

Semiannual Report to the Board of Directors, No. 27



July 1, 2020 – December 31, 2020

INSPECTOR GENERAL'S MESSAGE TO THE BOARD OF DIRECTORS



Geoffrey A. Cherrington
Inspector General

I am pleased to present this *Semiannual Report* on the activities and accomplishments of the Washington Metropolitan Area Transit Authority's (WMATA) Office of Inspector General (OIG) from July 1, 2020, through December 31, 2020.

OIG's mandate under the WMATA Compact is to be an independent, objective unit that audits, evaluates, and investigates WMATA activities; promotes economy, efficiency, and effectiveness; fights fraud and abuse; and keeps the Board fully and currently informed about deficiencies in WMATA activities as well as needed corrective action. The work highlighted in this report demonstrates to riders, taxpayers and employees that we are committed to ensuring safety, reliability, customer service and fiscal responsibility.

During the six months covered by this report, OIG investigative work resulted in three Reports of Investigation (ROI), one Management Alert, one Management Assistance Report, and three Special Project Reports. OIG issued one audit report that identified weaknesses in WMATA's program management involving a rail project. This report identified \$62.9 million in funds that could be put to better use including \$23.6 million in net savings. Management has ongoing corrective actions that should correct the issues in this audit report. In addition, OIG issued the annual Audit of WMATA's Financial Statements for FYs 2020 and 2019. OIG issued 19 contract audit reports with \$8.3 million in possible savings. Based on an annual budget of \$10.5 million, over the six-month period, OIG returned \$7 dollars to WMATA for every dollar spent.

OIG strives to maintain the highest possible standards of professionalism and quality in investigations, evaluations, inspections and audits. I would like to commend our dedicated and professional staff for their diligence and commitment to the mission of this office.

Finally, I would like to thank WMATA management and their staff for the collaborative efforts in implementing recommended corrective actions in a timely manner.

Geoffrey A. Cherrington
Inspector General

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OVERVIEW OF OIG

The Board of Directors established OIG by Resolution 2006-18, approved April 20, 2006. On August 19, 2009, the WMATA Compact was amended to recognize OIG by statute and to make the Inspector General an officer of WMATA. The Inspector General reports to the Board.

Mission Statement

Under the WMATA Compact OIG is “an independent and objective unit of the Authority that conducts and supervises audits, program evaluations, and investigations relating to Authority activities; promotes economy, efficiency, and effectiveness in Authority activities; detects and prevents fraud and abuse in Authority activities; and keeps the Board fully and currently informed about deficiencies in Authority activities as well as the necessity for and progress of corrective action.” We provide advice to the Board and General Manager/Chief Executive Officer (GM/CEO) to assist in achieving the highest levels of program and operational performance at WMATA.

Our Core Values

Excellence - We are committed to excellence in our people, our processes, our products, our impact, and in the performance of our mission.

- We value a diverse, educated, and highly trained workforce that reflects independence, initiative, and mutual respect.
- We value operating within an objective code of standards yet remain open to innovation.
- We support WMATA’s mission to provide safe, equitable, reliable and cost-effective public transit.

Accountability - We insist on high standards of professional conduct from OIG employees at all levels and compliance with professional standards to ensure the Board and management can rely on our products.

- We have confidence in the accuracy of our work and that our results hold up to professional scrutiny.
- We encourage an environment of risk-free communication and promote an open, honest, and respectful exchange of ideas and information.

Integrity - We strive to maintain the highest level of trust and integrity in all of our activities, and the approach we take in accomplishing our mission must reflect fairness, balance, and credibility.

- The personal and professional qualities of our employees include honesty, respect for others, and freedom from bias.
- We value and protect our access to information recognizing that reputations, public confidence, and lives can be affected by our actions.

OIG STAFF

OIG is made up of two offices - Investigations and Special Projects (OI) and Audits. (OA):

OI focuses on three areas of concern: Investigations, Special Projects, and Cybersecurity/Data Analytics. OI is comprised of staff who have extensive law enforcement experience at the local, state, and federal levels. Collectively, its staff has more than 300 years of law enforcement experience in conducting criminal, fraud, financial, administrative, and police misconduct investigations. Many of the staff have served in executive level positions where they managed a variety of investigations both domestic and international. They have received extensive training in law enforcement investigative techniques from federal law enforcement agencies such as the Federal Law Enforcement Training Center, Military Criminal Investigative Academies, the Federal Bureau of Investigation, the Internal Revenue Service as well as local police academies and private institutions. All of them have college degrees; several have advanced degrees, including Juris Doctor. Several staff are Certified Fraud Examiners.

Investigations conducts criminal, civil, and administrative investigations relating to WMATA activities, programs, and operations. Investigations can lead to criminal prosecution, civil penalties, disciplinary action, and/or administrative action. Investigations also manages the OIG Hotline, including the in-take of complaints and determining the appropriate handling of those complaints. Complaints may be investigated by OI or referred to management, to OA for audit consideration or to another agency, as appropriate. OI also aggressively pursues proactive investigations through data analysis, recruiting confidential informants, and mining financial information to detect evidence of wrongdoing. OI reports to the WMATA Board of Directors on a regular basis regarding these activities.

Investigations also investigates Whistleblower retaliation complaints. OI makes quarterly reports to the Board regarding Whistleblower complaints and outcomes or litigation that relates to any protected activity or prohibited personnel practices.

Special Projects provides a range of specialized services and products, including quick reaction reviews, onsite inspections and in-depth evaluations of a major departmental function, activity or program.

These products include:

- Factual and analytical information;
- Monitoring compliance;
- Measuring performance;
- Assessing the effectiveness and efficiency of programs and operations;
- Sharing best practices; and
- Inquiring into allegations of fraud, waste, abuse and mismanagement.

Evaluations often result in recommendations to streamline operations, enhance data quality, and minimize inefficient and ineffective procedures.

OI Cybercrimes and Data Analytics Unit manages the OIG’s information technology, cyber, forensics and data analytics programs. Its primary function is to provide investigative support and coordination to OIG investigations and audits. The unit’s members also serve as subject experts on matters under their purview such as digital forensic analysis, cyber incident response protocols and the use of data analytics as a way to uncover fraud and misconduct in WMATA programs and activities. OIG is responsible for investigating cybercrimes that affect WMATA programs and operations. OIG works in close coordination with the Chief Information Officer (CIO), the Chief Information Security Officer (CISO), and all appropriate Information Technology (IT), staff to accomplish our mission of protecting and detecting cybercrimes.

OA is comprised of two teams: the financial and contract audit team, and the information technology and administration audit team. OIG audits provide independent assessments of WMATA programs and operations that help to reduce waste, abuse, and mismanagement and to promote economy and efficiency. OIG also oversees audit work done by outside audit firms on behalf of OIG. Our staff is comprised of auditors with educational backgrounds and degrees in accounting, finance, and information systems. Most of the staff have professional certifications as accountants, internal auditors, fraud examiners, and information systems auditors.

Each July, OIG issues an *Annual Audit Plan* that summarizes the audits planned for the coming fiscal year. OIG seeks management input from the GM/CEO and his staff as a part of the planning phase. Unanticipated high-priority issues may arise that generate audits not listed in the *Annual Audit Plan*.

INVESTIGATIONS AND SPECIAL PROJECTS

During this reporting period, OI conducted both criminal and administrative investigations involving allegations of wrongdoing. Several of these investigations involved potential criminal activity. OIG Special Agents and investigators worked closely with federal, state, and local law enforcement agencies and prosecutors to pursue criminal charges when appropriate. During this reporting period, OI issued numerous subpoenas related to ongoing investigations. To ensure the confidentiality and integrity of sensitive information, only a brief summary of the wide variety of complaints and investigations conducted is provided in this report. Additionally, Special Projects issued two reports on the Silver Line Phase 2 project and Bike Rack project.

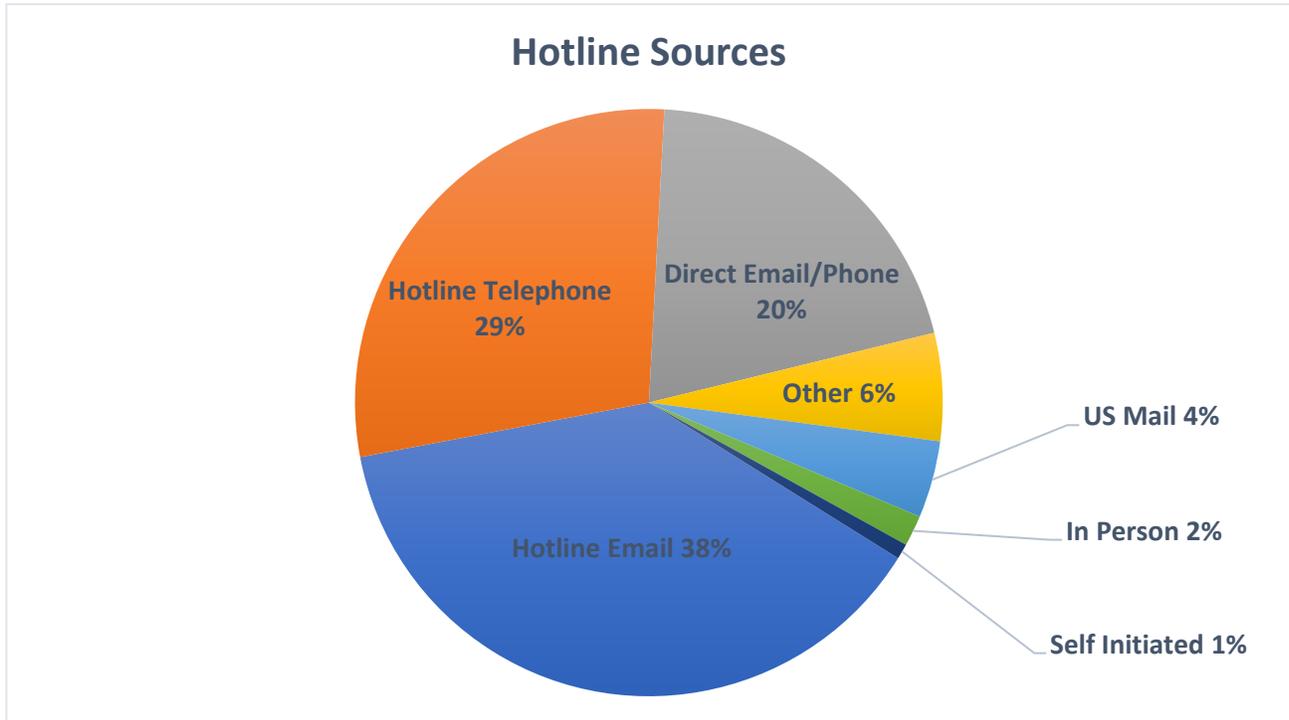
OIG Hotline Activity

The OIG Hotline receives information from WMATA employees, customers, vendors, and the general public. It is an important avenue for reporting criminal and other misconduct. OI staff review the information received to identify systemic and criminal issues and potential areas for WMATA-wide reviews. OI staff are responsible for receiving and evaluating concerns and complaints and determining which WMATA office would best conduct any appropriate inquiry or investigation. Tables 1-4 below provide an overview of the number of complaints received, dispositions, sources of complaints and Whistleblower activity. Due to reduced ridership from the COVID-19 pandemic, complaints received during this reporting period are significantly lower than previous reporting periods.

Table 1: Hotline Complaint Summary

Complaint Type	No.
Complaints Received	118
<ul style="list-style-type: none"> • Investigations Initiated from Complaints • Open • Referred to Management or Other Entity • Closed No OIG Action • Closed 	<p>10</p> <p>10</p> <p>61</p> <p>33</p> <p>4</p>
Investigations Closed ¹	4

Table 2: Source of Complaints Received



¹ Includes investigations from prior reporting periods

Table 3: Categories of Complaints Received

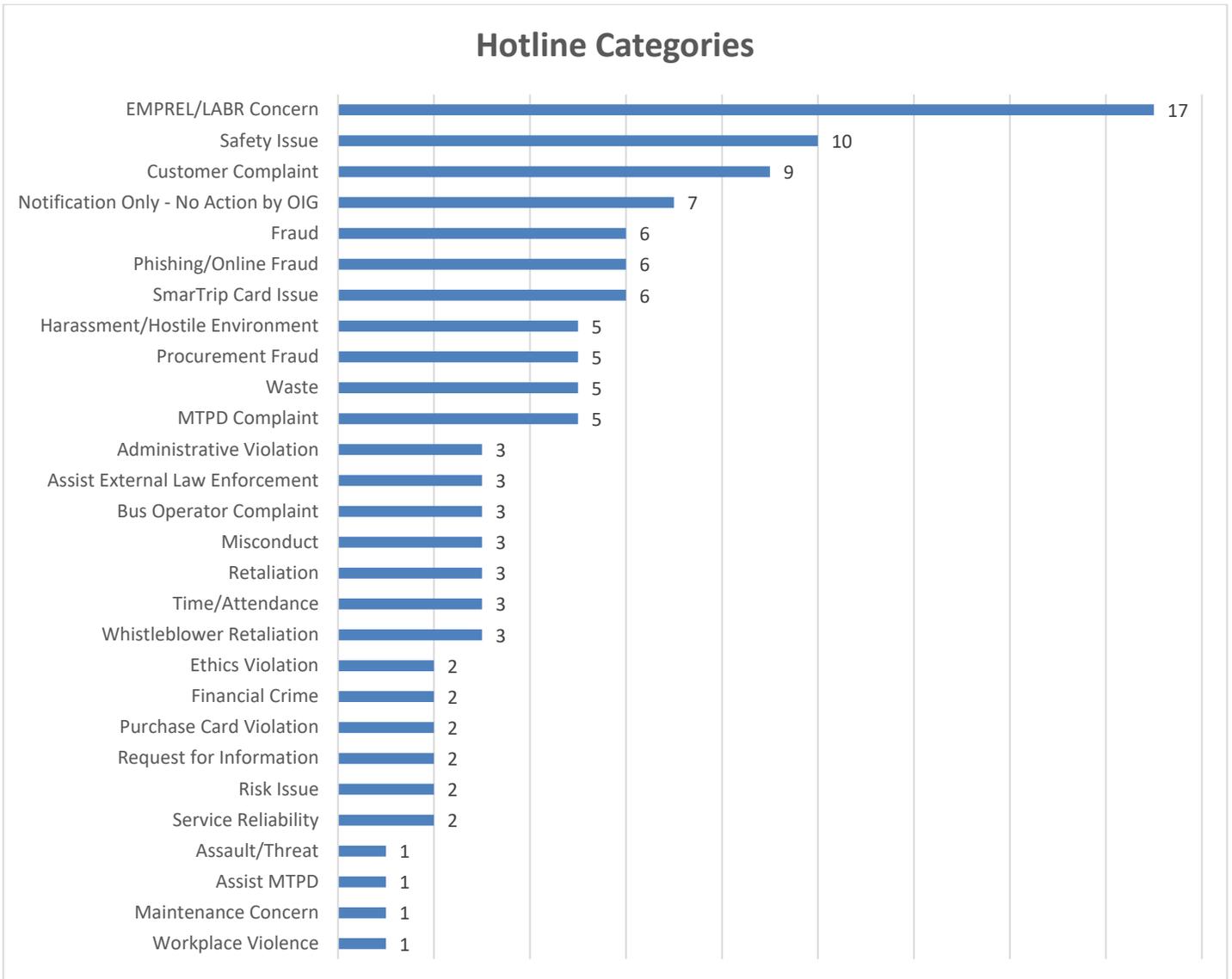


Table 4: Whistleblower Protection Cases

The OIG investigates whistleblower complaints to protect employees from retaliation. Table 4 reflects the number of complaints received.

Whistleblower Complaints	
Complaints Received	3
Investigations Initiated from Complaints	0

Investigations and Special Projects Summaries

Criminal Cases

Fraud Scheme

On July 10, 2020, Brian Carpenter, a former National Football League player and the owner of a janitorial supply company, pled guilty to committing wire fraud. On December 15, 2020, Carpenter was sentenced in U.S. District Court to six months of home confinement with electronic monitoring, two years of supervised probation, 50 hours community service, with restitution to WMATA in an amount to be determined by the court. On September 29, 2020, a co-conspirator and former WMATA employee, Kirby Smith, was sentenced to 14 days incarceration, two years of supervised release, and ordered to pay restitution to WMATA in the amount of \$174,054.

Reports of Investigation

Duplicate Identification Badges

An OIG investigation determined several WMATA employees used or were in possession of duplicate identification badges (ID) from September 2018 through May 2019. As a result of OIG's investigation, 19 duplicate badges were recovered from a contractor and WMATA employees, including supervisory, line level, and a safety instructor.

OIG found evidence that employees used duplicate badges for a range of improper purposes. The most concerning involved the production and exchange of photo-copied badges so that employees could have colleagues swipe them in/out of the Kronos timekeeping system (Kronos) in the event they were late to work or left work early. OIG confirmed Kronos accepted photocopies of employees' ID bar codes, thus negating the need for the original ID. These circumstances may have allowed employees to be paid and avoid penalty for arriving late or leaving early from work. Evidence suggests this practice is widespread throughout WMATA.

As a result of OIG's report, WMATA revised its internal policy regarding the use and misuse of ID badges. The revised policy states authorized badge holders cannot transfer or loan ID badges to anyone. It also states employees violating the policy are subject to disciplinary action and non-employees are subject to loss of access privileges.

Conflict of Interest

OIG received information suggesting a WMATA employee may have had unreported outside affiliations with two businesses that could conflict with the employee's official WMATA duties. OIG's investigation determined the employee failed to adhere to WMATA's Code of Ethics by not disclosing real property interests and outside employment. Disclosure of these activities is required by policy to avoid both the appearance of and actual conflicts of interest. While the employee ultimately amended the disclosure paperwork, the employee did not thoroughly cooperate with the investigation and information provided to OIG seemed incomplete and not reliable. The matter was referred to management for action. Management subsequently determined no further action was warranted.

Conflict of Interest

OIG initiated an investigation regarding ethics violations associated with the inappropriate acceptance of gratuities by management level personnel in the Office of Track and Structures (TRST). During the investigation, TRST personnel made numerous false statements to OIG. More importantly, OIG's investigation found evidence indicating the practice of accepting gratuities from WMATA vendors may be more pervasive than this occurrence. Based on OIG's investigation, two employees were required to re-pay vendors for gifts received. Both employees also received disciplinary action.

Management Alert

Misuse of WMATA Computer System

OIG issued a Management Alert regarding the abuse of WMATA's Electronic Access Policy. During four recent OIG investigations, WMATA employees were found to have been using WMATA-issued electronic devices and/or WMATA networks to access prohibited websites containing pornographic or sexual related material. Three employees were terminated for their involvement. The OIG recommended several corrective actions to remediate this problem. WMATA agreed to the recommendations and submitted a plan to OIG for implementation of the recommendations.

Special Projects Reports

Bike Parking Racks

OIG reviewed the Bike & Ride projects at the East Falls Church (EFC) and Vienna Metro Stations based on public complaints as well as a request from a United States Senate oversight committee. In addition, OIG also reviewed the construction of a third facility at the College Park Metro station. WMATA spent over \$5.9 million on the three facilities and opened EFC and Vienna 5 years after construction began. OIG's review identified a lack of project coordination and weaknesses in contract awards, contract oversight, record retention, and communications. The report also identified significant project schedule delays causing the project to incur additional costs. As a result of the review, OIG made seven recommendations for improvement. The facilities provide 304 new bike spaces totaling approximately \$19,400 per space.

Silver Line Concrete Panels

OIG completed its evaluation of potential defects to concrete panels installed at the above-grade stations on the Silver Line Phase 2 (SLP2) project. OIG engaged a contractor to inspect the precast concrete panels. OIG also hired a concrete expert to review the deficiencies found. The inspection identified 184 panels that had 342 cracks. The inspection also identified evidence of at least one crack larger than .005 inches and in some cases, multiple cracks on a panel which are required to be repaired. In addition, based on the opinion of the expert hired, OIG recommended that the silane solution or other similar product determined to be suitable be reapplied every 5-7 years and not 10 years as recommended by the contractor. OIG recommended that the first inspection should take place a year following completion of crack repairs, with following intervals determined by observations made during the first post-crack repair inspection. Additionally, OIG recommended that if the panels are accepted, the contractor and MWAA consider modifying the funds in the escrow account to accommodate future costs of additional coats of sealer at each application, the cost of regular visual inspections, and the cost of remediation in the event corrosion is identified.

Washington Metro Safety Commission Complaint

The Washington Metrorail Safety Commission (WMSC) reported allegations of misconduct at the Rail Operations Control Center (ROCC) to OIG. During interviews, the WMSC received allegations of sexual harassment, sexual assault, and alcohol abuse by a manager in ROCC while at work. WMSC eventually provided OIG with the name of the manager who was allegedly abusing alcohol while at work, but otherwise declined to identify any specific employee or provide detailed information about the allegations, citing confidentiality.

OIG made several attempts to obtain additional information from WMSC to assist in its investigation. Despite these attempts, WMSC provided no further pertinent information. WMSC's final response to OIG was that the allegations of misconduct received by WMSC were "general" and that there was nothing additional to convey. Due to a lack of detailed information from the WMSC, OIG was unable to develop additional investigative leads. OIG was unable to reach an investigative conclusion with respect to the allegations of sexual harassment and sexual assault. OIG found no credible evidence to substantiate the allegation of alcohol abuse but, to the contrary, found credible evidence contradicting that allegation. OIG findings were consistent with the findings of an independent review by an outside law firm hired by WMATA.

Financial Recoveries

On December 15, 2020, Brian Carpenter was sentenced in U.S. District Court for his role in a scheme to defraud WMATA. He was sentenced to six months of home confinement with electronic monitoring, two years of supervised probation, and 50 hours community service. He was also ordered to pay restitution to WMATA in an amount to be determined by the court. A co-conspirator, former WMATA employee, Kirby Smith, was sentenced to 14 days incarceration, two years of supervised release and ordered to pay restitution to WMATA in the amount of \$174,054.

Other Activities

On April 3, 2020, OIG issued a Management Assistance Report regarding various phishing schemes that highlighted weaknesses in billing procedures. On July 15, 2020, WMATA's Office of Accounting received an email from an unknown third-party attempting to defraud WMATA. Accounting personnel immediately took action to verify the e-mail, which was determined to be fraudulent, and reported the matter to OIG for further action. OIG recognized the Office of Accounting for its quick action to prevent WMATA from being victimized by this fraud scheme.

AUDITS

Audit work focuses on areas of concern such as financial and IT security and management; contracts; human capital; administrative issues; and high-risk programs that impact the safe operation of the transit system. During this reporting period, OIG issued two audit reports. An additional six audits were in progress as of December 31, 2020. Auditors also conducted 19 contract audits that identified \$8.3 million in possible savings.

Audit Summaries

Audit of the Replacement of WMATA's Remote Terminal Units

WMATA Strategic Goal: Ensure financial stability and invest in our people and assets.

While conducting the WMATA's Cybersecurity over Rail Industrial Control Systems audit, OIG found WMATA had three projects to replace obsolete and unreliable remote terminal units (RTUs) located in the stations. WMATA uses RTUs to communicate the status of train devices, such as interlocking and signal equipment, station equipment, air-condition systems, and traction power systems. RTUs also process train-to-wayside communications data. These projects were initiated to decrease equipment failures, improve system functionality, and provide reliable service to customers.

The audit objective was to determine whether the RTU replacement project was efficient, economical, and provided the required solution.

Audit Results:

WMATA had not established an overall RTU replacement project, or fully integrated and coordinated the activity. WMATA did not complete several critical project lifecycle management processes, such as a business needs assessment, risk assessment, and project plan. The lack of an integrated and fully coordinated enterprise-wide RTU replacement project put individual RTU projects at risk. The issues raised by OIG prompted management to conclude that one of the interim IT RTU replacement projects was infeasible. This project was subsequently repurposed, increasing cost efficiency by putting \$62.9 million to better use including \$23.6 million in net savings.

In addition, WMATA agreed to: (1) develop an enterprise-wide, integrated strategy and modernization plan for industrial control systems/SCADA to include the RTU replacement project; (2) complete the permanent future state high-level SCADA architecture; (3) integrate the RTU replacement project with the permanent fiber optics communication project; (4) put additional oversight and security controls and processes in place; and (5) develop a robust communication plan to coordinate the project across the organization.

WMATA management concurred with the findings and recommendations and is in the process of implementing the recommendations.

Audit of WMATA's Financial Statements for FY 2020

WMATA Strategic Goal: Ensure financial stability and invest in our people and assets.

The WMATA Compact, Section 70, states that an audit shall be made of the financial accounts of the Authority, shall be prepared in accordance with generally accepted accounting principles, and shall be filed with the Chairman and other officers as the Board shall direct. The Board, through the adoption of Board Resolution 2006-18, established OIG's responsibility for the supervision of WMATA's annual independent audit of financial statements.

The objective of this audit was to:

- Express opinions on the Authority's financial statements;
- Review compliance with applicable laws and regulations;
- Review the controls in WMATA's computer systems that are significant to the financial statements; and
- Assess WMATA's compliance with Office of Management and Budget's Uniform Guidance.

Audit Results:

RSM US LLP conducted the audit, and OIG performed oversight and monitoring procedures to ensure completion of the audit deliverables. In October 2020, RSM issued WMATA's Financial Report for the years ended June 30, 2020 and 2019. WMATA received an unmodified "clean" opinion on the report.

Table 5: OIG Audit Reports

Report Number	Report Title	Date Issued
OIG 21-01	Audit of the Replacement of WMATA's Remote Terminal Units	11/16/20

Audits in Progress

Audit of Cybersecurity over Rail

WMATA Strategic Goal: Meet or Exceed Customer Expectations by Consistently Delivering Quality Service.

Metrorail uses many electronic systems to ensure the safe and efficient operation of the rail transit system. Critical activities operated through the rail systems include control of trains, power, station ventilation, voice and data communications, and monitoring of gas and fire sensors. Metrorail has also been designated by the Department of Homeland Security as a critical infrastructure.

The objective is to determine whether cybersecurity measures are in place and effective to protect Metrorail against cyber threats.

Audit of Control and Accountability of Fuel

WMATA Strategic Goal: Ensure financial stability and invest in our people and assets.



WMATA manages over 1,500 non-revenue vehicles and spends about \$1.2 million on fuel each year. The audit will examine fuel purchases to ensure fuel for WMATA vehicles is being properly used and accounted for. Topics will include the cost of fuel and whether bulk discounts are being provided. Because this is a high value asset susceptible to theft, control and accountability are essential.

The audit objective is to determine whether WMATA has adequate controls and accountability of fuel.

Audit of Improper Payments

WMATA Strategic Goal: Ensure financial stability and invest in our people and assets.

Broadly defined, improper payments are those made for the wrong amount, to the wrong entity, for the wrong reason, or at the wrong time. During FY 2019, WMATA made \$1.1 billion in capital and \$1.5 billion in operating payments through its accounts payable system. The audit will help ensure the elimination and recovery of payments improperly made by WMATA by targeting errors as well as waste, fraud, and abuse.

The audit objective is to identify improper payments in WMATA activities and determine whether WMATA has adequate controls in place to minimize improper payments.

Audit of WMATA's Defined Benefit Pension Plans

WMATA Strategic Goal: Ensure financial stability and invest in our people and assets.



WMATA has five defined benefit pension plans, three of which are still open to new participants of certain unions. The closed plans were available to WMATA employees based on their union representation or lack thereof. At the end of FY 2019, there were 18,970 participants in these plans. The total pension liability was \$5.1 billion of which \$837 million was unfunded. In FY 2019, \$285 million in benefit payments were made to retirees. These pension plans are governed by their own Boards of Trustees, which are comprised of elected members and members designated by WMATA management and Union management.

The audit objective is to assess the effectiveness of the pension program oversight.

Audit of Health and Welfare Funds (L689 & L922)

WMATA Strategic Goal: Ensure financial stability and invest in our people and assets.



The Health & Welfare Funds support plans that offer members of unions L689 and L922 a comprehensive package of benefits including medical, prescription drug, dental, vision, life and accident and long-term and short-term disability insurance. In FY 2019, WMATA paid approximately \$236.7 million for these benefits to 11,508 employees.

The Health and Welfare Plans are governed by their own Boards of Trustees, which are comprised of members designated by WMATA management and Union management.

The audit will assess the effectiveness of oversight of the funds.

Audit of WMATA's Mission Critical Legacy Systems

WMATA Strategic Goal: Ensure financial stability and invest in our people and assets.

Modern IT infrastructures are core components of many small, medium, and large enterprises. As technology quickly evolves, it is important for enterprises to implement, maintain, and utilize up-to-date systems. However, often systems in use become outdated and fall under the category of legacy systems. Such hardware and software legacy systems are often critical systems needed for the enterprise's core, daily operations. It is necessary to identify existing legacy systems that an enterprise uses, and to determine if - and how - the legacy systems should be upgraded.

The audit will (1) identify the mission critical legacy systems, (2) determine if plans exist to modernize and update these systems, and (3) assess the adequacy of the modernization plans.

Corrective Actions on Audit Recommendations

OIG tracks and documents the status of audit recommendations and WMATA corrective action plans.

Positive change results from the process in which management acts to improve operations based on the recommendations in the published audit report. Management actions are monitored until final action is taken on all recommendations. Listed below are recommendations issued more than 6 months ago that are still outstanding. In every case listed, management's ongoing actions will correct the deficiency identified during the audit.

Table 6: Recommendations Described in Previous Semiannual Reports on Which Corrective Action Has Not Been Completed as of December 31, 2020.

Report Number	Report Title	Date Issued	Number of Recommendations		Latest Target Date (Per WMATA Corrective Action Plan)
			Open	Complete	
OIG 18-08	Audit of WMATA's IT Incident Response Process	06/20/2018	2	5	04/30/21
OIG 19-02	Audit of WMATA's Security Over Publicly Accessible Web Applications	09/05/2018	1	7	04/30/21
OIG 19-08	Audit of Cybersecurity Requirements in WMATA's Procurements	03/05/2019	1	5	09/30/21
OIG 19-09	Audit of KRONOS Implementation Project	04/17/2019	1	5	06/30/21
OIG 19-10	Audit of WMATA's End-of-Service Life Operating System Software	05/01/2019	3	3	09/01/22
OIG-19-11	Audit of WMATA's Software Asset Management Program	06/19/2019	1	0	06/30/22
OIG 20-04	Audit of WMATA's Rail Performance Monitoring System	10/30/2019	1	2	02/26/21
OIG 20-07	Audit of WMATA's Data Compromise Response Capabilities	06/19/2019	1	3	05/30/21

Summary of Contract Audits

Contract audits are performed within their stated scope and objective(s) as agreed with management and can cover a broad range of financial and non-financial subjects. Because these reports generally involve contractor proprietary information, the reports are not posted on the OIG website and are not publicly distributed.

From July 1, 2020, through December 31, 2020, OIG issued 19 contract audit reports.

Table 7: Contract Audit Reports

Report Number	Report Title	Date Issued
CAM 21-001	Independent Review of Proposed Rates for Contract FQ15192, General A&E Consultant Services – Systems IDIQ	7/15/2020
CAM 21-002	Independent Review of Pre-Award for Contract No. F20064, New Escalator Replacement Project	8/05/2020
CAA 21-001	Independent Review of Pre-negotiation Proposal for Contract No. FQ19121/RSC, Full Fleet Traffic Signal Prioritization (TSP) Expansion on 979 Buses	8/06/2020
CAA 21-002	Independent Review of Pre-negotiation Proposal for Contract No. CQ18037, Comprehensive Transit Bus Intelligent Transportation System (ITS) Preventive & Corrective Maintenance & Warranty Service	8/06/2020
CAA 21-003	Independent Review of Pre-negotiation Proposal for Contract No. FQ18001, 100 40ft Lower-Floor Clean Diesel and 32 60ft Lower-Floor Clean Diesel Articulated Heavy-Duty Transit Buses Engineering Changes of Contract FQ18001, Option 1	8/20/2020
CAM 21-003	Independent Review of Proposed Rates for Contract FQ19172, General Architectural and Engineering Consultant On-Call Design Services	9/11/2020
CAM 21-004	Independent Review of Proposed Rates for Contract FQ18033, General Architectural and Engineering Consultant Services – Program Management, Construction Management, and Engineering Support Services IDIQ	9/11/2020

Report Number	Report Title	Date Issued
CAA 21-004	Independent Review of Proposal for Contract No. RC7000, PCO No. Mod 11, Modification 11 – Warranty Extension	9/23/2020
CAM 21-005	Independent Review of Pre-Award Proposal for Contract FQ18001, 100 40ft Lower-Floor Clean Diesel and 32 60ft Lower-Floor Clean Diesel Articulated Heavy-Duty Transit Buses Engineering Changes of Contract FQ18001, Option Year 2	10/1/2020
CAM 21-006	Independent Review of Pre-Award for Contract No. F20164, Platform Rehabilitation Program Contract 3	10/16/2020
CAM 21-007	Independent Review of Pre-Award for Contract No. F20164, Platform Rehabilitation Program Contract 3	10/16/2020
CAM 21-008	Independent Review of Pre-Award for Contract No. FMCAP2002290, Smart Yard Management System	10/23/2020
CAA 21-005	Independent Review of Pre-negotiation for Contract F20064, New Escalator Replacement Project	10/30/2020
CAA 21-006	Independent Review of Pre-negotiation Proposal for Contract No. FMCAP200229, Smart Yard Management System	12/17/2020
CAM 21-009	Independent Review of Proposed Rates for Contract FQ15192, General A&E Consultant Services – Systems IDIQ	12/23/2020
CAA 21-007	Independent Review of Proposed Costs for Contract No. RC7000, No-Cost Modification 7000 Series Rapid Transit Railcars	12/24/2020
CAM 21-010	Independent Review of Proposed Rates for Contract FQ18033, General Architectural and Engineering Consultant Services – Program Management, Construction Management, and Engineering Support Services IDIQ	12/30/2020
CAM 21-011	Independent Review of Proposed Rates for Contract FQ18033, General Architectural and Engineering Consultant Services – Program Management, Construction Management, and Engineering Support Services IDIQ	12/30/2020
CAM 21-012	Independent Review of Proposed Rates for Contract FQ19172, General Architectural and Engineering Consultant (GEC) On-Call Design Services	12/30/2020