

Construction Fraud Division

Quarterly Status Report

Report Period: 7/1/2015 to 9/30/2015

Issued: October 26, 2015



OIG NEW ORLEANS OFFICE OF
INSPECTOR GENERAL

E. R. Quatrevaux, Inspector General

TABLE OF CONTENTS

I. SUMMARY1

II. DEVELOPMENT OF GOALS & OBJECTIVES1

III. BUILD AND MAINTAIN AN EFFECTIVE OVERSIGHT UNIT.....1

IV. CREATE AND IMPLEMENT FRAUD DETERRENCE PROGRAM4

V. MANAGEMENT AND CONTINUATION OF OVERSIGHT8

VI. CFD SUPPLEMENTAL CONSTRUCTION OVERSIGHT9

APPENDIX A. – 2014-2015 REVIEW GOALS AND OBJECTIVES.....10

I. SUMMARY

This report is issued quarterly to provide a periodic status update on the work of the Office of Inspector General's Construction Fraud Division (CFD) for the New Orleans Aviation Board (NOAB). This report includes a summary of actions and accomplishments of the CFD for the period **July 1, 2015 through September 30, 2015.**

The CFD created detailed goals and objectives that connect directly to the mission of the Division and serve as a road map for future activities. In the first quarter of 2015, the Division's goals and objectives were reviewed and revised to meet the current needs of the program. The results of the review are outlined in a set of planned action items the CFD will attempt to accomplish throughout 2015.

The main headings of this quarterly report are tied to the established CFD goals & objectives, and the action items will be discussed therein.

II. DEVELOPMENT OF GOALS AND OBJECTIVES

During the first quarter of 2015, the CFD's goals & objectives for the past 12 months of work were reviewed. The review included the year-end status of each objective and ways to improve the Division's processes. Part of this improvement process involved updating specific objectives and action items to help the CFD achieve its overall mission and vision for 2015. This review of objectives helped CFD managers to revise the goals of the Division and update the strategy used to prevent and detect fraud on the North Terminal Airport Project.¹ The CFD's goals and objectives will be updated with the status of each action item in subsequent CFD quarterly status reports.

III. BUILD AND MAINTAIN AN EFFECTIVE OVERSIGHT UNIT

Establish Liaisons: Building relationships with stakeholders on the North Terminal Airport Project continues to be essential. Since its inception (July 2012),

¹ This document can be found in Appendix A of this report.

CFD team members—through their prior employment, education, and outreach—developed a network of stakeholders in the design/construction industry, law enforcement, and public sector oversight communities. These relationships continue to produce useful and worthwhile intelligence and/or input on all CFD deliverables.

Moreover, in an effort to plan for the future phases of the North Terminal Airport construction project, the CFD has identified future relationships the Division intends to foster with an array of stakeholders, including:

- The Construction Manager at Risk (CMAR);
- Contractors and subcontractors who may be selected for airport projects;
- The Terminal Design Team;
- Regional representatives from the Federal Aviation Administration and Department of Transportation; and
- Local unions.

The Division believes that the development of liaison relationships will ensure positive returns for all stakeholders while promoting awareness of the CFD.

Quarterly Status Reporting: One of the future tasks of the CFD will be to develop a mailing list of individuals, companies, and organizations that will be issued a copy of the CFD Quarterly Report. An effective way to increase public awareness about the Division's activities would be to target groups with a stake in the success of the North Terminal Airport Project. Moving forward, CFD will publish quarterly reports on the OIG website and then send them directly to the recipients on the mailing list.

Visibility of CFD: A vital step in building an effective oversight unit is to increase its visibility. A highly visible CFD could assist NOAB's efforts to ensure a transparent design and construction process for the Strategic Infrastructure Plan.

The CFD has been extremely productive in establishing positive relationships with all project stakeholders. CFD team members have been involved in Strategic Project meetings including: design progress meetings, design workshops, internal airport staff meetings, consultant selection committee meetings, NOAB Board meetings, Executive Staff meetings, Strategic Infrastructure Project Coordination meetings, financial feasibility meetings, and Construction Manager at Risk (CMAR) pre-construction meetings.

The Division has also been successful in making connections with many of the consultants currently working on the Infrastructure Project such as the project management team, the design team, legal consultants, the CMAR team, and many sub-consultants. These established relationships have proved to be highly useful to airport staff and project consultants.

Prompt Monthly Invoicing: The CFD has submitted and been paid timely for all invoices submitted between July 2013 through August 2015. An invoice for September 2015 was submitted to the airport on October 8, 2015. The CFD expects to receive these funds within 30 days.

The CFD now includes a summary sheet in the CFD monthly invoices that lists employee hours per project code to make its invoices clearer and more transparent. The summary sheet will include the hours each employee bills to each project and the corresponding project code. Also, CFD timesheets have been amended to coincide with the summary sheet.

Continuous Professional Development of CFD Staff: The CFD is committed to the continued training, education, and professional advancement of its team members. It is important to maintain current knowledge on industry trends and perspectives related to construction fraud. CFD team members attended the following training sessions during this quarterly reporting period:

Construction Management Association of America – “BIM for the CM: Where Building Information Modeling is, Where it should be, and How to get there”

<u>Attendees:</u>	Deputy Assistant Inspector General – Construction Fraud Division;
<u>Location:</u>	New Orleans, Louisiana
<u>Date(s):</u>	July 24, 2015
<u>Purpose:</u>	To identify the Construction Manager’s role in the utilization of Building Information Modeling.
<u>Goal(s):</u>	To understand the various challenges of Building Information Modeling as it becomes more prevalent within the construction industry.
<u>Outcome:</u>	The presentation provided a better understanding of how to deal with challenges as they relate to BIM technology.

Construction Management Association of America – “Project Controls and Scheduling: Creating the appropriate schedule and minimizing risk through proper change management”

Attendees: Deputy Assistant Inspector General – Construction Fraud Division;

Location: Gulfport, Mississippi

Date(s): September 25, 2015

Purpose: To identify Critical Path Method scheduling techniques as they relate to construction claims.

Goal(s): To gain an understanding of the latest industry practices/ software and the importance of baseline scheduling as it relates to claims prevention and project controls.

Outcome: The importance of proper project controls is essential to claim prevention, dispute resolution and a successful outcome.

IV. CREATE AND IMPLEMENT FRAUD DETERRENCE PROGRAM

PUBLIC OUTREACH PROGRAM

Create Public Awareness of CFD: The first step in creating an effective fraud prevention and detection program for the NOAB was to generate public awareness of the CFD and the mission and vision of the Division. The CFD has a dedicated space on the OIG website introducing the CFD, outlining its mission, and providing all contact information. In addition, the CFD created several dedicated portals for anonymous public reporting of possible fraud, waste, or abuse of resources dedicated to the NOAB Long Term Strategic Infrastructure Plan. Individuals may send information to CFD using numerous secure methods including email, hotline, and in-person reporting.

In coordination with these dedicated communication measures, the CFD also developed a best practices needs assessment for the Division’s fraud hotline to encourage submission of anonymous tips. The results of this needs assessment included the creation of a detailed coding process for incoming tips, research into website-embedded reporting forms, and additional methods of communication with the public.

The OIG also created a YouTube video of the CFD's work at the airport, which includes interviews with the Assistant Inspector General for the CFD and the Airport Director. The video highlights the CFD's activities and its value to the North Terminal Airport Project. <https://www.youtube.com/watch?v=e1QDtjlr7TY>

It is the mission of the CFD, through the creation and use of its website, hotline, e-mail, video, and posters, to effectively deter fraud, waste, and abuse during the course of the project, but also to grant a safe, anonymous medium through which the public can report such questionable activity confidentially.

Create Fraud Awareness Training Program: A significant component of successfully carrying out the CFD's mission will be to engage and educate those companies and individuals employed on the infrastructure project of their duty to comply with established ethical standards. Toward that end, the Division developed a set of ethical guidelines and a fraud awareness training program. Each training session includes an audience questionnaire to evaluate the effectiveness of the presentation and make any necessary improvements.

On two occasions during the first quarter of 2014, the CFD presented its Fraud Awareness and Ethical Guidelines training program to personnel from the Project Management team and the LANOIA Finance Department. These training sessions focused on the opportunities for and consequences of fraud, waste, and abuse. Specifically, the sessions described the ethical standards the LANOIA expects of all consultants working on the North Terminal project, as well as the Louisiana Code of Governmental Ethics.² These training sessions were participatory and attendees voluntarily described personal anecdotes related to fraud situations they have witnessed throughout their careers.

Following both training sessions, the CFD distributed a survey, based on a Likert scale, to identify areas of improvement for future presentations. The preliminary results of the survey are listed below:

- When asked to respond to the statement, "***I know more about the conditions in which fraud can occur,***" 89% of the respondents either agreed or strongly agreed with this statement.
- When asked to respond to the statement, "***The presentation provided me with useful information about ethical standards for employees,***"

² La. R.S. 42:1101 et seq.

89% of the respondents either agreed or strongly agreed with this statement.

- When asked to respond to the statement, "***I know more about industry best practices for fraud prevention and detection,***" **89%** of the respondents either agreed or strongly agreed with this statement.
- When asked to respond to the statement, "***The presenter seemed knowledgeable about the subject matter,***" **100%** of the respondents either agreed or strongly agreed with this statement.

The training session is a critical component of the CFD's fraud deterrence program. As previously reported, the CFD was unable to conduct any Fraud Awareness Training sessions since the first quarter of 2014, due to staffing changes. However, with the hiring of the Deputy Assistant Inspector General and with the potential awarding of the CMAR construction contract in the near future, the CFD will resume these training sessions.

Code of Ethics & Conduct for Vendors & Contractors: As previously stated, established ethical guidelines should be part of an organization's fraud deterrence program. The Code of Ethics and Conduct establishes a baseline of ethical conduct, which all vendors and contractors must meet while under contract with the NOAB for their involvement in the North Terminal Airport Project. The Code of Ethics and Conduct will be incorporated into all contracts signed with the NOAB involving the Strategic Infrastructure Project. This document includes a violations and penalties clause with commensurate consequences to vendors or contractors who violate the Code of Ethics and Conduct.

The Division believes that this Code of Ethics and Conduct can improve vendor and contractor integrity and can play an important role in assisting the NOAB in its mission of successfully completing the Long Term Strategic Infrastructure Project.

The Division began implementing its Code of Ethics initiative during the fourth quarter of 2014 by issuing the Code of Ethics and Conduct for Vendors & Contractors and the Louisiana Code of Governmental Ethics to the CMAR. The CFD will continue to work with Airport Executives and the Program Management Team to ensure all vendors and contractors associated with the Long Term Strategic Infrastructure Project are in receipt of, and in compliance with, the aforementioned documents.

Vetting Contractor Responsibility: CFD staff had previously noted that there was no effort given to determine whether or not a low bid general contractor possessed the ability, character, or financial capacity to complete construction of the actual project. This omission often resulted in a contractual relationship with a general contractor for work that the company was not qualified to perform for one or more reasons. In these scenarios, the project and public funds suffered when the contractor's capacity to honor the contract was not considered.

To this end, the CFD will conduct a background review of these companies and individuals to determine whether they are reasonably capable of performing the contracted work. The CFD would introduce the use of a Contractor Information Form that would be completed by all contractors prior to being awarded contracts for work with the NOAB. This form will be used to screen the contractor. This screening will provide information about the contractor's past behavior, safety records, possible conflicts of interest, and history of litigation, all of which could be used to establish the contractor's capacity to complete the contracted work.

The process of Vetting of Contractor Responsibility consists of four fundamental activities, which may be altered based on the project delivery process that will be decided upon by the NOAB.

- 1) Establishing & Evaluating Vetting Methods
- 2) Comprehensive Action Plan for Contractor Vetting
- 3) Development of Contractor Evaluation System
- 4) Build & Maintain Vendor Database

As the CFD has become increasingly integrated into the detailed planning for the Strategic Infrastructure Development Project, we have become aware that the originally established objective for the Vetting of Contractor Responsibility will require reworking. In the event the CMAR project delivery method is used, the CFD will create a robust plan for the vetting of contractors within the CMAR delivery method and generate an effective and collaborative system for this work.

During the reporting period, the CFD participated in de-scoping and design-assist meetings with the CMAR, design team members, NOAB representatives, and

approximately 35 of the 58 subcontractors that bid on the 100 percent construction documents. This initiative served a dual purpose. First, CFD's participation increased the Division's visibility and CFD staff established relationships with potential stakeholders.

Second, it enabled the CFD to gain some knowledge as to the qualifications, experience, and concerns of the subcontractors. The CFD also had discussions with the CMAR in which both parties agreed that, should the CMAR be awarded the construction contract; the CFD will be given all documents related to the bid process, including the "Subcontractor Capabilities Questionnaire." The submission of this document was required during the bid process, and it will be utilized by the CFD to evaluate a firm's capability as well as to develop an intelligence database. Going forward, the CFD will continue to work with the Program Management Team, Airport Executives, and the CMAR to refine this initiative.

V. MANAGEMENT AND CONTINUATION OF OVERSIGHT

Investigations and/or Audits into Allegations of Fraud, Waste, and Abuse: The CFD has created an extensive liaison network to expand its effectiveness while promoting awareness. The creation of this network has laid the foundation for the CFD to conduct any inquiries, investigations, or audits needed for effective oversight. During the reporting period, the CFD conducted several inquiries into matters relating to the Strategic Infrastructure Project, but due to the sensitive nature of those matters, no further details will be provided. The CFD expects an increase of investigative activity once construction begins.

Review Project Documentation: The OIG-NOAB Resolution states that the OIG will "audit and review data, invoices and other materials related to consultants and contractors performing work to implement the Plan." Throughout the reporting period, this assignment has taken the majority of the Division's focus, energy, and time.

Through this effort, the Division has altered routing to increase efficiency by expediting review, comment, and approval of these documents. The result has been increased communication and facilitation of documents through the NOAB chain of approval. These alterations have been met with positive feedback from all project stakeholders.

Use of Surveillance: It is widely believed that the use of electronic/video surveillance, and more importantly the awareness of this surveillance, creates an atmosphere of heightened consciousness and deters various types of activity, such as theft and fraud. The Division believes that video surveillance in the proper locations can have a dramatic effect on the deterrence of fraud related to the North Terminal Airport Project.

The use of surveillance and security measures were discussed with the Program Management Team and the CMAR during the reporting period. Those discussions will continue to ensure the objectives of all stakeholders are met.

Integrity Monitors: The CFD, in conjunction with the Program Management Team, will develop a detailed plan that will provide these construction site services for the Strategic Infrastructure Development Plan.

VI. CFD SUPPLEMENTAL CONSTRUCTION OVERSIGHT

In fulfilling its commitment to prevent fraud, waste, and abuse at Louis Armstrong New Orleans International Airport, the CFD is providing oversight and assistance on the following matters outside of the Long Term Strategic Infrastructure Plan:

- The CFD maintains regular interaction with the OIG Investigations Division on airport matters; however, due to the sensitive nature of those matters, no further details will be provided.
- The CFD has reviewed contracts and letters of authorization documenting on-going NOAB construction projects outside of the Strategic Plan scope.

This document summarizes the status of the work performed by the Office of Inspector General, Construction Fraud Division for the dates of July 1, 2015 through September 30, 2015.

If there are any questions or additional information needed, please call the Office of Inspector General at (504) 303-7553.

END OF REPORT



Attachment "A"

CONSTRUCTION FRAUD DIVISION

OFFICE OF INSPECTOR GENERAL, CITY OF NEW ORLEANS

2014 - 2015 Review of Goals and Objectives

2014 - Year in Review and 2015 - Planned Actions

GOAL #1: BUILD & MAINTAIN EFFECTIVE OVERSIGHT UNIT			2014 - YEAR IN REVIEW		2015 - PLANNED ACTIONS		
No.	Objective	Description of CFD Task	Target Conclusion	2014 Status	2014 Status Remarks	2015 Items to Discuss/Questions	2015 Action Items
1	Establish Liaisons	Identify those groups and individuals that will be closely linked to the implementation and success of the design and building of the new airport. Establish, develop and maintain a trusting relationship with these individuals.	Establishment of robust and productive relationships with LANOIA employees and contracted professionals involved with the process for design and building of the new airport.	Good	The CFD has been very successful in building effective relationships with consultants related to the airport Infrastructure Project including Parsons Brinckerhoff (Project Managers), CCAT (Design Team), CMAR, along with many subconsultants of these two entities; The OIG has also made contact with many outside agencies and personnel to strengthen liaison contacts.	<ul style="list-style-type: none"> How to strengthen existing relationships? What existing relationships need strengthening? What groups/Whom to target for relationship building? What "outside" agencies/groups to target for contact? 	<ul style="list-style-type: none"> Target the following: <ul style="list-style-type: none"> CMAR Team - in 2015; Contractors & Subs for Enabling Projects; Enhance collaboration with CCAT; FAA - Local representative; DOT - Local/State representatives; Reach out to Local Union Associations
2	Quarterly Status Reporting	Development & delivery of quarterly status reports to LANOIA documenting CFD performance of deliverables.	Timely submission of status report to LANOIA offering comprehensive documentation on CFD Oversight Measures including status on all established goals and objectives.	Good	All quarterly status reports for 2014 have been promptly delivered to the airport Director and his Deputy. The subsequent quarterly report is expected to be submitted on January 16, 2015. These reports may be found on the City of New Orleans OIG website: nolaig.org	<ul style="list-style-type: none"> How to make format of report more robust? Ideas for changing format to provide easier reading and public understanding? Revise G&O: Add??? Proposed 1Q, 2015 Status Report dates: Ed on 4/14 & Airport on 4/16. 	<ul style="list-style-type: none"> Incorporate additional charts & graphs for clarity and ease; Create a standard mailing list of individuals/Companies that will be issued CFD quarterly Reports;
3	Visibility of CFD	Identify regular meetings, work sessions, assemblies or gatherings regarding the rebuilding of the airport. The CFD shall customarily attend all functions to promote the mission of the CFD and emphasize the focus of the CFD on the LANOIA Long Term Strategic Plan.	All Board Members, LANOIA employees and all contracted professionals involved with the long term strategic infrastructure plan will be educated on the existence and mission of the CFD.	Good	The CFD has been involved with a plethora of internal airport meetings associated with the Infrastructure Project including: Design Meetings, NOAB Board Meetings, CMAR RFP Meetings, Finance Meetings, Project Status meetings and other Internal NOAB meetings;	<ul style="list-style-type: none"> How to increase airport visibility of CFD? How to increase public awareness of existence of CFD at airport? 	<ul style="list-style-type: none"> Investigate the following options to balance cost and demographics: <ul style="list-style-type: none"> Announcement on www.flymsy.com website; Advertisement in Trade magazines; Advertisement in local small publications: Gambit, Etc. On-line advertisement: Nola.com; Advertisement on/in buses, bus stops, etc.
4	Prompt Monthly Invoicing	Development & delivery of monthly invoices to LANOIA documenting work performed during invoice period.	Timely submission of monthly invoices to LANOIA offering comprehensive documentation regarding CFD work performed.	Good	All invoices from July, 2013 through February, 2015 have been submitted and paid. The March, 2015 invoice was submitted on April 7, 2015 and is awaiting payment.	<ul style="list-style-type: none"> CFD IS consistently prompt at monthly invoicing. How can format of invoicing be clearer? Review overall Budget: 1. Deductions vs. Invoicing; 2. CFD 2014 Misc expenses 	<ul style="list-style-type: none"> Regarding end of year budget: Rectify costs with AFIN and Request assistance from City regarding discrepancy in budget.
5	Continuous Development of CFD Staff	Identify opportunities and commit to the continuing education, training and advancement of CFD staff in direct regard to current trends and prospectives within the Construction Fraud Industry. Grow system of network professionals within similar industries.	Gain and employ robust knowledge of Construction Fraud industry trends in regard to deterrence. Creation of strong network of professionals within the like industry.	Good	The CFD has taken advantage of several educational opportunities during the past year including: CMAA Infrastructure Conference and Monthly Development Sessions.	<ul style="list-style-type: none"> Discuss additional CFD staffing to increase capabilities and enhance performance of goals. What is the process for hiring additional Staff? Upcoming targets or projected focus on 2015 development of CFD... new industry trends? 	<ul style="list-style-type: none"> Begin to research & plan path and strategy to add Construction Manager to CFD staff;

GOAL #2: CREATE & IMPLEMENT FRAUD DETERRENCE PROGRAM			2014 - YEAR IN REVIEW		2015 - PLANNED ACTIONS		
No.	Objective	Description of OIG Task	Target Conclusion	2014 Status	2014 Status Remarks	2015 Items to Discuss/Questions	2015 Action Items
1	Public Outreach Program				Public Outreach Program		
	Create Public Awareness of CFD	Utilize CFD Website, hotline & email for the reporting of Fraud, Waste & Abuse during the LANOIA Infrastructure Plan. Posters will be utilized to promote awareness of CFD Oversight and informing individuals of their duty to report fraud, waste and abuse.	Utilization of Website, hotline & email as an effective tool for reporting fraud, waste or abuse during LANOIA Infrastructure Plan. Posters shall be plainly and prominently visible at all design studios, PM and CM offices and Construction sites. Info on Posters shall advertise the CFD and instructions for the simplicity of reporting.	Good	The CFD website, dedicated hotline and email has been established. Many posters have been distributed within the airport and to several consultant offices working on the Infrastructure project.	<ul style="list-style-type: none"> How to gain more public awareness of these tools? How to measure public awareness? Are these tools effective? 	<u>Investigate the following options:</u> <ul style="list-style-type: none"> examine other options/places for installing CFD posters; Install posters at local Union Halls; Announcement on www.flmysy.com website; Advertisement in Trade magazines, Local publications and on-line; Develop a needs assessment for the fraud hotline
	Create Fraud Awareness Training Program	Develop and implement an educational and training program regarding fraud, waste & abuse within design & construction projects. This program shall target the understanding of opportunities and consequences of fraud, waste and abuse and elaborate on the duty to report such activities. This program will also address the expected ethical conduct of all LANOIA vendors and contractors.	Educational & Training programs shall occur on a quarterly basis and be tailored directly and specifically toward the group of individuals being trained. Targeted groups will include: NOAB staff, PM team, Design Team, CM Team, General Contractors and Prime Contractors.	Good	The Fraud & Ethical Awareness Education program and presentation has been fully developed. In 2014, it was administered to the Program Management Team and the Finance Dept. at NOAB. Both groups provided positive feedback.	<ul style="list-style-type: none"> Ideas for launching training program? How to measure effectiveness of training program? Review Evaluation of training session 	<ul style="list-style-type: none"> Evaluation will play an important role in the effectiveness of the training program: Use as a tool for improvement.
2	Code of Ethics & Conduct for Vendors & Contractors	Develop and coordinate the successful implementation of a comprehensive Vendor/Contractor code of Ethics that will detail expected conduct and behavior of all LANOIA contracted professionals. This document shall be utilized as standard practice during the realization of the Infrastructure Plan.	All LANOIA contracted professionals will acknowledge and understand expected Code of Ethics and Conduct along with penalties for violations of this policy. This document will be issued as a part of the executed contract. Systematic re-evaluation of the Code will be completed to guarantee inclusion of all relative issues and gauge the achievement of this document.	Good	The Code of Ethics & Conduct has been developed by the CFD. The Code of Ethics, as well as the Louisiana Code of Governmental Ethics, was issued to the lead firm of the CMAR Joint Venture. Distribution will continue to CMAR partners.	<ul style="list-style-type: none"> Where does the value of the Code of Ethics lie? Ideas for implementation of the Code where it will be MOST effective? 	<ul style="list-style-type: none"> CFD believes that the Code of Ethics & Conduct brings much awareness, attention and education to those it will be implemented with; Retro-active implementation will be attempted; Plan for implementation with Enabling Contractors/Sub-contractors & CMAR will be established;
3	Vetting Contractor Responsibility				Vetting Contractor Responsibility		
	Evaluate Vetting Methods	CFD and LANOIA shall appraise in detail the two proposed structures of vetting the responsibility of contractors that may be performing contracted work on the long term infrastructure plan. CFD and LANOIA shall offer consideration to all pros and cons of each method of evaluation.	Selection of a method of Vetting the Responsibility of Contractors based on the mutual benefit of the Owner and the proposed contractor. Begin exercising the accountability of a public entity to defend the effective & efficient expending of funds.	Re-work of Objective Required	Since the Construction Manager at Risk will be designing a program for the vetting and selection of qualified sub-contractors, the OIG has had preliminary discussions with the selected CMAR and will continue to work with the CMAR to define their strategy for gaining local, qualified subcontractor involvement.	<ul style="list-style-type: none"> Create succinct objective in regard to changing situation: <ul style="list-style-type: none"> Continue to meet with CM@R for insight into their individual plan to pre-qualify sub-contractors How to integrate CFD into CM@R pre-qual process? Answer question: What is CFD non-negotiable criteria for sub-contractor selection? 	<ul style="list-style-type: none"> CFD believes that the Contractor Information Form can bring much awareness and attention to the fact that the OIG has established roots at the airport; CFD believes that the information drawn from this form can, in some cases, prove extremely valuable; Retro-active implementation will be attempted for all consultants; Plan for implementation with Enabling Contractors/Sub-contractors & CMAR will be established;
	Create Comprehensive Action Plan for Contractor Vetting	Based on the selected method of vetting, a step-by-step action plan will be developed to assure successful implementation of the system. The plan will include all work necessary, identify expected obstacles, include all required support, etc.	Development of an action plan that will be thorough and will expedite progress toward successful contractor vetting.				
	Develop Contractor Evaluation System	<ul style="list-style-type: none"> Develop Contractor Information Form (CIF) Develop Evaluation Standards & Review Procedures Implement CIF via Web form for Maximum Access 	Development of an evaluation system that is fully researched and based on proven techniques of vetting the capability of contractors to perform specified work. This system shall be mindful and inclusive of industry protocols and trepidation with such systems of evaluation.				
	Build & Maintain Vendor Database	Based on the selected structure of vetting, a Vendor Database may be necessary to organize and maintain all vendor information. This tool could be critical to the success of Vetting vendors/contractors.	Established database promoting ease of information contribution, evaluation of contractors, organization of information, and reporting/sharing of information.				

GOAL #3: MANAGEMENT & CONTINUATION OF OVERSIGHT			2014 - YEAR IN REVIEW		2015 - PLANNED ACTIONS		
No.	Objective	Description of OIG Task	Target Conclusion	2014 Status	2014 Status Remarks	2015 Items to Discuss/Questions	2015 Action Items
1	Investigations and/or Audits into allegations of Fraud, Waste and Abuse	Upon discovery, or receipt of a complaint or allegation of Fraud, Waste or Abuse, CFD will conduct an Investigation or Audit as deemed necessary and employ all resources as required to arrive at a satisfactory conclusion. CFD shall inform or make recommendations to LANOIA as deemed necessary or essential to the success of the Long Term Infrastructure Plan.	Ensure all reviews, investigations, and inquiries are conducted in a thorough and effective manner and all matters are resolved appropriately. Referrals to Federal, State, and Local Law Enforcement will be made when warranted. Maintain integrity of all on-going investigations or audits.	Good	The CFD has not yet received any allegation of fraud, waste or abuse, nor yet encountered reason to investigate or audit any issue within the Infrastructure Project.	<ul style="list-style-type: none"> How to create opportunity for investigations, evaluations, reviews or audits? Where to direct CFD attention during different phasing? Create plan for DBE program review Evaluate Risk asses. & management opportunity to write letter 	<ul style="list-style-type: none"> Create new Goal for "<u>Detection of Fraud, Waste and Abuse</u>" which will house all mini reports, evaluations, recommendations, etc. including: DBE program review and risk assessment and management
2	Review Project Documentation	Assess review standards and processes for typical documentation, offer feedback for the improvement of set standards and processes. Random analysis, as deemed necessary, of typical documentation. Documents including: Invoicing, Construction Change Directives, Change Proposals, Change Orders, Request for Information, etc.	Improvement of standards and processes for reviewing project documentation resulting in the thorough and expeditious assessment of project documents.	Good	During the CFD's tenure at the airport, the majority of the Division's time has been dedicated to reviewing countless contracts, Letters of Authorization and invoices related to the Infrastructure Project. Invoices reviewed have totalled over \$20 million dollars.	<ul style="list-style-type: none"> Discuss current process for reviewing documentation Opportunity for improvement? OR anything we do that we should change for better? Is CFD review timing ok? 	<ul style="list-style-type: none"> This function will be on-going and timing of OIG reviews is viewed as acceptable; With the initiation and implementation of: <ul style="list-style-type: none"> Invoice & LOA Process review Coversheet; Invoice, Contract & LOA review checklists; These documents currently provide enhanced visibility and a faster overall process.
3	Use of Surveillance	Determine use and design for surveillance application on construction jobsite. The plan should be inclusive of all security measures promoting the deterrence of fraud, waste and abuse during active construction.	Development of a successful "Team designed" surveillance and security plan that is to the satisfaction of all stakeholders including LANOIA, security team and CFD. Plan shall actively deter attempts at any type of fraud, waste and abuse.	Good	The CFD has discussed with Airport security their suggested need for increased surveillance at the new terminal location. The CFD has also integrated its' interest and need for security and surveillance surrounding the actual construction process of the new terminal.	<ul style="list-style-type: none"> CFD will discuss options with PB and CMAR for surveillance & timelapse cameras to cover construction site. What is CFD criteria? 	<ul style="list-style-type: none"> CFD will establish a full list of criteria which may include: <ul style="list-style-type: none"> OIG Access to imagery; Careful consideration of what preventable or detectable scenarios are at highest risk; Careful consideration regarding site confinement;
4	Use of Integrity Monitors	Use of an on-site independent organization with legal, auditing, investigative, environmental, safety and loss prevention skills to ensure compliance with relevant laws, regulations and contracts. Also to deter, prevent, uncover and report unethical or illegal conduct.	Evaluation of existing internal controls. Recommend best practices to minimize fraud risks. Act as conduit from construction jobsite to CFD.	Good	The CFD staff will be providing this service during the actual construction of the airport terminal.	<ul style="list-style-type: none"> Discuss plan for Integrity Monitors for proposed construction start date. Investigate "best practices" on Integrity Monitoring. Best method to document & compile site visits 	<ul style="list-style-type: none"> CFD believes that the careful & thoughtful implementation of this objective can prove to be very valuable; CFD will establish full program with criteria by summer, 2015; This program will be implemented with enabling projects;