



STATE OF ILLINOIS
**OFFICE OF THE
 AUDITOR GENERAL**

Frank J. Mautino, Auditor General

SUMMARY REPORT DIGEST

DEPARTMENT OF TRANSPORTATION

Compliance Examination
 For the Two Years Ended June 30, 2020

Release Date: October 7, 2021

FINDINGS THIS AUDIT: 12	AGING SCHEDULE OF REPEATED FINDINGS						
	New	Repeat	Total	Repeated Since	Category 1	Category 2	Category 3
Category 1:	0	0	0	2018		20-9, 20-11	
Category 2:	5	7	12	2016		20-8	
Category 3:	0	0	0	2014		20-2	
TOTAL	5	7	12	2008		20-7	
				2007		20-3, 20-6	
FINDINGS LAST AUDIT: 10							

INTRODUCTION

This digest covers our Compliance Examination of the Department of Transportation (Department) for the two years ended June 30, 2020. A separate Financial Audit as of and for the year ended June 30, 2020 was previously released on June 16, 2021. In total, this report contains 12 findings, 1 of which was also reported in the Financial Audit.

SYNOPSIS

- (20-2) The Department did not maintain documentation to substantiate the timely inspections of bridges in its database.
- (20-6) The Department did not have adequate controls over the administration of State vehicles.
- (20-12) The Department had not implemented adequate internal controls related to cybersecurity programs and practices.

Category 1: Findings that are **material weaknesses** in internal control and/or a **qualification** on compliance with State laws and regulations (material noncompliance).
Category 2: Findings that are **significant deficiencies** in internal control and **noncompliance** with State laws and regulations.
Category 3: Findings that have **no internal control issues but are in noncompliance** with State laws and regulations.

**DEPARTMENT OF TRANSPORTATION
COMPLIANCE EXAMINATION
For the Two Years Ended June 30, 2020**

EXPENDITURE STATISTICS	2020	2019	2018
Total Expenditures.....	\$ 5,669,797,928	\$ 4,705,385,400	\$ 4,905,690,975
OPERATIONS TOTAL.....	\$ 1,056,490,727	\$ 1,074,459,402	\$ 983,112,762
% of Total Expenditures.....	18.6%	22.8%	20.0%
Personal Services.....	424,470,744	423,930,584	421,449,961
Other Payroll Costs (FICA, Retirement).....	266,053,083	251,836,563	243,329,982
All Other Operating Expenditures.....	365,966,900	398,836,565	318,332,819
AWARDS AND GRANTS.....	\$ 2,226,963,951	\$ 1,662,286,224	\$ 1,970,861,713
% of Total Expenditures.....	39.3%	35.3%	40.2%
CONSTRUCTION.....	\$ 2,364,061,998	\$ 1,937,765,342	\$ 1,937,642,780
% of Total Expenditures.....	41.7%	41.2%	39.5%
PERMANENT IMPROVEMENTS.....	\$ 22,281,252	\$ 30,874,432	\$ 14,073,720
% of Total Expenditures.....	0.4%	0.7%	0.3%
Total Receipts.....	\$ 1,906,143,325	\$ 1,532,054,822	\$ 1,760,739,086
Average Number of Employees.....	5,019	5,078	4,950

AGENCY DIRECTOR
During Examination Period: Randall Blankenhorn (through 12/31/18), Matt Magalis (Acting) (1/1/19 through 2/24/19) Omer Osman (Acting) (2/25/19 through 5/31/21)
Currently: Omer Osman

FINDINGS, CONCLUSIONS, AND RECOMMENDATIONS

FAILURE TO MAINTAIN TIMELY AND ACCURATE INFORMATION ON BRIDGE INSPECTIONS

The Department did not maintain documentation to substantiate the timely inspections of bridges in its database.

The Department is responsible for ensuring that all highway bridges on public roads in the State are inspected. The Department conducts various types of bridge inspections and we examined the timeliness of routine, special, underwater, and fracture critical member inspections.

Routine inspections

Using the intervals established by the Department and allowing for the data entry period, according to the Department's Illinois Structure Information System data, as of July 1, 2020, 152 bridges were potentially overdue for a routine inspection (up from 28 as of July 1, 2018). Of the 152 overdue inspections:

Data showed 152 bridges were potentially overdue for an inspection

- 18 bridges (12%) were listed as the maintenance responsibility of an adjacent state.
- 20 bridges (13%) were rated structurally deficient.
- Inspections were 91 to 213 days overdue.

Special Inspections

Of the total 26,669 open bridges the Department is required to inspect or cause to be inspected (i.e. locals), 1,073 were slated for a special inspection totaling 1,133 special inspections. Using the intervals established by the Department and allowing for the data entry period, according to the Department's Illinois Structure Information System data, as of July 1, 2020, 14 bridges were potentially overdue for a special inspection (down from 27 bridges as of July 1, 2018). Of these 14 bridges with overdue special inspections:

Data showed 14 bridges were potentially overdue for a special inspection

- 1 bridge was listed as the maintenance responsibility of an adjacent state.
- 12 bridges (86%) were structurally deficient.

Underwater inspections

Of the total 26,669 open bridges that the Department is required to inspect or cause to be inspected, 516 (2%) were slated for an underwater inspection during the period of July 1, 2018 through June 30, 2020. Using the intervals established by the Department

4 bridges were potentially overdue for an underwater inspection

and allowing for the data entry period, according to the Department's Illinois Structure Information System data, as of July 1, 2020, 4 bridges (1%) were potentially overdue for an underwater inspection (down from 7 as of July 1, 2018), all of which were local and, specifically, the maintenance responsibility of an adjacent state. The Department has not received inspection reports from the responsible adjacent states indicating the last inspection date.

Fracture Critical Inspections

Of the total 26,669 open bridges that the Department is required to inspect or cause to be inspected, 471 (2%) were slated for a fracture critical inspection during the period of July 1, 2018 to June 30, 2020.

9 bridges were potentially overdue for a fracture critical inspection

Using the intervals established by the Department and allowing for the data entry period, according to the Department's Illinois Structure Information System data, as of July 1, 2020, 9 bridges (2%) were potentially overdue for a fracture critical inspection (decrease from 11 as of July 1, 2018), consisting of 11 total components. Of these 9 bridges with overdue fracture critical inspections:

- 7 bridges (78%) were listed as the maintenance responsibility of an adjacent state.
- 2 bridges (22%) were rated as structurally deficient. (Finding 2, pages 16-19) **This finding was first reported in 2014.**

We recommended the Department ensure bridge inspections are conducted and documentation is maintained to substantiate the inspections are completed within allowable intervals established by Federal regulations and Department policy. We also recommended the Department follow-up with adjoining states where they have not received reports to determine why an inspection has not been completed or obtain the reports and ensure the Illinois Structure Information System data is updated.

Department officials plan to address the issues noted

Department officials stated they plan to address the issues noted.

INADEQUATE CONTROLS OVER THE ADMINISTRATION OF STATE VEHICLES

The Department did not have adequate controls ensuring the proper completion of motor vehicle trip tickets, the reporting of vehicle accidents to the Department of Central Management Services (CMS), the maintenance of State vehicles, calculating the fringe benefits to employees for personal use of assigned State vehicles, and ensuring all employees assigned a State-owned vehicle were duly licensed and insured.

During testing, some of the more significant issues noted by the auditors are as follows:

Trip tickets did not contain a supervisory approval

- 10 of 60 (17%) vehicles tested had trip tickets that did not contain a supervisory approval.

Missing vehicle trip tickets

- 3 of 60 (5%) vehicles tested were missing vehicle trip tickets.

Routine oil changes were not performed timely

- 18 of 40 (45%) vehicles tested did not have routine oil changes performed on a timely basis. These vehicles were driven from 84 to 5,154 miles after an oil change was required. One of the vehicles had no record of any oil changes being performed in one of the fiscal years tested.

Employees failed to submit the annual liability and licensure certification

- Five of 40 (13%) employees assigned a State vehicle tested, failed to submit the annual liability and licensure certification. Additionally, we noted 3 of 40 (8%) employees tested submitted the certification from 35 to 178 days late. (Finding 6, pages 25-27) **This finding was first reported in 2007.**

We recommended the Department continue to develop and implement procedures which create stronger controls over its vehicles. We also recommended the procedures encompass the responsibilities incumbent upon employees at both the District and Central Office levels if they utilize Department vehicles and address compliance, recordkeeping, maintenance, and accountability. We further recommended the Department ensure employees and individuals utilizing State vehicles are properly trained on the related procedures, rules, and regulations.

Department agreed with recommendation

Department officials agreed with the recommendations.

WEAKNESSES IN CYBERSECURITY PROGRAMS AND PRACTICES

The Department had not implemented adequate internal controls related to cybersecurity programs and practices.

During our examination of the Department's cybersecurity program, and practices, we noted the Department had not:

No comprehensive risk assessment to identify information susceptible to attack

- Established a risk management methodology.
- Performed a comprehensive risk assessment to identify and ensure adequate protection of information (i.e. confidential or personal information) most susceptible to attack.

No formal security program

- Developed a formal, comprehensive, adequate, and

No process to review security incidents

communicated security program (policies, procedures, and processes) to manage and monitor the regulatory, legal, environmental and operational requirements.

- Established a process to review and ensure security incidents identified by the Department of Innovation and Technology (DoIT) involving the Department's systems or data were fully remediated and related vulnerabilities were assessed.

In addition, we reviewed user access rights for six applications, noting:

Terminated employees did not have their access timely revoked

- 6 of 15 (40%) new hires tested did not have documentation of an approved request for access.
- 10 of 30 (33%) terminated employees tested did not have their access timely revoked.

We also noted the Department had not conducted a review of access rights for the 2 of 6 (33%) applications sampled. Further, the Department's Access Provisioning Policy did not have a requirement for review of user access. (Finding 12, pages 37-38)

We recommended the Department:

- Establish a risk management methodology.
- Perform a comprehensive risk assessment to identify and ensure adequate protection of information (i.e. confidential or personal information) most susceptible to attack.
- Develop a formal, comprehensive, adequate, and communicated security program (policies, procedures, and processes) to manage and monitor the regulatory, legal, environmental and operational requirements.
- Establish a process to review and monitor security incidents identified by DoIT involving the Department's systems or data to ensure incidents were remediated and related vulnerabilities were assessed.
- Update the Access Provisioning Policy to require periodic access reviews and conduct reviews.
- Revoke access timely after determining access is no longer required.
- Maintain documentation of access request approvals.

Department agreed with the recommendation

Department officials agreed with the recommendation.

OTHER FINDINGS

The remaining findings pertain to lack of census data reconciliation, inadequate controls over employee overtime, statements of economic interest, personal services, and accounts receivable, failure to control outdoor advertising,

noncompliance with reporting requirements, adoption of the H + T Affordability at Metropolitan Planning Organizations, and weaknesses regarding change management process. We will review the Department's progress towards the implementation of our recommendations in our next compliance examination.

AUDITOR'S OPINION

The auditors stated the financial statements of the Department as of and for the year ended June 30, 2020, are fairly stated in all material respects.

ACCOUNTANT'S OPINION

The accountants conducted a compliance examination of the Department for the two years ended June 30, 2020, as required by the Illinois State Auditing Act. The accountants stated the Department complied, in all material respects, with the requirements described in the report.

This compliance examination was conducted by Clifton Larson Allen LLP.

SIGNED ORIGINAL ON FILE

JANE CLARK
Division Director

This report is transmitted in accordance with Section 3-14 of the Illinois State Auditing Act.

SIGNED ORIGINAL ON FILE

FRANK J. MAUTINO
Auditor General

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