



## Inspector General's Semiannual Report to the Board of Directors, No. 25



July 1, 2019 – December 31, 2019

## INSPECTOR GENERAL'S MESSAGE TO THE BOARD OF DIRECTORS



Geoffrey A. Cherrington

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, 2019, through December 31, 2019.

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.

During the six months covered by this report, OIG investigative work resulted in two reports of investigation (ROIs), three management alerts, and one management assistance report. In addition, investigative work resulted in the recovery of \$268,000 in over-payments to a vendor. Audit work resulted in six reports with \$6.4 million in funds put to better use and 25 contract audit reports with \$5.5 million in savings.

The OIG work also identified deficiencies in procurement, cybersecurity, asset management, and human resource management. WMATA management has on-going corrective actions that should correct the issues contained in these reports.

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 have a commitment 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 new innovations.
- 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 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 and Evaluations (OA):

**OI** conducts criminal, civil, and administrative investigations of fraud, waste, and abuse related to WMATA programs and operations. OIG investigations can lead to criminal prosecution, civil penalties, disciplinary action, and/or administrative action. OI manages the OIG Hotline, including in-take of complaints and determining the appropriate handling of those complaints. Complaints may be investigated by OI, referred to management, to OA for audit consideration, or to another agency, as appropriate. This office is also committed to aggressively pursuing proactive investigations through data analysis, recruiting confidential informants, and mining financial information for fraud detection.

OI also investigates whistleblower retaliation cases. Whistleblower retaliation reports are submitted to the WMATA Whistleblower Panel for review and determination. OIG reports to the Board information on: a) investigations and proceedings, including trends and outcomes; b) Whistleblower Panel actions; c) training of employees and supervisors; and d) regulatory proceedings or litigation that relate or refer to any protected activity or prohibited personnel practices.

**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, which helps reduce waste, abuse, and mismanagement and promotes economy and efficiency. OIG also oversees audit work done by outside audit firms on behalf of OIG.

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 fraud, waste, and abuse. 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 criminal subpoenas related to ongoing investigations and assisted in obtaining and executing one search and seizure warrant. To ensure the confidentiality and integrity of sensitive information, only a brief summary of the wide variety of complaints and investigations conducted is provided.

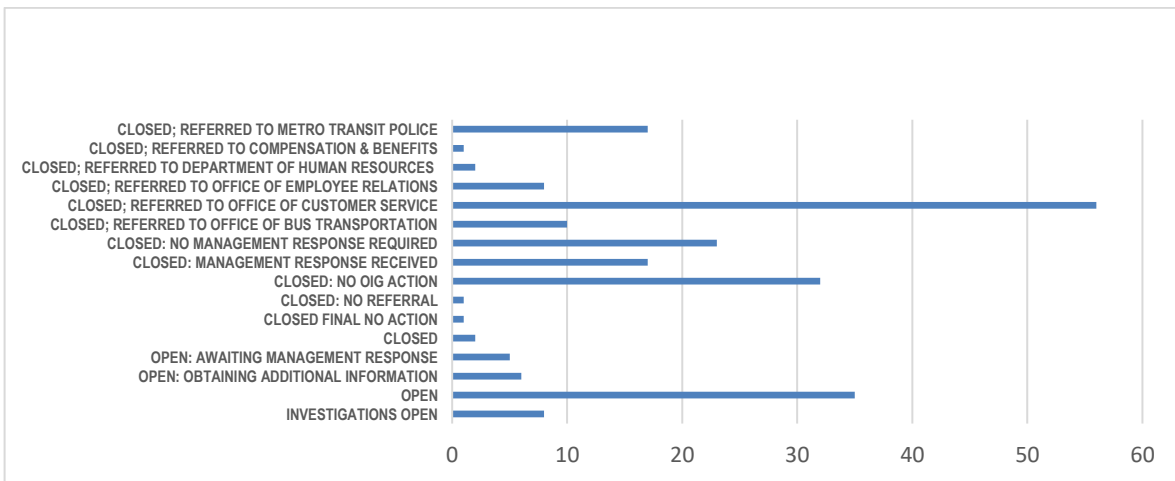
### OIG Hotline

The OIG Hotline receives information from WMATA employees, customers, and the general public. It is an important avenue for reporting fraud, waste, and misconduct. We review the information received to identify systemic and criminal issues and potential areas for WMATA-wide reviews. We are primarily responsible for receiving and evaluating concerns and complaints, and determining which OIG area would best conduct any appropriate inquiry or investigation.

**Table 1: Hotline Statistical Profile**

| Complaint Type  | No.                                     |
|---|---|
| Complaints Received   | 216                                     |
| <ul style="list-style-type: none"> <li>• Investigations Initiated from Complaints</li> <li>• Pending Review</li> <li>• Referred to Management or Other Entity</li> <li>• Closed Administratively</li> </ul> | <p>8</p> <p>46</p> <p>117</p> <p>53</p> |
| Investigations Closed <sup>1</sup>  | 2                                       |

**Table 2: Disposition of Complaints Received**



<sup>1</sup>Includes investigations initiated in previous reporting periods.

### Table 3: Whistleblower Protection

The OIG investigates whistleblower complaints to protect employees from retaliation.

| Whistleblower Complaints                              |   |
|---|---|
| Complaints Received                                   | 8 |
| Investigations Initiated from Complaints <sup>2</sup> | 2 |

## Investigations and Special Projects Summaries

### Criminal Arrests and Indictments

During this report period, OI obtained one criminal indictment related to an alleged scheme to bill WMATA for cleaning products that were never delivered. Brian Carpenter, the owner of a janitorial supply company, was indicted for conspiracy to commit wire fraud and four counts of wire fraud. Carpenter allegedly conspired with others to receive payment for supplies that were never delivered. Carpenter was arrested in December 2019.

### ROIs

#### ***Overtime Abuse***

OIG received a complaint alleging the Office of Rail Transportation's (RTRA) supervisors were allowed to leave their respective assignments early while working overtime during the 45-day Red Line shutdown of the Brookland and Rhode Island Avenue Stations. This was in effect between July 21, 2018, and September 3, 2018.

OIG substantiated the complaint that two supervisors were paid for time they did not work. As a result, disciplinary action was taken on several employees. OIG also identified inadequate internal controls over timekeeping that permitted individuals who were assigned to the shutdown to sign out in advance of their respective shifts, thereby providing no assurance that individuals were accurately paid.

#### ***Alleged Whistleblower Retaliation***

OIG received a complaint alleging whistleblower retaliation. The complainant alleged he/she was denied a position as a result of filing a complaint with the Department of Safety & Environmental Management (SAFE). OIG investigation did not substantiate the allegation of whistleblower retaliation.

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<sup>2</sup> The remaining six complaints did not meet the criteria for investigation as described by WMATA Policy 7.8.1/2

## **Management Alerts**

### ***Alleged Procurement Fraud***

During a related investigation, OIG learned professional engineers in the Department of Design & Construction (DECO) were providing unlicensed individuals access to and responsibility for affixing the licensee's electronic seals and signatures to WMATA certification documents. This activity could have compromised the safety of WMATA employees and customers. As a result of OIG's alert, DECO initiated procedures to restrict access to electronic seals and signatures.

### ***Results of Core Testing for Concrete Panels – Silver Line Phase 2***

This alert was issued as a result of safety concerns about the manufacturing and installation of concrete panels; and about the extraordinary cost, maintenance, and operational issues for the new line.

### ***Silver Line Phase 2 Track Ballast***

This alert was issued because of safety, reliability and performance of the inadequate track ballast in the rail yard for Phase 2 of the Silver Line construction. This would result in extraordinary cost, maintenance, and operational issues once WMATA takes ownership and control of the project.

## **Management Assistance Report**

### ***Cybersecurity***

This report details an OIG cybersecurity assessment conducted with the assistance of the Department of Homeland Security.

## **Other Activities**

### ***Financial Recoveries***

An OI investigation identified \$286,028 in over-payments to a vendor for financial services. OI worked with WMATA accounting personnel to ensure the funds were repaid within the existing contract period.

### ***Cybersecurity***

OIG received several complaints related to schemes to defraud outside entities, WMATA, and WMATA employees. OI Special Agents aggressively pursued these complaints in conjunction with federal law enforcement agencies. Because of OIG's involvement, WMATA took action to protect its interests.



## Special Projects in Progress

### ***Evaluation of WMATA's Inventory Management Practices***

WMATA has approximately \$144 million in inventory located in 23 warehouses. This inventory is tracked and managed in the automated MAXIMO system. Effective inventory practices help to ensure that assets are protected from theft or waste. Currently, WMATA is considering new approaches to inventory management. OIG will evaluate those approaches and offer alternatives that may assist in the protection of these assets. In addition, OIG will evaluate the accuracy of the inventory records and the reporting of inventory financial information.

The objective of this evaluation is to determine the effectiveness of WMATA's inventory practices and supply chain management (this report was issued in January 2020).

## AUDITS AND EVALUATIONS

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 six audit reports that identified \$6.4 million in questioned costs and funds that could have been put to better use. An additional six audits were in progress as of December 31, 2019. Auditors also conducted 25 contract audits that identified \$5.5 million in possible savings.

## Audit Summaries

### ***Audit of Contracting Officer Technical Representative's (COTR) Function***

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

Individuals appointed as COTRs are responsible for the administrative functions of a contract specifically delegated to them. This includes timely notification to the contracting officer of all significant events affecting contract performance, delivery, or price. COTRs approve contractor invoices for payment.

The objective was to determine whether WMATA's COTRs are performing adequate oversight of contract activities.

#### **Audit Results:**

Oversight and internal controls over the COTR program require improvement. Specifically, WMATA:

- lacks comprehensive and cohesive program management;
- does not provide an adequate training program for COTRs assigned to high risk contracts; and
- does not require COTRs to follow policies and procedures.

As a result, WMATA is at a high risk of not receiving the goods and services for which it has contracted and at risk of making improper payments to contractors. For the sample of 38 contracts tested, every contract had at least one internal control issue.

WMATA management concurred with the findings and recommendations and has already appointed a manager over the COTR program. WMATA is in the process of implementing the remaining recommendations.

### ***Audit of WMATA's Financial Statements for FY 2019***

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, made OIG responsible for supervising 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 2019, RSM issued *two reports – WMATA's Financial Report for the years ended June 30, 2019 and 2018, and WMATA's Single Audit Report for the year ended June 30, 2019*. WMATA received an unmodified "clean" opinion on both reports. However, the *Single Audit Report* identified two significant deficiencies. The areas that resulted in the significant deficiencies were the Schedule of Expenditures of Federal Awards, which was a repeat finding from the FY 2017 audit, and reporting errors. Management concurred with the findings and provided corrective action plans.

### ***Audit of WMATA's Rail Performance Monitoring (RPM) System***

WMATA Strategic Goal: Build and maintain a premier safety culture and system.

RPM is an inventory system which allows operators to perform rail yard and terminal management over a fleet of 1,260 rail cars in eight rail yards. RPM graphically displays yards and terminals, as well as, rail car locations, train identification, and operational status. RPM does not have the capability to physically move railcars within the rail yard. Rail car movement is conducted by train operators and coordinated by instructions provided by the rail tower operators.

The audit objective was to determine whether the RPM system was functioning as intended. In addition, we subsequently assessed contract administration controls supporting the RPM system.

**Audit Results:**

While OIG observed that RPM was functioning as intended, WMATA had a breakdown in its controls over a contract to acquire information technology services that support RPM. Specifically, WMATA did not have a copy of the conformed contract, and individual task orders to acquire information technology services were missing from the contract file. Despite these deficiencies, WMATA was still acquiring services. In addition, WMATA had not formally designated a contracting officer’s technical representative to monitor the delivery of services.

Without the required contract documents and an assigned contracting officer’s technical representative, WMATA may have difficulty monitoring contract execution and providing contract term enforcement. For example, because of the control weaknesses, WMATA was hampered in assuring that goods and services valued over \$19.2 million were delivered in accordance with contract terms and provisions. Further, monitoring of future deliverables valued at \$273 million may be difficult unless PRMT assembles a conformed contract and formally assigns a COTR.

Management is developing a new solicitation for a contract to replace this current contract with a potential award date of May 2020. The new contract will provide a designated contracting officer’s technical representative for coverage of the program areas.

***Audit of Garage Cleaning Services***

WMATA Strategic Goal: Build and maintain a premier safety culture and system.

WMATA contracts services for the cleaning of certain garages at Metro Stations and for landscaping. These garages are in Washington, D.C., Virginia and Maryland. Customers want facilities to be clean and want to feel safe throughout their journey.

The objective was to assess WMATA’s oversight of its garage cleaning contractors.

**Audit Results:**



OIG observed unsafe and/or filthy conditions at Metrorail station garages over a 20-month period. These observations included: human feces and bottles of urine in multiple garages; used condoms; significant amounts of trash and debris; broken glass; unsanitary elevators and numerous overflowing trash cans. This filth was not cleaned on a daily basis as required by WMATA and remained in place for days, weeks, and even months.

These conditions occurred because 84 percent of the time contracted cleaning personnel were not performing their garage cleaning duties. Moreover, some contract employees were not working their full eight-hour shift. The root cause of these issues was the lack of oversight by WMATA and contractor officials. There was also little to no implementation of controls over the garage cleaning process, or of the contract employee’s time and attendance.

As a result of these parking garage conditions, risk of harm to the riding public increases; rodents and other vermin are attracted to the parking garages; and WMATA’s reputation is jeopardized due to unsightly conditions. In addition, OIG estimated WMATA spent over \$2.2 million for contracted cleaning services that were not performed and another \$4.2 million in funds that could be put to better use.

**Audit of WMATA’s SmarTrip Regional Partner Comparative Billing Statements for FYs 2019 and 2018**

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



WMATA has a funding agreement with ten local jurisdictions (the Participating Jurisdictions) to provide a seamless regional system for transit fare collections for both the service areas of the Authority and the Maryland Transportation Administration using smart card technology. The Authority and the Participating Jurisdictions have agreed to fund their share of the operating expenses of the SmarTrip system. The agreement defines the regionally shared operating expenses, allocation methods, and funding requirements.

Each year, the Authority is required to prepare SmarTrip Regional Partner Comparative Billing Statements to provide an allocation of the actual operating expenses incurred for the Regional SmarTrip Program for each of the Participating Jurisdictions for the current and prior fiscal years ended June 30. The actual operating expenses incurred and the allocation to each Participating Jurisdiction are audited at the end of each fiscal year.

The objective of this audit was to express an opinion on WMATA’s SmarTrip Regional Partner Comparative Billing Statements for FYs 2019 and 2018.

**Audit Results:**

RSM US LLP conducted the audit on behalf of the OIG. In December 2019, RSM issued the report - *SmarTrip Regional Partner Comparative Billing Statements for the Fiscal Years Ended June 30, 2019 and 2018*. WMATA received an unmodified “clean” opinion on the report.

**Table 4: OIG Audit & Evaluation Reports**

| Report Number | Report Title  | Date Issued |
|---------------|---|-------------|
| OIG-20-01     | Audit of WMATA’s Contracting Officer’s Technical Representatives  | 09/19/19    |
| OIG-20-02     | Results of the Audit of WMATA’s Financial Statements for FYs 2019 & 2018  | 10/18/19    |
| OIG-20-03     | Results of the Audit of WMATA’s Single Audit for FY2019   | 10/18/19    |
| OIG-20-04     | Audit of WMATA’s Rail Performance Monitoring System   | 10/31/19    |
| OIG-20-05     | Audit of Garage Cleaning Services   | 12/31/19    |
| OIG-20-06     | Audit of WMATA’s SmarTrip Regional Partner Comparative Billing Statements for the Fiscal Years Ended June 30, 2019 and 2018 | 12/31/19    |

## 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 the Metrorail against cyber threats.

### ***Audit of WMATA's Data Compromise Response Capability***

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

Cyber intrusion response is an important part of an Information Technology program and Operations Technology program. While mitigating factors based on the results of risk assessments can lower the number of incidents, not all incidents can be prevented. Organizations can reduce the impact of a cyber intrusion by having an incident response plan.

The audit objective is to determine the effectiveness of WMATA's data compromise response capability.

### ***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 is 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 FY2019, 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. It is also an opportunity for the OIG and WMATA to work together to reduce improper payments and recover funds.

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. WMATA employees were eligible to join the various closed plans 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 Board of Trustees, which are comprised of 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 Fund supports a plan that offers a comprehensive package of benefits that include 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 to approximately 11,508 employees. The Health and Welfare Plans are governed by their own Board of Trustees, which are comprised of WMATA Management and Union Management.

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

## **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 5: Recommendations Described in Previous SARs on Which Corrective Action Has Not Been Completed as of December 31, 2019**

| Report Number | Report Title  | Date Issued | Number of Recommendations |          | Latest Target Date<br>(Per WMATA Corrective Action Plan) |
|---------------|---|-------------|---------------------------|----------|--|
|               |   |             | Open                      | Complete |  |
| IT 16-002     | Review of WMATA's Maximo Asset Management System                    | 12/22/15    | 1                         | 2        | 12/31/19   |
| OIG-17-05     | Evaluation of WMATA's Safety Measurement System                     | 12/29/16    | 1                         | 2        | 12/31/19   |
| OIG-18-08     | Audit of WMATA's IT Incident Response Process                       | 06/20/18    | 3                         | 4        | 12/31/19   |
| OIG-19-02     | Audit of WMATA's Security Over Publicly Accessible Web Applications | 09/05/2018  | 1                         | 7        | 12/31/19   |
| OIG-19-07     | Audit of WMATA's Employee Separation Process                        | 01/17/2019  | 7                         | 4        | 12/31/19   |
| OIG-19-08     | Audit of Cybersecurity Requirements in WMATA's Procurements         | 03/05/2019  | 4                         | 2        | 12/31/19   |
| OIG-19-09     | Audit of KRONOS Implementation Project                              | 04/17/2019  | 3                         | 3        | 12/31/19   |
| OIG-19-10     | Audit of WMATA's End-of-Service Life Operating System Software      | 05/01/2019  | 4                         | 2        | 03/31/20   |
| OIG-19-11     | Audit of WMATA's Software Asset Management Program                  | 06/19/2019  | 1                         | 0        | 06/01/20   |

## 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, 2019, through December 31, 2019, OIG issued 25 contract audit reports.

**Table 6: Contract Audit Reports**

| Report Number | Report Title  | Date Issued |
|---------------|---|-------------|
| CAA 20-001    | Independent Review of Modified Price Proposal for Contract FQ18001, 40 Foot/60 Foot Clean Diesel and Compressed Natural Gas Bus Rapid Transit Style Heavy Duty Transit Buses                              | 7/16/2019   |
| CAA 20-002    | Independent Review of Delay Claim Proposal for Contract FQ13087, Andrews Federal Center Bus Facility  | 7/24/2019   |
| CAM 20-001    | Independent Review of Pre-Award for Contract FQ19144N, Northern Bus Garage Replacement  | 8/22/2019   |
| CAA 20-003    | Pre-Award Buy America Audit for Contract FQ18001, "40 Foot/60 Foot Clean Diesel and 40 Foot/60 Foot Compressed Natural Gas (CNG) Bus Rapid Transit (BRT) style Heavy Duty Transit Buses"                  | 8/23/2019   |
| CAM 20-002    | Independent Review of Proposed Rates for Contract FQ18033, General Architectural and Engineering Consultant Services – Program Management, Construction Management, and Engineering Support Services IDIQ | 8/23/2019   |
| CAM 20-003    | Independent Review of Proposed Rates for Contract FQ15190-A, Architect- Engineering (A/E) General Planning Services   | 8/23/2019   |
| CAM 20-004    | Independent Review of Proposed Rates for Contract FQ18033, General Architectural and Engineering Consultant Services – Program Management, Construction Management, and Engineering Support Services IDIQ | 8/28/2019   |
| CAM 20-005    | Independent Review of Pre-Award for Contract FQ19279, 3G-1K UltraCap ESS for 40' Fleets   | 9/10/2019   |
| CAM 20-006    | Independent Review of Proposed Rates for Contract FQ15190-C, Architect- Engineering (A/E) General Planning Services   | 9/10/2019   |
| CAA 20-004    | Independent Review of Pre-negotiation Proposal for Contract FQ19235JI, Mobile Data Terminal Units   | 9/10/2019   |
| CAM 20-007    | Independent Review of Proposed Rates for Contract FQ15190-A, Architect- Engineering (A/E) General Planning Services   | 9/17/2019   |
| CAM 20-008    | Independent Review of Proposed Rates for Contract FQ18033, General Architectural and Engineering Consultant Services – Program Management, Construction Management, and Engineering Support Services IDIQ | 9/23/2019   |
| CAM 20-009    | Independent Review of Proposed Rates for Contract FQ18033, General Architectural and Engineering Consultant Services – Program Management, Construction Management, and Engineering Support Services IDIQ | 9/27/2019   |
| CAM 20-010    | Independent Review of Proposed Rates for Contract FQ18033, General Architectural and Engineering Consultant Services – Program Management, Construction Management, and Engineering Support Services IDIQ | 9/27/2019   |
| CAA 20-005    | Independent Review of Delay Claim Proposal for Contract FQ13087, Andrews Federal Center Bus Facility  | 10/10/2019  |
| CAA 20-006    | Independent Review of Delay Claim Proposal for Contract FQ13087, Andrews Federal Center Bus Facility  | 10/15/2019  |
| CAM 20-011    | Independent Review of Proposed Rates for Contract FQ18033, General Architectural and Engineering Consultant Services – Program Management, Construction Management, and Engineering Support Services IDIQ | 10/16/2019  |
| CAM 20-012    | Independent Review of Pre-Award for Contract CQ19261, Non-Hazardous Regulated Waste (Liquid & Solids) - IDIQ  | 10/23/2019  |
| CAM 20-013    | Independent Review of Proposed Rates for Contract FQ18033, General Architectural and Engineering Consultant Services – Program Management, Construction Management, and Engineering Support Services IDIQ | 10/23/2019  |
| CAM 20-014    | Independent Review of Proposed Rates for Contract FQ18033, General Architectural and Engineering Consultant Services – Program Management, Construction Management, and Engineering Support Services IDIQ | 11/5/2019   |
| CAM 20-015    | Independent Review of Proposed Rates for Contract FQ15190, A & E On-Call General Planning Services  | 11/7/2019   |
| CAM 20-016    | Independent Review of Pre-Award for Contract C20011, Out of Home Advertising Concession   | 12/11/2019  |
| CAM 20-017    | Independent Review of Pre-Award for Contract C20011, Out of Home Advertising Concession   | 12/13/2019  |
| CAA 20-007    | Independent Review of Labor Rate Adjustment for Contract CQ17128B, Paratransit Delivery Service   | 12/19/2019  |
| CAM 20-018    | Independent Review of Pre-Award for Contract F20051, Station Platform Rehabilitation 2  | 12/23/2019  |