



Inspector General's Semiannual Report to the Board of Directors, No. 22



January 1, 2018 – June 30, 2018

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 (WMATA) Office of Inspector General (OIG) from January 1, 2018, through June 30, 2018.

Our work reflects the Board of Directors mandate, which is to identify and address fraud, waste, abuse and corruption through audits and investigations relating to WMATA's programs and operations. The investigations and audits highlighted in this report demonstrate to the riders, taxpayers and employees we are committed to ensuring safety, customer service and fiscal responsibility.

During the 6 months covered by this report, OIG issued six Reports of Investigation (ROIs), two Interim ROIs and received 199 complaints. The six ROIs included four alleged whistleblower retaliations, complaints regarding fraud, and ethics violations. The Interim ROIs included complaints about contract violations within the Office of Metro Access. OIG issued four Management Alerts (MAs) regarding concerns about activity within the Office of Track and Structures, phishing schemes, and surplus property.

The work identified in this report includes two audit reports that identified significant weaknesses in WMATA's Manual Payroll Systems and in the Information Technology Incident Response Process. In addition, OIG issued an evaluation of the Rhode Island Avenue -- Brentwood Station Incidents. Management has on-going corrective actions that should correct the issues identified in the audits and evaluation. OIG issued 56 contract audit reports, five of which reviewed pricing information in contractors' proposals with values of \$12,692,387 and suggested \$944,829 in net adjustments.

OIG strives to maintain the highest possible standards of professionalism and quality in investigations 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.

A stylized handwritten signature in blue ink, consisting of a large 'G' followed by a series of loops and a long horizontal stroke.

Geoffrey A. Cherrington
Inspector General

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OVERVIEW OF OIG

Board Resolution 2006-18, which was approved April 20, 2006, established the OIG. On August 19, 2009, the WMATA Compact was amended to recognize the OIG by statute. The Inspector General (IG) reports to the Board.

Mission Statement

The OIG supervises and conducts independent and objective audits, evaluations, investigations, and other activities of WMATA's programs and operations to promote economy, efficiency, and effectiveness, as well as to prevent and detect fraud, waste, and abuse in such programs and operations. 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 in 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 three offices -- Investigations (OI); Audits (OA); and Inspections, Evaluations & Special Projects (OE):

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 analytical analysis, recruiting confidential informants, and mining financial data 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 June, 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*.

OE is a new office within OIG that conducts management and programmatic inspections and evaluations. These inspections and evaluations provide insight into issues of concern to the Authority and other key stakeholders. In addition, OE conducts preliminary investigations and special projects that address concerns, in an expedited manner, related to the Authority's operations. The expedited assessments alert WMATA management to matters that may either involve safety issues or a non-safety situation that may help WMATA curtail or avoid loss of assets and/or resources.

INVESTIGATIONS

During the past 6 months, OI conducted both criminal and administrative investigations involving allegations of fraud, waste, and abuse. OIG investigations often involve highly sensitive information pertaining to personnel and business operations. To ensure the confidentiality and integrity of sensitive information, a summary of the wide variety of inquiries and investigations conducted is provided.

Investigation Summaries

Reports of Investigation (ROI)

Rail Car Component Complaint

Issued January 19, 2018

OIG initiated an investigation into the procurement of insulated gate bipolar transistors (IGBT), a component that transfers power from the third rail to the rail car on the 5000 series railcars. A representative from the Office of Procurement and Materials (PRMT) became concerned when engineers in Vehicle Program Services (CENV) rejected the lowest bid on a request for quote (RFQ) for 100 IGBTs. In 2010, WMATA experienced repeated problems in the propulsion sub-system of the 5000 series railcars; specifically, IGBTs were routinely and catastrophically failing. CENV enlisted the assistance of a power electronics company (the company) to resolve the issue. The company developed a solution that included the pairing of an IGBT and a gate driver board (GDB). The OIG investigation revealed the company misrepresented the IGBTs as their own by physically altering the exterior housing and providing product literature, potentially in violation of the original manufacturer's copyright. CENV engineers relied solely on the information provided by the company and they essentially became a de facto sole source supplier of these components. To date, WMATA has spent, or committed \$605,262 toward the purchase of IGBTs and GDBs from the company. The results of this investigation were reported to WMATA management for appropriate action after receiving a declination of prosecution from the United States Attorney's Office.

Ethics Violations

Issued June 14, 2018

OIG initiated an investigation regarding ethics policy violations by a WMATA manager. The complaint alleged the manager was using WMATA resources to conduct personal business during his scheduled work hours. OIG investigation revealed multiple occasions when the manager spent more than 50 percent of the workday performing non-WMATA related activities for the period reviewed. Further, during an OIG interview, the manager also presented false information when questioned about work activity on a specific date. Based on the OIG investigation, the manager was terminated.

Interim ROIs

Access Services Contract Issues

Issued February 5, 2018

OIG initiated an investigation into potential mismanagement of WMATA's contract with MV Transportation (MV) by the Department of Access Services (ACCS). The investigation revealed that in order to receive additional staff in the Office of ADA Policy and Planning (ADAP), ACCS management deliberately misled the Office of Procurement and Materials and senior MV executives. MV is not contractually obligated to provide such a position. Information indicates the need for additional resources in ADAP, may have been the underlying factor for using the contract in this manner. The cost for this position, \$45,123, would ultimately have been paid by WMATA. WMATA management has taken corrective action.

Metro Access Services Contract Issues

Issued April 16, 2018

OIG initiated an investigation into whether MetroAccess Services (MACS) may have violated the paratransit contract by improperly assessing liquidated damages (LD) against service delivery contractors. OIG learned MACS management implemented a practice by which the service delivery contractors were assessed a \$1,000 LD for every missed run, totaling an amount of \$7,339,900 from the start of the contract in May 2013 to October 2017. MACS management justified use of the LD with the contract's Administrative Failure to Perform (AFTP) clause. However, the contract and the AFTP clause do not allow for assessing a monetary LD for missed runs. WMATA management has taken corrective action.

Management Alert

Phishing Scheme

Issued January 5, 2018

OIG issued a Management Alert to elevate significant concerns about a targeted attempt to use fraudulent email correspondence to induce WMATA employees to wire transfer funds. For more than a year, OIG has been tracking various attempts at online and wire fraud, commonly referred to as phishing, or spear-phishing, targeting WMATA. It appears the subjects involved are using details found online, specifically the WMATA website, to gather information on WMATA departments, staffing, email addresses, and billing information. The attackers then disguise themselves as actual WMATA personnel and with malicious intent, target individuals both internal and external to WMATA. This information has been shared with federal authorities who have provided the OIG and WMATA with assistance and support in identifying and shutting down these cyber-crime entities.

Three other Management Alerts were provided to the General Manager/CEO, but are not included in this report due to the sensitivity of the underlying investigations.

Whistleblower Cases

18-0015-I Whistleblower Retaliation

Issued January 3, 2018

OIG received a complaint from an employee in Rail Operations Control Center (ROCC) alleging whistleblower retaliation. The employee alleged he/she was suspended for refusing to allow contracted inspectors to enter the roadway while the third power rail was energized. The employee believed said inspectors were not authorized to enter the roadway and allowing them access would violate Standard Operating Procedure #28 of the Metrorail Safety Rules and Procedures Handbook. The employee also alleged a manager threatened termination if he/she engaged in the same activity again. OIG conducted a factual investigation and provided the results of the investigation to WMATA's Whistleblower Panel. The Panel determined that the employee did not engage in protected activity and that even if he/she did engage in protected activity, there was no retaliation.

18-0017-I Whistleblower Retaliation

Issued April 5, 2018

OIG received a complaint from an employee in SAFE alleging whistleblower retaliation. The employee alleged he/she was subjected to a hostile work environment, a reduction in duties, and attempted termination. OIG conducted a factual investigation and provided the results of the investigation to WMATA's Whistleblower Panel. The Panel determined that the employee engaged in protected activity, but that there was no retaliation.

Whistleblower 18-0018-I

Issued May 16, 2018

OIG received a complaint from a former employee in the Office of Track and Structures (TRST) alleging whistleblower retaliation. The employee alleged that he/she was terminated for time and attendance issues as a result his/her participation in a separate and unrelated TRST investigation. OIG conducted a factual investigation and provided the results of the investigation to WMATA's Whistleblower Panel. The Panel determined that the employee did not engage in protected activity and that even if he/she did engage in protected activity, there was no retaliation.

18-0026-I Whistleblower Retaliation

Issued June 14, 2018

OIG received a complaint from an employee in Track Structures Inspection & Analysis (TSIA) alleging whistleblower retaliation. The employee complained that he/she was subjected to a hostile work environment and was required to submit to a random drug and alcohol test immediately after TSIA management became aware of his/her meeting with OIG. OIG conducted a factual investigation and provided the results of the investigation to WMATA's Whistleblower Panel. The Panel determined that the employee engaged in protected activity, but that there was no retaliation.

Table 1: Investigative Activity Statistical Profile

Statistic	No.
Total Complaints Received	199
• Investigations Initiated From Complaints	4
• Whistleblower Cases (included above)	0
• Pending Assignment for Investigation ¹	2
• Whistleblower Cases (included above)	0
• Referred to Management or Other Entity ²	116
• No Action Taken ³	16
Investigations Closed ⁴	6

¹Does not include pending assignments from previous reporting periods.

²Includes referrals that require management response.

³Complaint did not fit criteria for investigation or referral to management or other entity.

⁴Includes investigations initiated in previous reporting periods.

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 three audit reports and an additional seven audits were in progress as of June 30, 2018. Auditors also reviewed pricing information in contractors' proposals with a value of \$12,692,387 and suggested \$944,829 in net adjustments. An additional two audits with a contract value of \$439,154,433 were in process as of June 30, 2018.

Audit Summaries

Manual Payroll Systems are Prone to Data Input and Process Errors

WMATA Strategic Goal: Ensure Financial Stability and Invest in our People and Assets.

WMATA employs approximately 13,000 union and non-union workers. In Calendar Year (CY) 2016, WMATA paid labor expenses (including regular earnings, sick leave, holiday, vacation and overtime) of over \$1 billion. The Payroll Branch within the Office of Accounting is responsible for ensuring pay checks are processed and distributed in a timely manner by accurately calculating gross wages, tax and garnishment withholdings, and other deductions. To perform this process, the Payroll Branch is divided into two sections, Salaried Payroll and Hourly Payroll. Hourly employees are paid weekly resulting in 52 pay periods per fiscal year.



The objective of this audit was to determine whether WMATA had adequate internal controls and monitoring procedures in place concerning manual timekeeping processes.

Audit Results:

WMATA's manual payroll systems are prone to data input and processing errors. Specifically, 9 of 25 employees in our sample had data input errors. These errors were caused by a lack of mandatory training for supervisors and timekeepers, a lack of periodic system reviews, and a lack of procedures when employees change shifts or positions.

Some of the errors identified in this report can be corrected with WMATA's ongoing MetroTime Automation Project. This report was intended to enhance that project.

Evaluation of Rhode Island Avenue -- Brentwood Station (RIABS) Incidents



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

On August 31, 2016, a piece of metal and concrete debris fell from the ceiling of the RIABS, causing delays and trains to bypass the station. On September 1, 2016, RIABS officials reported pieces of concrete were falling about 40 feet away from the location of the August 31, 2016 debris repairs.

OIG performed the evaluation to assess the adequacy of the post-incident inspections, repairs, and risk mitigation strategies.

Evaluation Results:

To WMATA's credit, immediate action was taken to temporarily remediate and mitigate risk of the RIABS incidents that occurred on August 31 and September 1, 2016. However, opportunities exist to further strengthen the inspection and repair process. Specifically, improvements are needed in (1) assessing non-visual and hard-to-reach areas during inspections; (2) reflecting current conditions when reporting on inspections; and (3) completing permanent repairs for RIABS.

Without comprehensive inspections, incidents may continue to occur. Incomplete inspection reporting may result in deficiencies not being addressed. If permanent repairs are not completed timely, the temporary repair may fail. These factors, in turn, may compromise the safety of passengers, WMATA employees, and contractors.

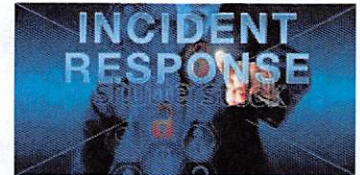
Additionally, in 49 cases, the RIABS inspection reports contained exactly the same remarks as previous year's inspection reports over a 3-year period. Of these cases, there were 29 instances where we could not determine what was actually inspected in a given period, and the remaining 20 notated there was no change from the previous inspection. The repeated discovery of this condition suggests weak controls over this process. Since the Office of Audit, in some cases, could not determine what was inspected, we referred this issue to our Office of Investigations. The investigation remains open.

WMATA management concurred with the findings and recommendations and has initiated corrective actions.

Audit of Information Technology (IT) Incident Response Process

WMATA Strategic Goal: Build and Maintain a Premier Safety Culture and System.

Organizations rely on IT to support business operations. The dependency on IT exposes organizations to compromises from fraudulent and malicious IT activities. These activities could negatively impact business operations, business continuity, financial operations and reputation. These IT related risks and exposures are commonly referred to as "computer security or IT related incidents."



Attacks on IT resources have become commonplace and have become increasingly sophisticated. For example, on November 25, 2016, the San Francisco Transportation Agency experienced a cyberattack that disabled critical rider systems and may have exposed thousands of employees' and customers' personal information. The cyber bandits demanded approximately \$73,000 in ransom payments.

To avoid or mitigate the damage and interruption to business services, the federal government, regulatory agencies, and IT industry leaders either require or encourage organizations to adopt and implement a formal IT incident response capability.

The audit objective was to determine the effectiveness of WMATA's IT incident response process.

Audit Results:

Although WMATA has taken steps toward implementing an “IT Incident” response program, the program has opportunities for improvement. These opportunities enhance WMATA’s ability to detect, resolve and report IT incidents; enhance WMATA’s ability to effectively apply incident escalation processes; and reduce the likelihood that IT incidents could impair WMATA’s operations.

WMATA management agreed with the findings and recommendations and has initiated corrective actions.

Table 2: OIG Audit & Evaluation Reports

Report Number	Report Title	Date Issued
OIG-18-06	Manual Payroll Systems are Prone to Data Input and Process Errors	03/30/18
OIG-18-07	Evaluation of the Rhode Island Avenue – Brentwood Station (RIABS) Incidents	04/06/18
OIG-18-08	Audit of WMATA’s IT Incident Response Process	06/20/18

Audits in Progress

At the close of this reporting period, the Office of Audits was continuing to focus on financial and IT management programs as well as programs that affect the safety of the transit system.

Audit of WMATA’s Financial Statements for FY 2018



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 the responsibility for the supervision of WMATA’s annual independent audit of financial statements by OIG.

The objective of this audit is 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 of the Separation Clearance Process

WMATA Strategic Goal: Ensure Financial Stability and Invest in our People and Assets.

Based on previous audit work, OIG found Human Resources does not have an Authority-wide employee separation checkout sheet. Without a formal process, WMATA is subject to loss of sensitive data and equipment. For example, on the audit of mobile security, OIG found gaps in the de-provisioning of mobile phones. The audit found 41 former employees had 92 active phones assigned to them. This same condition may apply to other equipment and data.

The objective of this audit is to determine the effectiveness of the separation process.

Audit of Blanket Purchase Agreements (BPAs)

WMATA Strategic Goal: Ensure Financial Stability and Invest in our People and Assets.

According to WMATA's procurement manual, a BPA may be used as a simplified method of filling anticipated repetitive needs for supplies, services, or other items. A contracting officer may establish a BPA if:

- There is a wide variety of items in a broad class of goods that are generally purchased, but the quantities, and delivery requirements by item are not known in advance and may vary considerably;
- There is a need to provide commercial sources of supply for one or more offices in the Authority that do not otherwise have or need direct authority to purchase.

The audit objective is to determine whether the BPA/Basic Order Agreement program is effective, efficient and economical to WMATA.

Audit of Vendor Master File (VMF)

WMATA Strategic Goal: Ensure Financial Stability and Invest in our People and Assets.

The VMF is a foundational element of the Accounts Payable and Procurement processes. The VMF contains vital information about vendors and facilitates their engagement in transactions for the procurement of goods and services. It is essential to effectively maintain this file in order to avoid unauthorized or inappropriate activity, duplicate payments, and inefficiencies. To safeguard resources over the procurement of goods and services, mechanisms should be in place to ensure that valid vendors exist to provide quality goods and services at competitive prices in a timely manner to meet business objectives.

The objective of this audit is to determine whether WMATA has adequate preventative internal controls in place over vendor validation, setup, modification, and maintenance processes to ensure the prevention of unauthorized, erroneous, or duplicate payments.

Audit of Security over Publicly Accessible Web Applications

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



WMATA manages numerous publicly accessible Web applications to share information with stakeholders and the public. WMATA's publicly accessible Web applications consist mainly of Web sites, but also include Web-based login portals and administrative systems that provide authorized personnel remote access to Authority information technology resources. Two of the best known Web applications are the Metrorail and Metrobus Schedule and the SmarTrip Card. WMATA has been a target of cyber-attacks because it maintains financial and sensitive security information. Security controls over publicly accessible web applications are implemented to prevent intrusions and safeguard the confidentiality, integrity, and availability of WMATA information.

The audit objective is to determine the effectiveness of WMATA's security controls over its publicly accessible Web applications.

Audit of Software Asset Management

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

The Software Asset Management (SAM) Program is defined as "...all of the infrastructure and processes necessary for the effective management, control and protection of the software assets...throughout all stages of their lifecycle." Our scope includes hardware running unsupported operating systems that do not and cannot receive patches and updates from the software provider in response to security threats from newly discovered vulnerabilities.

The audit objective is to determine whether WMATA has adequate controls and accountability over software.

Inspections of Station Conditions

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

Quick turnaround station inspections identify potential safety hazards and immediately bring them to WMATA's management for action. Customers want facilities to be clean, climate controlled, and to feel safe and secure throughout their journey.

The objective is to assess whether WMATA's rail stations, parking lots and garages are maintained in a safe and clean condition.

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 takes action 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 3: Recommendations Described in Previous SARs on Which Corrective Action Has Not Been Completed as of June 30, 2018

Report Number	Report Title	Date Issued	Number of Recommendations		Latest Target Date (Per WMATA Corrective Action Plan)
			Open	Complete	
IT 16-002	Review of WMATA's Maximo Asset Management System	12/22/15	1	2	09/30/19
OIG-17-02	Evaluation of WMATA's Rail Fare Activities	11/10/16	1	1	12/31/18
OIG-17-04	Audit of WMATA's Mobile Computing Security Program	11/21/16	1	13	11/01/18
OIG-17-05	Evaluation of WMATA's Safety Measurement System	12/29/16	1	2	07/01/18
OIG-18-01	Audit of WMATA's Control and Accountability of Firearms and Ammunition	08/03/17	3	3	09/30/18

Summary of Contract Audits

From January 1, 2018, through June 30, 2018, OIG issued 56 contract audit reports. An additional two audits with a contract value of \$439,154,433 were in process on June 30, 2018.

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.

Table 4: Contract Audit Reports

Report Number	Report Title	Date Issued
CAM 18-041	Independent Review of Proposed Rates for Contract FQ15191, General Architectural and Engineering Consultant Services– Facilities IDIQ	1/3/2018
CAM 18-042	Independent Review of Pre-Award Financial Data for Contract FQ18051, "Portable Heavy Duty Rail Jacks"	1/11/2018
CAA 18-002	Independent Review of Cost Proposal for Contract CQ17114 – On-Site Bus Destination Signs – Preventive and Corrective Maintenance Service	2/15/2018
CAM 18-043	Independent Review of Pre-Award Financial Data 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"	2/20/2018
CAM 18-044	Independent Review of Proposed Rates for Contract FQ15192, General Architectural and Engineering Consultant Services – Facilities IDIQ	2/21/2018
CAA 18-003	Independent Review of Pre-negotiation Proposal for Contract CQ17004 – Allison Dual Power Inverter Module (DPIM) Maintenance	3/1/2018
CAM 18-045	Independent Review of Proposed Rates for Contract FQ15191, General Architectural and Engineering Consultant Services – Facilities IDIQ	3/5/2018
CAM 18-046	Independent Review of Pre-Award for Contract CQ18085, "Maintenance Uniforms for 689 and 922 Employees"	3/13/2018
CAM 18-047	Independent Review of Pre-Award Financial Data for Contract FQ15190-B, "Architect-Engineering (A/E) General Planning Services"	3/13/2018
CAA 18-004	Post-Delivery Buy America Audit for Contract FQ16020/JWC – "FQ16020 Specialized Five Passenger Paratransit Vehicle Modified OEM Vans"	3/13/2018
CAA 18-005	Pre-Award Buy America Audit for Contract FQ16020/JWC – "FQ16020 Specialized Five Passenger Paratransit Vehicle Modified OEM Vans"	3/14/2018
CAM 18-048	Independent Review of Pre-Award for Contract FQ15190-C, Architect-Engineering (A/E) General Planning Services	3/15/2018
CAM 18-049	Independent Review of Proposed Rates for Contract FQ15190-B, Architect-Engineering (A/E) General Planning Services	3/15/2018
CAM 18-050	Independent Review of Economic Price Adjustment for Option 3 for Contract RC7000, Modification 13 – Economic Price Adjustment	3/23/2018
CAM 18-051	Independent Review of Proposed Rates for Contract FQ15192, On-Call General Architectural Engineering Consultant Services	3/27/2018
CAM 18-052	Independent Review of Proposed Rates for Contract FQ15190-D, Architect-Engineering (A/E) General Planning Services	3/28/2018
CAM 18-053	Independent Review of Pre-Award for Contract FQ18086, Rhode Island Avenue Metro Station Track Deck and Pre-Cast Panel Rehabilitation	3/29/2018
CAA 18-006	Independent Review of Cost Proposal for Contract FQ18000/CBMNT17042 – Bus Security Technology	3/29/2018
CAA 18-007	Independent Review of Pre-negotiation Proposal for Contract FQ11204, CoABE and FeS, Modification No. 032 Traffic Signal Priority (TSP) Added on 460 Additional Buses	4/4/2018
CAM 18-054	Independent Review of Pre-Award for Contract FQ15190-D, Architect-Engineering (A/E) General Planning Services	4/4/2018
CAA 18-008	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"	4/12/2018
CAM 18-055	Independent Review of Proposed Rates for Contract FQ15190-B, Architect-Engineering (A/E) General Planning Services	4/19/2018
CAM 18-056	Independent Review of Proposed Rates for Contract FQ15190-D, Architect-Engineering (A/E) General Planning Services	4/24/2018
CAM 18-057	Independent Review of Proposed Rates for Contract FQ15190-C, Architect-Engineering (A/E) General Planning Services	4/25/2018
CAM 18-058	Independent Review of Proposed Rates for Contract FQ15190-B, Architect-Engineering (A/E) General Planning Services	5/3/2018
CAM 18-059	Independent Review of Proposed Rates for Contract FQ15190-D, Architect-Engineering (A/E) General Planning Services	5/7/2018
CAM 18-060	Independent Review of Proposed Rates for Contract FQ15192, On-Call General Architectural and Engineering Consultant Services	5/7/2018
CAM 18-061	Independent Review of Proposed Rates for Contract FQ15190-D, Architect-Engineering (A/E) General Planning Services	5/14/2018
CAM 18-062	Independent Review of Proposed Rates for Contract FQ15190-A, Architect-Engineering (A/E) General Planning Services	5/15/2018

Report Number	Report Title	Date Issued
CAM 18-063	Independent Review of Proposed Rates for Contract FQ15190-B, Architect-Engineering (A/E) General Planning Services	5/15/2018
CAM 18-064	Independent Review of Proposed Rates for Contract FQ15190-C, Architect-Engineering (A/E) General Planning Services	5/15/2018
CAM 18-066	Independent Review of Proposed Rates for Contract FQ15190-A, Architect-Engineering (A/E) General Planning Services	5/16/2018
CAM 18-067	Independent Review of Proposed Rates for Contract FQ15190-D, Architect-Engineering (A/E) General Planning Services	5/17/2018
CAM 18-068	Independent Review of Proposed Rates for Contract FQ15190-A, Architect-Engineering (A/E) General Planning Services	5/21/2018
CAM 18-069	Independent Review of Pre-Award for Contract FQ18063, Replacement of Three (3) Roofs, DC, MD and VA	5/22/2018
CAM 18-070	Independent Review of Proposed Rates for Contract FQ15190-C, Architect-Engineering (A/E) General Planning Services	5/23/2018
CAM 18-071	Independent Review of Proposed Rates for Contract FQ15190-A, Architect-Engineering (A/E) General Planning Services	5/23/2018
CAM 18-072	Independent Review of Proposed Rates for Contract FQ15192, General Architectural and Engineering Consultant Services – Facilities IDIQ	5/24/2018
CAM 18-073	Independent Review of Proposed Rates for Contract FQ15190-D, Architect-Engineering (A/E) General Planning Services	5/25/2018
CAM 18-074	Independent Review of Proposed Rates for Contract FQ15190-B, Architect-Engineering (A/E) General Planning Services	5/30/2018
CAM 18-075	Independent Review of Proposed Rates for Contract FQ15190-B, Architect-Engineering (A/E) General Planning Services	6/1/2018
CAM 18-076	Independent Review of Proposed Rates for Contract FQ15190-C, Architect-Engineering (A/E) General Planning Services	6/14/2018
CAM 18-077	Independent Review of Proposed Rates for Contract FQ15191, General Architectural and Engineering Consultant Services– Facilities IDIQ	6/18/2018
CAA 18-009	Independent Review of Pre-negotiation Proposal for Contract CQ18037, On-Site Comprehensive Transit Bus Intelligent Transportation System (ITS) Preventive and Corrective (CTBITS) Maintenance and Warranty Service	6/19/2018
CAM 18-078	Independent Review of Proposed Rates for Contract FQ15190-D, Architect-Engineering (A/E) General Planning Services	6/20/2018
CAM 18-079	Independent Review of Proposed Rates for Contract FQ15191, On-Call General Architectural and Engineering Consultant Services– Facilities IDIQ	6/20/2018
CAM 18-080	Independent Review of Proposed Rates for Contract FQ15191, On-Call General Architectural and Engineering Consultant Services– Facilities IDIQ	6/20/2018
CAM 18-081	Independent Review of Proposed Rates for Contract FQ15190-B, Architect-Engineering (A/E) General Planning Services	6/27/2018
CAM 18-082	Independent Review of Proposed Rates for Contract FQ15190-B, Architect-Engineering (A/E) General Planning Services	6/27/2018
CAM 18-083	Independent Review of Pre-Award for Contract FQ18102, Replacement of Chiller and Cooling Tower Accessories at Eight (8) Metro-Rail Stations: DC, MD and VA	6/28/2018
CAM 18-084	Independent Review of Proposed Rates for Contract FQ15190-A, Architect-Engineering (A/E) General Planning Services	6/28/2018
CAM 18-085	Independent Review of Proposed Rates for Contract FQ15190-C, Architect-Engineering (A/E) General Planning Services	6/28/2018
CAM 18-086	Independent Review of Proposed Rates for Contract FQ15190-D, Architect-Engineering (A/E) General Planning Services	6/28/2018
CAM 18-087	Independent Review of Proposed Rates for Contract FQ15192, General Architectural and Engineering Consultant Services – Facilities IDIQ	6/28/2018
CAM 18-088	Independent Review of Proposed Rates for Contract FQ15190-A, Architect-Engineering (A/E) General Planning Services	6/29/2018
CAM 18-089	Independent Review of Proposed Rates for Contract FQ15190-A, Architect-Engineering (A/E) General Planning Services	6/29/2018