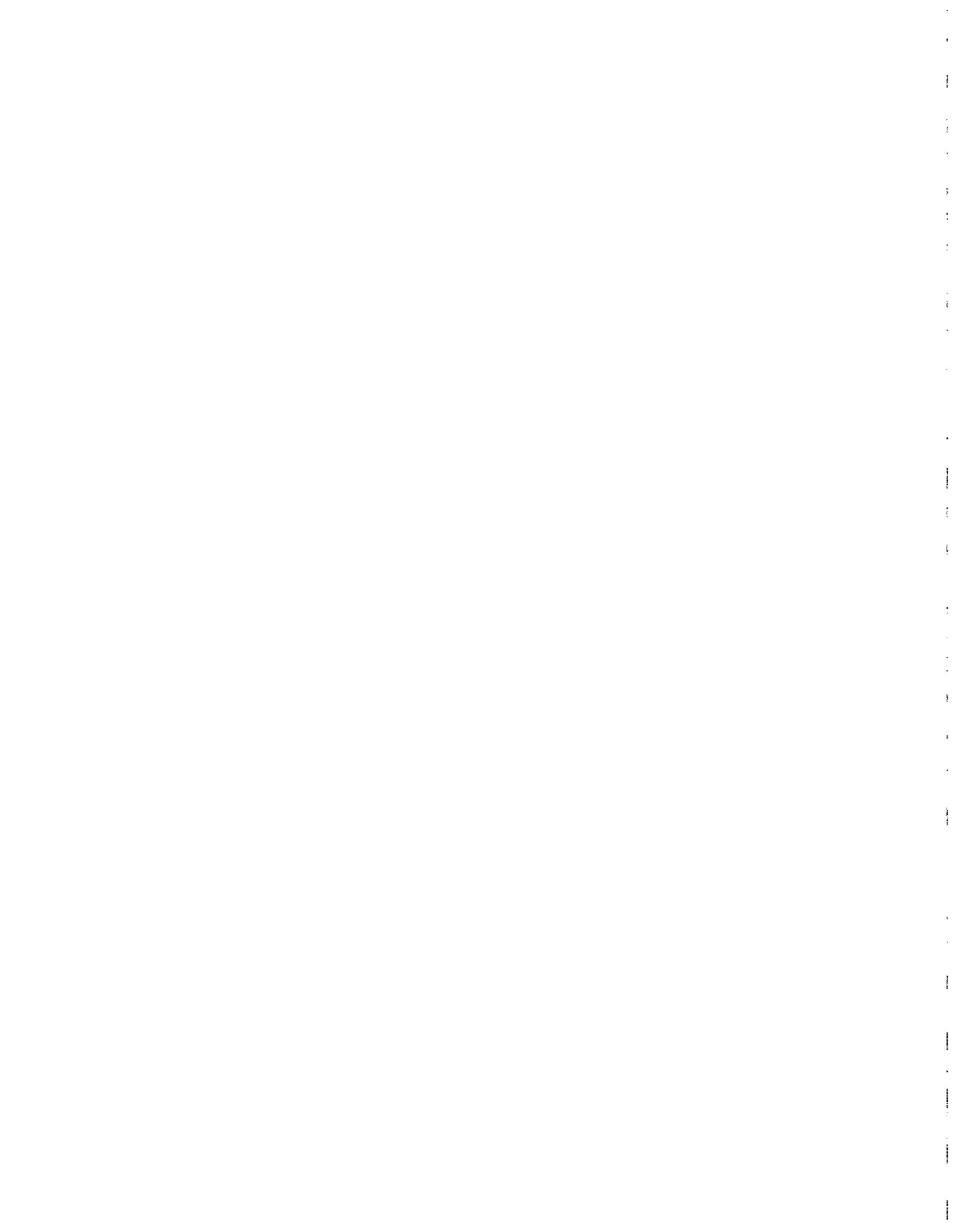
Report to the Chairman, Subcommittee
on Federal Services, Post Office and
Civil Service, Committee on
Governmental Affairs, U.S. Senate

March 1991

GOVERNMENT VEHICLES

Officials Now Rarely Receive Unauthorized Home-to-work Transportation







United States
General Accounting Office
Washington, D.C. 20548

General Government Division

B-210555

March 15, 1991

The Honorable David Pryor
Chairman, Subcommittee on
Federal Services, Post
Office and Civil Service
Committee on Governmental Affairs
United States Senate

Dear Mr. Chairman:

This report responds to your request concerning agencies' compliance with statutory restrictions on the use of government vehicles for the home-to-work transportation of officials. It provides information on home-to-work transportation in government vehicles provided to high-level officials in 16 departments and agencies and whether this transportation was authorized.

As agreed with the Subcommittee, our objectives were to determine whether agencies were complying with the provisions of Public Law 99-550 regarding the (1) restrictions on home-to-work transportation for high-level federal officials in government passenger vehicles and (2) requirements to maintain logs or other records for all home-to-work transportation and to notify certain congressional committees of other home-to-work transportation authorized by agency heads. We also determined whether agencies had prescribed rules to implement section 503 of the Ethics Reform Act of 1989, as amended, which was enacted during our review and permits department and agency heads to prescribe conditions under which vehicles owned or leased by the government may be used incidentally for other than official business.

Background

Until 1986, home-to-work transportation, except for certain specific officials and employees, was statutorily precluded under a 1946 law codified at 31 U.S.C. 1344 but was allowed under several exceptions set out in Comptroller General decisions. In the early 1980s, federal agencies' broad interpretations of these home-to-work exceptions resulted in confusion and questionable extensions of these exceptions in the use of government vehicles to provide home-to-work transportation to federal officials and employees. Our 1985 report, Use of Government Motor Vehicles for the Transportation of Government Officials and the Relatives of Government Officials (GAO/GGD-85-76, Sept. 16, 1985), indicated that the provisions of 31 U.S.C. 1344 were not being strictly followed. In 1986, partly on the basis of that report, Congress responded by enacting

Public Law 99-550, which amended 31 U.S.C. 1344 and established consistent and practical limitations on the use of government vehicles for home-to-work transportation.

Under 31 U.S.C. 1344, basic authority is provided for the use of government motor vehicles for transporting officers and employees of the federal government between their residences and places of employment. The law sets out the situations under which officers and employees in the executive branch could receive home-to-work transportation. It limits the number of officers and employees entitled to transportation between their residences and places of employment to those whose positions are specifically noted in the law and to the 16 discretionary authorizations—6 in the Executive Office of the President and 10 in federal agencies—provided to the President.

Approach

To determine agencies' compliance with the provisions of 31 U.S.C. 1344, we reviewed randomly selected samples of vehicle records for executive fleet vehicles dispatched or sent out with drivers from January 23, 1989, through December 31, 1989, and interviewed officials and vehicle drivers in 16 departments and agencies. In addition, we reviewed the law and its legislative history and agencies' directives, manuals, and regulations regarding the use of government vehicles. Our work was done in all 13 civilian cabinet departments and the Federal Emergency Management Agency (FEMA), the General Services Administration (GSA), and the Office of Personnel Management (OPM) between August 1989 and October 1990. Appendix I discusses our objectives, scope, and methodology in greater detail.

Results in Brief

Generally, agencies are complying with the restrictions on home-to-work transportation. While we identified instances where home-to-work transportation was provided to high-level federal officials who were not authorized to receive such transportation, routine home-to-work transportation was generally limited to officials who were authorized to receive this transportation. At the 16 agencies we reviewed, we found 1 case where a high-level official received regular or routine home-to-work transportation that was not authorized. We also found four vehicle drivers who routinely took their vehicles home with them overnight without proper authorization. In 9 of the 16 agencies, we identified 24 officials who had received unauthorized transportation on an isolated or

occasional basis. The instances of unauthorized use we identified generally were isolated or infrequent occurrences and did not constitute a regular pattern of abuse. Appendix III lists the individuals who received home-to-work transportation, how often it was provided, and our view on whether or not it was authorized.

All 13 agencies in which specific officials were authorized by 31 U.S.C. 1344 to receive home-to-work transportation maintained required vehicle logs or other records, such as notations on an appointment calendar for the home-to-work transportation. However, 10 of the 13 agencies did not comply with all of the statutory requirements to notify the House Committee on Government Operations and the Senate Committee on Governmental Affairs that the agency head had determined that home-to-work transportation was appropriate for the principal deputy. This noncompliance precluded the two committees from using these reports in exercising their oversight responsibility for the use of government funds.

Section 503 allows agency heads to "prescribe by rule appropriate conditions for the incidental use, for other than official business, of vehicles owned or leased by the Government." As of mid-September 1990, none of the 16 agencies had issued rules to implement section 503 of the Ethics Reform Act of 1989, as amended. The Subcommittee may wish to monitor the development and implementation of the rules that agency heads establish.

Agencies Generally Complied With Home- to-work Transportation Restrictions

We found that agencies were generally complying with the restrictions in 31 U.S.C. 1344. In the 16 agencies in our review, we identified 61 individuals who were provided home-to-work transportation. Twenty-nine of the 61 were authorized by law to receive home-to-work transportation. Another 29 individuals in 11 agencies were provided home-to-work transportation that we believe was not authorized, although most of these were isolated or occasional occurrences. In three cases, we could not determine from the information available whether the transportation was authorized.

Appendix II shows the total number of individuals by agency that we identified as having received unauthorized home-to-work transportation in 1989. Appendix III lists the individuals who received home-to-work transportation, how often it was provided, and our determination of whether or not it was authorized.

Regular Home-to-work Transportation Without Authorization

We found only one instance where a government owned or leased vehicle with driver was used to provide regular or routine home-to-work transportation to a high-level official who was not authorized to receive this transportation. The State Department's current Chief of Protocol was provided routine home-to-work transportation during 1989 and part of 1990 without authorization. Under 31 U.S.C. 1344, in addition to 6 individuals in his office, the President can designate 10 officers or employees of federal agencies to receive home-to-work transportation. Under this authority, President Reagan designated the State Department's Chief of Protocol to receive home-to-work transportation. Although President Bush appointed a new Chief of Protocol, he did not designate the new appointee to receive home-to-work transportation. In March 1989 the Deputy Assistant Secretary for Operations notified the Chief of Protocol that it was inadvisable for him to use the official car for home-to-work transportation until a formal decision was made by the President. Despite this notification, the current Chief of Protocol received home-to-work transportation for more than a year without an authorization. President Bush provided the necessary authorization on June 14, 1990.

We also found that four drivers of officials authorized to receive home-to-work transportation (two at Agriculture, one at Commerce, and one at Education) routinely took the cars home with them and kept them overnight. According to Agriculture and Commerce officials, the drivers were not authorized to do this. In 1988, the then Secretary of Education made the determination that compelling operational considerations made it essential that his driver take the car home with him each night. The law requires that determinations for home-to-work transportation made under 31 U.S.C. 1344 (b)(8) shall be in writing and shall be effective for not more than 15 calendar days. The agency head may make subsequent determinations, not to exceed 90 calendar days. Although the driver for the subsequent Secretary of Education continued to take the car home with him each night, the outdated authorization had not been extended, nor did the Secretary make a determination that such transportation was authorized.

Isolated or Occasional Occurrences of Unauthorized Home-to-work Transportation

In 9 of the 16 agencies, we identified 24 federal officials, employees, or spouses who received unauthorized transportation on an isolated or occasional basis. For example, on several occasions an official at Commerce who was not authorized to receive home-to-work transportation was transported from his residence to after-work functions and then later transported back to his residence. Another example involved the

vehicle assigned to the Secretary of Veterans Affairs (VA). Vehicle records show that on one occasion the car assigned to the Secretary picked up one passenger at the Secretary's residence in the morning, dropped off the passenger at the airport and returned to VA. The car then returned to the Secretary's residence and picked up one passenger, who was dropped off at the federal agency where the Secretary's spouse was employed.

We also found in three agencies that the spouses of officials authorized to receive home-to-work transportation were transported between their residences and various locations. We are uncertain whether the transportation was authorized because the records did not indicate, and the drivers did not know, if the functions to which the spouses were transported were official functions attended by the government officials authorized to receive home-to-work transportation.

Spouses of government employees may be transported in government vehicles only under the following circumstances:

- the spouse is accompanying an official whose transportation is itself authorized to or from his home and an official function, and his or her transportation does not result in additional expense to the government;
- the spouse of an official entitled to routine home-to-work transportation is being transported to or from an official or quasi-official function, and the spouse's presence at the function is in the government's interest and circumstances make it awkward or impossible for the official to accompany the spouse enroute; or
- government transportation is necessary for security reasons.¹

Spouses are not themselves considered representatives of the United States except overseas and cannot "represent" the government official at functions he or she does not attend.

Agencies Maintained Records/Logs of Home-to-work Transportation

Under 31 U.S.C. 1344(f), each federal agency is required to "maintain logs or other records necessary to establish the official purpose for Government transportation provided between an individual's residence and such individual's place of employment." We found that the records maintained for home-to-work transportation varied from detailed vehicle logs to notes on appointment calendars. Two of the 13 agencies

¹See GAO correspondence B-210555.9, June 28, 1984.

with officials authorized to receive home-to-work transportation maintained detailed vehicle logs for all trips made in the vehicles used to provide the home-to-work transportation. Two other agencies maintained vehicle logs for only the home-to-work segments of trips. The remaining nine agencies, for the most part, used the appointment calendars of the agency head and deputy as the record of home-to-work transportation. The agencies assume that if the agency head or deputy was in the office on a particular day he or she received home-to-work transportation.

Most Agencies Did Not Comply With All Requirements to Notify Congress

The law, 31 U.S.C. 1344, allows home-to-work transportation for a principal deputy when an officer compensated at level I of the executive schedule (basically a cabinet officer) determines that such transportation is appropriate. Once the determination is made, the law then requires that notification of each determination be promptly submitted to the House Committee on Government Operations and the Senate Committee on Governmental Affairs. The notification must include the name and title of the officer or employee affected. Thus, whenever a new individual is designated as principal deputy, the agency head must determine whether he or she will receive home-to-work transportation and, if so, a new notification identifying the individual should be promptly sent to the designated congressional committees.

Several of the agencies we reviewed did not comply with all notification requirements. All 13 cabinet level department heads determined that home-to-work transportation was appropriate for their principal deputies. Six of these departments, however, did not submit the required notification to Congress. The six departments were Commerce, Health and Human Services (HHS), Justice, Labor, Treasury, and VA.

The law does not define "promptly." In its regulations implementing other sections of the law with similar notification requirements, GSA stated that notifications "shall be submitted to Congress promptly, but not later than 60 calendar days after approval." Of the seven agencies that notified Congress that the principal deputy was authorized in accordance with the law to receive home-to-work transportation, three agencies—Education, Housing and Urban Development (HUD), and Transportation—notified Congress within 60 days after the deputy began receiving home-to-work transportation.

Agriculture's undated notification to Congress did not include the name of the designated principal deputy as required and was not in the congressional file GAO reviewed. The other five agencies that notified Congress included the name and title of the designated principal deputy in their notifications.

Appendix IV provides more detail on the agencies' notifications to Congress.

Section 503 of the Ethics Reform Act of 1989

Section 503 of the Ethics Reform Act of 1989, as amended, states that

Notwithstanding any other provision of law, the head of each department, agency, or other entity of each branch of the Government may prescribe by rule appropriate conditions for the incidental use, for other than official business, of vehicles owned or leased by the Government. Such use with respect to vehicles owned or leased by, or the cost of which is reimbursed by, the House of Representatives or the Senate shall be only as prescribed by rule of the House of Representatives or the Senate, as applicable.

The legislative history for the act is silent on the intent of section 503.

Agencies Have Not Yet Issued Rules Under Section 503

Tasked by the Office of Management and Budget (OMB) to assist agencies in developing rules to implement section 503, GSA formed a task force to develop guidance for agencies to use in formulating rules to implement section 503. According to a GSA official, the guidance, which will be issued by OMB, will be advisory, and each agency will be free to formulate its own rules. GSA does not foresee sending the proposed guidance to OMB until sometime during the second quarter of fiscal year 1991.

As of mid-September 1990, none of the agencies in our review had prescribed rules to implement section 503. Officials in six of the agencies said they would await guidance or regulation from GSA before developing their rules. Officials in three agencies said they are in the early stages of developing rules to implement section 503. An official in one agency said the agency does not know what to do with it. Officials in one agency said they currently do not plan to develop rules for section 503. Officials in two agencies said they were unaware of section 503, and officials in three agencies said that they already had policies in effect that cover section 503.

Potential Effect of Section 503 on the Use of Government Vehicles

Section 503 of the Ethics Reform Act of 1989, as amended, permits agency heads to prescribe conditions for the incidental use of vehicles owned or leased by the government for other than official business. Because of section 503's broad language and the latitude it gives to heads of agencies for the incidental use of vehicles, agency officials we interviewed said that instances of using government vehicles to provide home-to-work transportation similar to those in this report that we found were unauthorized may no longer be subject to the restrictions and requirements imposed by 31 U.S.C. 1344. Several officials commented that section 503 opens a hole in the home-to-work law, section 503 rolls back the restrictions on home-to-work transportation, and it seems to contradict the home-to-work transportation law. These comments were from officials who are responsible for establishing agencies' policies.

We, however, have a much more restrictive interpretation of what can be done under the authority of section 503, especially as it relates to the issue of home-to-work transportation. Section 503, as we view it, is designed simply to provide reasonable agency latitude under prescribed rules for minor nonofficial vehicle use incidental to otherwise authorized official use. Section 503 does not provide the authority for any agency to ignore the provisions of the home-to-work transportation law, a specific statutory scheme designed to be comprehensive in terms of specifying the situations under which certain officials and employees may be provided home-to-work transportation in a government vehicle.

Matter for Congressional Consideration

Section 503 of the Ethics Reform Act of 1989 allows agency heads to prescribe rules for the incidental use of vehicles for other than official business. The Subcommittee may wish to monitor the development and implementation of these rules.

Recommendations

We recommend that the secretaries of Commerce, HHS, Labor, Treasury, and VA and the Attorney General promptly notify Congress that they have determined that home-to-work transportation is appropriate for their designated principal deputies. We further recommend that these agency heads and the Secretaries of Agriculture, Energy, Interior, and State ensure that notifications regarding home-to-work transportation for future principal deputies are promptly submitted to the designated congressional committees.

As you requested, we did not obtain written comments on a draft of this report. We discussed the contents of this report with agency officials, who generally agreed with the information we developed. Agency officials' views have been incorporated into this report where appropriate.

As agreed with your office, we plan no further distribution of this report until 30 days from its issue date, unless you publicly announce its contents earlier. At that time, we will send copies to the Chairman of the House Committee on Government Operations; the secretaries of Agriculture, Commerce, Education, Energy, HHS, HUD, Interior, Labor, Transportation, Treasury, State, and VA; the Attorney General; the directors of FEMA, OMB, and OPM; the Administrator of GSA; and other interested parties. Copies will be provided to others upon request.

The major contributors to this report are listed in appendix V. If you have any questions concerning this report, please contact me on 275-8676.

Sincerely yours,



L. Nye Stevens
Director, Government Business
Operations Issues

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Abbreviations

FEMA	Federal Emergency Management Agency
GSA	General Services Administration
HHS	Department of Health and Human Services
HUD	Department of Housing and Urban Development
OMB	Office of Management and Budget
OPM	Office of Personnel Management
VA	Department of Veterans Affairs

Objectives, Scope, and Methodology

As agreed with the Subcommittee, the objectives of our review were to determine whether agencies were complying with (1) the restrictions on home-to-work transportation of high-level federal officials in government passenger vehicles and (2) the requirement to maintain records or logs for all home-to-work transportation and to notify the designated congressional committees of other home-to-work transportation authorized by agency heads. We also determined whether agencies have prescribed rules implementing section 503 of the Ethics Reform Act of 1989, Public Law 101-194, as amended. This provision, which was enacted during our review, permits agency heads to prescribe conditions under which vehicles may be used for other than official business.

Our review covered all 13 civilian cabinet departments, their subordinate organizations, and 3 independent agencies. We included the three independent agencies to determine compliance by small agencies that have no officials who were specifically authorized by the law to receive home-to-work transportation. The departments and agencies included in our review were Agriculture, Commerce, Education, Energy, HHS, HUD, Interior, Justice, Labor, State, Transportation, Treasury, VA, FEMA, OPM, and GSA.

To determine agencies' compliance with the restrictions on home-to-work transportation, we identified occurrences of home-to-work transportation by reviewing randomly selected samples of executive fleet vehicle records in agencies and their subordinate organizations that had records of vehicle use and by interviewing 181 vehicle drivers regarding the use of government vehicles. We selected a random sample of 30 days at each agency and subagency and attempted to review documentation identifying the use of all vehicles dispatched with drivers to transport federal officials or employees for each day. The results of our random sample were indeterminate because many of the agencies had no records or data were so scarce that it was impossible to make a determination. Therefore, we expanded our work to include other available records when vehicle records for the days in our sample were not available.

Our review covered cars dispatched with drivers to transport federal officials or employees in the metropolitan Washington, D.C., area from January 23, 1989, through December 31, 1989. Assisted by agencies' staff, we identified 217 vehicles that were dispatched with drivers and transported officials in the metropolitan Washington, D.C., area. Of the 217 vehicles, 1989 records were available for 119 vehicles. Records for 1989 had been destroyed or discarded for 30 of the 217 vehicles. For the remaining 68 vehicles, no record of the activities of the vehicles was

maintained. There is no governmentwide requirement that agencies maintain records on vehicle trips other than authorized home-to-work transportation.

To identify instances of home-to-work transportation, we reviewed the available vehicle records for entries that included such information as residential addresses and early morning, late night, or weekend vehicle trips. We followed up on the entries by interviewing 181 vehicle drivers and officials who were responsible for motor pool and vehicle operation. In those agencies or offices that did not have vehicle records, we relied on interviews with the vehicle drivers and motor pool officials. One agency, the Department of Transportation, insisted that a management representative be present during our planned interviews of the drivers assigned to the Secretary and Deputy Secretary. We decided not to hold the interviews under those conditions.

To determine whether identified occurrences of home-to-work transportation were authorized, we reviewed 31 U.S.C. 1344 and its legislative history, Comptroller General opinions, and previous GAO reports. We also interviewed agency officials and reviewed agencies' directives, policies, manuals, and regulations regarding the use of government vehicles.

To determine compliance with the requirements to maintain records on all home-to-work transportation and to notify Congress of other home-to-work transportation authorized by agency heads, we interviewed agency officials and reviewed documents and records of home-to-work transportation. We also reviewed the House Committee on Government Operations' 1989 file of notifications submitted by agencies.

To determine the status of agencies' implementation of section 503 of the Ethics Reform Act of 1989, we interviewed GSA officials tasked by OMB to assist agencies in developing rules to implement the section. We also interviewed agency officials.

We did our work in the metropolitan Washington, D.C., area between August 1989 and October 1990 in accordance with generally accepted government auditing standards.

Number of Individuals Per Agency Reviewed Who Received Unauthorized Home-to-work Transportation

Agency	Number of individuals who received unauthorized transportation
Agriculture	2
Commerce	5
Education	1
Energy	0
FEMA	6
GSA	0
HHS	0
HUD	0
Interior	1
Justice	0
Labor	2
OPM	1
State	4
Transportation	4
Treasury	2
VA	1
Total	29

List of Individuals Who Received Home-to-work Transportation in 1989

Official/relative receiving transportation	Frequency	Authority/circumstances	GAO comments
Agriculture			
Secretary	Daily	31 U.S.C. 1344(b)	Authorized
Deputy Secretary	Daily	31 U.S.C. 1344(b)	Authorized
Spouse of the Secretary	Occasionally	Transported from residence to various locations	Authorization uncertain ³
Driver for the Secretary	Daily	Took vehicle home each night	Not authorized
Driver for the Deputy Secretary	Daily	Took vehicle home each night	Not authorized
Commerce			
Secretary	Daily	31 U.S.C. 1344(b)	Authorized
Deputy Secretary	Daily	31 U.S.C. 1344(b)	Authorized
Driver for the Secretary	Occasionally	Took vehicle home with him when he worked late at night	Not authorized
Driver for the Deputy Secretary	Daily	Took vehicle home each night	Not authorized
Under Secretary for International Trade	Occasionally	Transported between home and after-work function	Not authorized
Under Secretary for Export Administration	Occasionally	Transported between home and after-work function and home to work	Not authorized
Under Secretary for Travel and Tourism	Occasionally	Transported between home and after-work function and home to work	Not authorized
Education			
Secretary	Daily	31 U.S.C. 1344(b)	Authorized
Under Secretary	Daily	31 U.S.C. 1344(b)	Authorized
Driver for the Secretary	Daily	Took vehicle home each night	Not authorized
Energy			
Secretary	Daily	31 U.S.C. 1344(b)	Authorized
Deputy Secretary	Daily	31 U.S.C. 1344(b)	Authorized

**Appendix III
List of Individuals Who Received Home-to-
work Transportation in 1989**

Official/relative receiving transportation	Frequency	Authority/circumstances	GAO comments
Federal Emergency Management Agency			
Former Acting Director	Occasionally	Transported between home and work	Not authorized
Former Director	Five or six times	Transported from work to home	Not authorized
Driver for the Former Director	Occasionally	Took vehicle home	Not authorized
Executive Asst. to the Former Acting Director	Twice	Transported between home and work	Not authorized
Chief of Staff	Once	Transported from work to home	Not authorized
Director of Regional Programs	Once	Transported between home and work	Not authorized
Health and Human Services			
Secretary	Daily	31 U.S.C. 1344(b)	Authorized
Under Secretary	Daily	31 U.S.C. 1344(b)	Authorized
Spouse of the Secretary	Occasionally	Transported from residence to various locations	Authorization uncertain ^a
Housing and Urban Development			
Secretary	Daily	31 U.S.C. 1344(b)	Authorized
Under Secretary	Daily	31 U.S.C. 1344(b)	Authorized
Interior			
Secretary	Daily	31 U.S.C. 1344(b)	Authorized
Under Secretary	Daily	31 U.S.C. 1344(b)	Authorized
Asst. Secretary, Territorial and International Affairs	Once	Transported from home to work	Not authorized
Justice			
Attorney General	Daily	31 U.S.C. 1344(b)	Authorized
Deputy Attorney General	Daily	31 U.S.C. 1344(b)	Authorized
Director, Federal Bureau of Investigation	Daily	31 U.S.C. 1344(b)	Authorized
Labor			
Secretary	Daily	31 U.S.C. 1344(b)	Authorized
Deputy Secretary	Occasionally	31 U.S.C. 1344(b)	Authorized
Driver for the Secretary	Occasionally	Took vehicle home	Not authorized
One official	Once or twice	Transported from work to home	Not authorized

**Appendix III
List of Individuals Who Received Home-to-
work Transportation in 1989**

Official/relative receiving transportation	Frequency	Authority/circumstances	GAO comments
Office of Personnel Management			
Former Director	Occasionally	Transported from an after-work function to home	Not authorized
State			
Secretary	Daily	31 U.S.C. 1344(b)	Authorized
Deputy Secretary	Daily	31 U.S.C. 1344(b)	Authorized
Spouse of Deputy Secretary	Occasionally	Transported from home to various locations	Authorization uncertain ^a
U.S. Ambassador to the United Nations	Daily	31 U.S.C. 1344(b)	Authorized
Chief of Protocol	Daily	Transported between home and work	Not authorized until June 14, 1990
Under Secretary for Economics and Agricultural Affairs	Two or three times a week	Transported from after-work functions to home	Not authorized
Under Secretary for Management	Three times	Transported from after-work functions to home	Not authorized
Director of ACDA	Occasionally	Transported between home and work and after-work functions and home	Not authorized
Transportation			
Secretary	Daily	31 U.S.C. 1344(b)	Authorized
Deputy Secretary	Daily	31 U.S.C. 1344(b)	Authorized
Commandant, U.S. Coast Guard	Daily	31 U.S.C. 1344(b)	Authorized
Administrator, National Highway Traffic Safety Administration	Two times	Transported from after-work functions to home	Not authorized
Administrator, Federal Railroad Administration	Two or three times	Transported from after-work functions to home	Not authorized
Administrator, Federal Highway Administration	One or two times	Transported between home and after-work function	Not authorized
Deputy Administrator, Federal Highway Administration	Once	Transported between home and after-work function	Not authorized

Appendix III
List of Individuals Who Received Home-to-
work Transportation in 1989

Official/relative receiving transportation	Frequency	Authority/circumstances	GAO comments
Treasury			
Secretary	Daily	31 U.S.C. 1344(b)	Authorized
Deputy Secretary	Daily	31 U.S.C. 1344(b)	Authorized
Chief Counsel, Internal Revenue Service	Once	Transported between home and work	Not authorized
Comptroller of the Currency	Occasionally	Transported between home and after-work functions	Not authorized
Veterans Affairs			
Secretary	Daily	31 U.S.C. 1344(b)	Authorized
Deputy Secretary	Daily	31 U.S.C. 1344(b)	Authorized
Spouse of the Secretary	Occasionally	Transported from home to various locations and between home and work	Not authorized ^a

Note: We defined the frequency as "occasionally" when we could not determine the precise number of occurrences but were assured that the transportation was provided more than once but not every day.

^aSpouses of government employees may be transported in government vehicles only when (1) the spouse is accompanying an official whose transportation is itself authorized to or from his home and an official function and his or her transportation does not result in additional expense to the government, (2) the spouse of an official entitled to routine home-to-work transportation is being transported to or from an official or quasi-official function and the spouse's presence at the function is in the government's interest and circumstances make it awkward or impossible for the official to accompany the spouse enroute, or (3) government transportation is necessary for security reasons. Spouses are not themselves considered representatives of the United States, except overseas, and cannot "represent" the government official at functions he or she does not attend.

Agency Compliance With Requirement to Notify Congress of Determination That Home-to-work Transportation Was Appropriate for Principal Deputy

Agency	Date transportation initiated for principal deputy	Date Congress notified	Notification included	
			Name	Title
Agriculture	3/8/89	Unknown ^a	No	Yes
Commerce	6/4/89	Congress not notified	N/A	N/A
Education	5/4/89	5/4/89	Yes	Yes
Energy	4/12/89	10/11/90	Yes	Yes
HHS	5/10/89	Congress not notified	N/A	N/A
HUD	7/7/89	7/7/89	Yes	Yes
Interior	6/26/89	2/9/90	Yes	Yes
Justice ^b	6/1/89 11/11/89 5/5/90	Congress not notified Congress not notified Congress not notified	N/A	N/A
Labor	5/22/89	Congress not notified	N/A	N/A
State	3/17/89	7/13/90	Yes	Yes
Transportation	4/19/89	5/23/89	Yes	Yes
Treasury	5/18/89	Congress not notified	N/A	N/A
VA	6/30/89	Congress not notified	N/A	N/A

^aAgriculture officials provided us with a copy of an undated notification, but they could not determine when it was transmitted to the congressional committees. A copy of the document was not in the congressional file we reviewed.

^bMultiple dates reflect the various individuals who have occupied the position of Deputy Attorney General or acting Deputy Attorney General.

Major Contributors to This Report

General Government
Division, Washington,
D.C.

William Engel, Assistant Director, Government Business Operations
Issues
Loretta Walch, Evaluator-in-Charge
Katharine Cunningham, Evaluator
Nancy Eibeck, Evaluator

Office of the General
Counsel, Washington,
D.C.

Jeffrey Forman, Senior Attorney

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