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**NATIONAL SECURITY AGENCY/CENTRAL SECURITY
SERVICE**



**INSPECTOR GENERAL
REPORT OF INVESTIGATION**

11 February 2014

IV-12-0102

Possible Fraud in Government Van Pool

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Approved for Release by NSA on 02-01-2018, FOIA Case # 79204 (litigation)

Release: 2018-02
NSA: 01650

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(U) OFFICE OF THE INSPECTOR GENERAL

(U) Chartered by the NSA Director and by statute, the Office of the Inspector General conducts audits, investigations, inspections, and special studies. Its mission is to ensure the integrity, efficiency, and effectiveness of NSA operations, provide intelligence oversight, protect against fraud, waste, and mismanagement of resources by the Agency and its affiliates, and ensure that NSA activities comply with the law. The OIG also serves as an ombudsman, assisting NSA/CSS employees, civilian and military.

(U) AUDITS

(U) The audit function provides independent assessments of programs and organizations. Performance audits evaluate the effectiveness and efficiency of entities and programs and their internal controls. Financial audits determine the accuracy of the Agency's financial statements. All audits are conducted in accordance with standards established by the Comptroller General of the United States.

(U) INVESTIGATIONS

(U) The OIG administers a system for receiving complaints (including anonymous tips) about fraud, waste, and mismanagement. Investigations may be undertaken in response to those complaints, at the request of management, as the result of irregularities that surface during inspections and audits, or at the initiative of the Inspector General.

(U) INTELLIGENCE OVERSIGHT

(U) Intelligence oversight is designed to insure that Agency intelligence functions comply with federal law, executive orders, and DoD and NSA policies. The IO mission is grounded in Executive Order 12333, which establishes broad principles under which IC components must accomplish their missions.

(U) FIELD INSPECTIONS

(U) Inspections are organizational reviews that assess the effectiveness and efficiency of Agency components. The Field Inspections Division also partners with Inspectors General of the Service Cryptologic Elements and other IC entities to jointly inspect consolidated cryptologic facilities.

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IV-12-0102

I. (U) SUMMARY

(U//~~FOUO~~) This investigation was conducted in response to a complaint alleging that [redacted] received mass transportation benefits (MTBs) for a van pool passenger who was no longer using his van pool.

(U//~~FOUO~~) The OIG concluded that [redacted] was receiving excess MTBs for eight months, amounting to a loss to the Agency of \$1,210. [redacted] actions were in violation of Department of Defense Instruction (DoDI) 1000.27, Mass Transportation Benefit Program (MTBP), enclosure 2, 10 and 10(g), Participants.

(U//~~FOUO~~) A copy of the OIG report will be forwarded to Employee Relations, MR, for action deemed appropriate. A summary of our report will be forwarded to the Associate Directorate for Security and Counterintelligence (ADS&CI), Special Actions, Q234, and to the Office of General Counsel (OGC), Administrative Law & Ethics, D23, for information.

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IV-12-0102

II. (U) BACKGROUND

(U) Introduction

(U//~~FOUO~~) [redacted] entered on duty with NSA on [redacted] [redacted] is currently assigned to the [redacted] [redacted] has been a van pool operator and driver for [redacted]

(U//~~FOUO~~) NSA employees are eligible to participate in the Mass Transportation Benefit Program (MTBP) via Executive Order 13150, Federal Workforce Transportation, and DoDI 1000.27, MTBP. The purpose is to offset commuting costs, to reduce pollution and traffic congestion, and expand transportation alternatives. MTBs are authorized for qualified means of transportation (QMOT) which includes van pools. A van pool must have at least seven members, including the driver, to be eligible for a van pool permit. Van pool operators receive a subsidy per passenger in their van pool from the Washington Metropolitan Area Transit Authority (WMATA). Van pool operators determine the cost to each rider based on expenditures for the van pool lease, fuel, and cleaning. The Commuter Transportation Center (CTC) updates WMATA accounts for van pool operators with the number of passengers in the van pools. The MTB maximum amount per passenger changes periodically.

(U) Applicable Authorities

(U) The investigation looked at possible violations of the following authorities. See Appendix A for full citations.

- Department of Defense (DOD) Instruction 1000.27, Mass Transportation Benefit Program (MTBP), enclosure 2, 10 and 10(g), Participants.

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III. (U) FINDINGS

(U//~~FOUO~~) **ALLEGATION 1:** Did [] receive excess MTBs in violation of DODI 1000.27, MTBP, enclosure 2, 10 and 10(g)?

(U//~~FOUO~~) **CONCLUSION:** Substantiated. The preponderance of the evidence supports the conclusion that [] received excess MTBs in violation of DOD Instruction 1000.27, MTBP, enclosure 2, 10 and 10(g).

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(U) Evidence**(U) Documentary Evidence**

(U//~~FOUO~~) **Emails.** On 27 September 2011, [] sent an email to [] At that time, [] [] Commuter Transportation Center (CTC). [] asked [] to remove [] from his van pool effective the end of September 2011. [] stated he would have a new application for a replacement van pool member by the end of the week. [] also stated that it is his understanding that the WMATA system would be down the week of September 12-16th and that CTC will make the official transfer of benefits to the new passenger effective November 1st.

(U//~~FOUO~~) On 27 September 2011 [] responded with the following to [] email: "Make sure the new passenger sends me the application, so I can add him or her to the Van Pool."

(U//~~FOUO~~) On 29 September 2011 [] emailed [] to add [] to his van pool.

(U//~~FOUO~~) On 6 January 2012 [] emailed [] that [] had been added to his van pool and provided a copy of his updated roster for review and to contact [] with any questions or concerns. The roster showed that [] had not been removed and [] had been added to []. The roster listed a total of eight passengers with \$125.00 next to each, totaling \$1,000.

(b) (3) - P.L. 86-36

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(U//~~FOUO~~) On 4 June 2012, [redacted] emailed [redacted] and copied [redacted] that [redacted] has been removed from his van pool and his benefits will terminate on [redacted].

(U//~~FOUO~~) On 4 June 2012, [redacted] responded to [redacted] email and asked if his benefits were being paid to [redacted] "this whole time?" [redacted] responded with: "Greetings: Your allocation for the Van Pool will terminate [redacted] Thank you."

(U//~~FOUO~~) Screenshots of [redacted] WMATA Account. On 21 October 2013, [redacted] provided the OIG a screenshot of his monthly WMATA account statements for the period of October 2011 through July 2012. These statements are summarized below and attached at appendix B.

- | | |
|------------------|------------------------------------|
| 1. October 2011 | 7 passengers, \$230 per passenger. |
| 2. November 2011 | 8 passengers, \$230 per passenger. |
| 3. December 2011 | 8 passengers, \$230 per passenger. |
| 4. January 2012 | 8 passengers, \$125 per passenger. |
| 5. February 2012 | 8 passengers, \$125 per passenger. |
| 6. March 2012 | 8 passengers, \$125 per passenger. |
| 7. April 2012 | 8 passengers, \$125 per passenger. |
| 8. May 2012 | 8 passengers, \$125 per passenger. |
| 9. June 2012 | 8 passengers, \$125 per passenger. |
| 10. July 2012 | 7 passengers, \$125 per passenger. |

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(U) Testimonial Evidence

(U//~~FOUO~~) [redacted] was interviewed on 3 December 2012 and provided the following sworn testimony:

(U//~~FOUO~~) [redacted] began working in CTC in [redacted]. He has been responsible for [redacted].

(U//~~FOUO~~) *Program background.* Employees of the DoD may receive up to \$125 per month for taking some form of mass transportation. Transportation modes include MTA, ICC, light rail, the MARC train, or a van pool. All passengers are issued a Smart Trip card so that allocations can be tracked through WMATA. NSA, through the Maryland Procurement Office (MPO), pays approximately [redacted] for mass transit benefits.

(U//~~FOUO~~) *Setting up a van pool.* Once a van pool point of contact (POC) determines that he wants to start a van pool, the following takes place:

- 1) The van pool POC must assemble a minimum of 7 people who want to ride the van and find a van. The van may be leased or owned by the POC.

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IV-12-0102

- 2) The van pool POC must then register his van pool with WMATA – it is not necessary to provide the names or quantity of passengers.
- 3) The van pool POC then contacts CTC and tells them that he is registered with WMATA.
- 4) CTC [] will verify that the van pool appears in WMATA's database.
- 5) [] will then create a spreadsheet including the name of the POC and the names of the passengers.
- 6) [] then assigns each passenger a Smart Trip card number. He maintains control of the actual card.
- 7) Beginning the first of the following month; MPO will begin electronically depositing funds into the WMATA account for that van pool. The funds are allocated by Smart Trip number.
- 8) WMATA then disburses the money to the van leasing company or to the van pool POC, if the van is privately owned.

(U//~~FOUO~~) *Joining a van pool.* If a prospective passenger wants to join an existing van pool, the following takes place:

- 1) The prospective passenger gives [] an application to join an existing van pool.
- 2) [] will add the new passenger to the roster and send it to the van pool POC for confirmation.
- 3) [] takes a Smart Trip card and assigns it to the person, and then he keeps it.
- 4) [] goes into the WMATA database and assigns the new number to the van pool.
- 5) WMATA can now see that the number of passengers has increased by one.
- 6) MPO will add an additional subsidy at the beginning of the following month.

(U//~~FOUO~~) *Leaving a van pool.* If an existing passenger wants to leave his van pool, the following takes place:

- 1) The passenger must notify [] that he intends to leave.
- 2) [] will send an updated roster to the van pool POC for confirmation.
- 3) [] goes into the WMATA database and removes the associated Smart Trip card number.
- 4) WMATA can now see that the number of passengers has decreased by one.
- 5) MPO will terminate the benefits for that card number.
- 6) The Smart Trip card number may be reassigned to someone else. Also, if a replacement for the departing passenger is found immediately, the departing passenger's Smart Trip card may be reassigned to the new passenger without any change to the allocation.

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(U//~~FOUO~~) *How the Van pool Subsidy is Calculated.* The maximum amount any passenger may receive is \$125 per month.¹ The amount they are entitled to is not based on how far they travel. Instead, the van pool POC determines how much each member should receive in subsidy. The van pool POC makes that determination based upon the number of passengers and the cost of the lease. Most leases cost around \$1500 per month. [] advises van pool POCs to have at least 10 passengers. The passengers may need to make up the difference between the subsidy and the lease plus any additional expenses (e.g. gas). Most of the van pool POCs are good about telling [] that they are receiving more money in subsidy than they require to pay for transportation. [] lowers the subsidy accordingly.

(U//~~FOUO~~) *Lack of Visibility by CTC.* Outside of the roster, [] has no visibility into the van pool itself.

1. He does not know the cost or details of the lease. He has no visibility into how much the van pool POC is charging his passengers. He hears from passengers that some vans are charging \$10 a month, and others are charging \$100 a month, with the same number of passengers.
2. He does not know when someone leaves the van pool, unless the van pool POC notifies him. Some van pools tell him "a little bit late" that someone had left the van pool.
3. He relies on tips from passengers when something is wrong in a van pool. For instance, a passenger may notify him that the van is below the minimum number of passengers allowed. [] will then contact the van pool POC to verify.
4. He does not know when the van pool is collecting more money in subsidies than the cost of the lease plus expenses, unless the van pool POC notifies him. On occasion, he may notice that the number of passengers would suggest that the subsidy is too high, but since he does not know the actual details of the lease, he can only suggest that it be lowered.
5. He has no visibility into where the extra money goes. If there is extra money after van pool expenses are covered [] said, "it goes into space."
6. He has no visibility whatsoever into privately owned vehicles. If the van pool POC owns the vehicle, he receives the entire subsidy and can charge the passengers whatever he sees fit for wear and tear, depreciation, repairs, maintenance, or even to pay off the vehicle.

(U//~~FOUO~~) *Other Program Pitfalls.* [] acknowledged other shortfalls of the transit subsidy program.

1. There is no policy governing the management of van pools. NSA Policy 9-2, Standard for the Management of Van Pools was in draft when [] took over [] The policy was never finalized, though it did help develop current processes. Furthermore, the van pool POC is under no obligation to sign any agreement or follow any set of rules.

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¹ (U//~~FOUO~~) The van pool passenger will never see that money, however. All funds are channeled through MPO to WMATA to the leasing company or van pool POC.

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2. [] does not keep historical records of the van pools. He does not keep past rosters.
3. [] only checks the rosters when there is a change or a complaint. He does not check the integrity of the van pools on a periodic or scheduled basis.
4. The van pool POCs have complete autonomy. Each van pool is operated independently. The van pool POC makes the rules and determines what to charge each participant. The van pool POC is under no obligation to share his budget with either the passengers or CTC.
5. Current staffing makes it impossible for CTC to do more oversight. []

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(U//FOUO) The OIG showed [] the following documents:

1. A 27 September 2011 email from [] POC, to [] requesting that [] be removed from the van pool by the end of the month. [] stated that a new application for a replacement would come by the end of the week and beginning 1 October 2011 the benefits will go to the new person.
2. A 29 September 2011 email from [] to [] requesting [] be added to [] with an attached application.
3. A roster dated January 2012, showing that [] had not been removed, but [] had been added to [].
4. A 4 June 2012 email from [] to [] informing him that [] has been removed from [] effective 1 July 2012.

(b) (3) - P.L. 86-36

(U//FOUO) The OIG asked [] why [] had not been removed as requested by []. [] thought perhaps some other correspondence was missing that indicated that [] had changed his mind and that [] should stay on. Also, rarely, when [] removes someone from the database, they just reappear the following month without explanation. Sometimes they do not get the application for the replacement passenger in time to replace the departing passenger. [] admitted that not removing [] from the roster must have been an oversight on his part, though he still wanted to check his emails to see if he could find more information.

(U//FOUO) Since [] was expecting to substitute [] for [] the subsidy he was receiving should have remained the same. As owner of the vehicle, [] should have noticed if the subsidy went up by \$125 since [] was not dropped for eight months. [] also should have checked the roster for accuracy. This would suggest he was getting more money than he had passengers. [] never came to [] and reported that he was receiving more subsidy than he was entitled to. [] had few dealings with [] and no known complaints.

(U//FOUO) Conversation with [] On 19 June 2012, the OIG spoke telephonically with []. At the time that [] was a member of

(b) (3) - P.L. 86-36

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[redacted] van pool he paid \$230 a month. [redacted] said that the passengers in van pools do not have a role in the public transportation benefit program. The van pool operator requests the subsidy on behalf of the passenger. The passengers do not get receipts for this subsidy or its use.

(U//FOUO) [redacted] thought when a passenger left the van pool the benefits terminated. However, what appeared to be happening in this case is that [redacted] was trying to transfer [redacted] benefits to a new passenger rather than just dropping him and adding a new passenger when one appeared. When [redacted] inquired about this [redacted] told him that he did not want a gap in benefits.

(U//FOUO) **Conversation with** [redacted] On 16 September 2013, the OIG spoke telephonically with [redacted]

(U//FOUO) [redacted] responded to an OIG email on 16 September 2013 that he was not sure if [redacted] was ever asked to reimburse excess funds for receiving too much subsidy for his van pool. [redacted] stated that at the time there was no way of knowing if extra funding was still being received.

(U//FOUO) [redacted] stated that sometimes he would remove a passenger from a van pool roster but the WMATA did not remove them. The only way he knew if this happened is when the driver told him they got too much money. [redacted] thinks a van pool operator would know if he or she was receiving too much money.

(U//FOUO) [redacted] was interviewed on 17 October 2013 and provided the following sworn statement:

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(U//FOUO) [redacted] has been a van pool driver and operator for [redacted] Currently, [redacted] receives a subsidy of \$245 per passenger per month. [redacted] van holds seven people. [redacted] checks his online WMATA account every month to make sure he receives the correct amount. [redacted] has always had 7 passengers. [redacted] does not think he ever received more subsidy than he should have.

(U//FOUO) On 27 September 2011 [redacted] sent an email to [redacted] and asked him to remove [redacted] [redacted] had another employee to replace him but does not recall who that was. The OIG showed him an email from 6 January 2012 that he received from [redacted] The email contains [redacted] van pool roster showing that [redacted] was still on the roster. The roster shows that [redacted] was receiving a subsidy for 8 passengers at \$125 per person. [redacted] never realized that [redacted] was still on the roster after he had asked [redacted] to remove him. [redacted] still claims he does not think he ever received more subsidy than he should have. [redacted] will look back at his emails to determine what happened and will call WMATA to get copies of his account for the period of September 2011 through July 2012.

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(U//FOUO) [] was interviewed again on 23 October 2013 to discuss new information he discovered since 17 October, and provided the following sworn testimony:

(U//FOUO) After 17 October [] called WMATA and received instruction on how to view previous months of his WMATA account. [] "witnessed" that there was an overpayment for the months of November 2011 to June 2012. [] believes he received approximately \$1,210 over what he should have. [] was able to identify the overpayment because the WMATA account listed that he was receiving a subsidy for 8 passengers when he only had 7 passengers. [] has never had 8 passengers in his van pool since the van can only hold 7 passengers. Additionally, [] has never had less than 7 passengers.

(U//FOUO) [] did not notice at the time that he was receiving more money than authorized. [] attributes this to simple oversight. [] asked CTC to drop [] and it is unfortunate that CTC did not do their job as directed and that he did not catch the mistake. [] would like to quickly remedy the situation and pay back the excess funds.

(U//FOUO) [] repeatedly stated that he did not realize until now that he was overpaid for the months of November 2011 through June 2012.

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(U) Analysis and Conclusions

(U//FOUO) Per Department of Defense (DOD) Instruction 1000.27, Mass Transportation Benefit Program (MTBP), enclosure 2, 10(g), benefits are only authorized if a QMOT is used and those participants in the MTBP must return unused fare media or reimburse the Government upon separation, extended leave or TDY, or when fare media is unused. Since [] stopped using the van pool at the end of September 2011 and [] began using [] van pool in October 2011, [] roster should have remained at seven passengers. However, [] was not removed from [] roster until the end of June 2012, resulting in [] receiving a MTB for eight passengers for eight months. Since [] received more MTBs than he was eligible for he is required to reimburse the Government for that overpayment per DOD Instruction 1000.27, enclosure 2, 10(g).

(U//FOUO) Although there is no evidence to support the conclusion that [] intentionally attempted to defraud the system, the preponderance of the evidence supports the conclusion that [] received an overpayment from WMATA for eight months, amounting to a loss to the Agency of \$1,210. [] actions were in violation of DOD Instruction 1000.27, Mass Transportation Benefit Program (MTBP), enclosure 2, 10 and 10(g), Participants.

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V. (U) RESPONSE TO TENTATIVE CONCLUSION

(U//FOUO) On 30 January 2014, the OIG notified [redacted] of the tentative conclusions. [redacted] responded with the following:

"I have no additional information to provide to this inquiry than what was already officially provided through the investigation process. Not knowing all of what is included in the report, I can only comment on your tentative conclusion – which states "found no evidence to support that you intentionally attempted to defraud the system". I am glad that you came to this conclusion, knowing what was in my heart of hearts."

(b) (3) - P.L. 86-36
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VI. (U) CONCLUSION

(U//~~FOUO~~) Although there is no evidence to support the conclusion that [] intentionally attempted to defraud the system, the preponderance of the evidence supports the conclusion that [] received an overpayment from WMATA for eight months, amounting to a loss to the Agency of \$1,210. [] actions were in violation of DOD Instruction 1000.27, Mass Transportation Benefit Program (MTBP), enclosure 2, 10 and 10(g), Participants.

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VII. (U) DISTRIBUTION OF RESULTS

(U//~~FOUO~~) A copy of this report of investigation will be provided to:

- A. D23, Office of General Counsel, for information.
- B. MR, Employee Relations for any action deemed appropriate.

(U//~~FOUO~~) A summary of this report of investigation will be provided to:

- A. Q234, ADS&CI (Special Actions) for information;

Investigator

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Concurred by:

Assistant Inspector General
for Investigations

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APPENDIX A

(U) Applicable Authorities

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(U) DoD Instruction 1000.27, Mass Transportation Benefit Program (MTBP), Enclosure 2.

4(h), 1: Civilian employees who fail to abide by the terms and conditions of the MTBP may be subject to disciplinary action, up to and including removal from the Federal service and/or criminal prosecution, as appropriate.

10: Participants are responsible for adhering to all program criteria outlined in this Instruction and with local, command, or DoD Component procedures. Participants shall use this benefit solely for the purposes outlined in the Policy section of this Instruction. Participants shall not seek personal financial gain through trade or sale of the benefit. Claims for the MTBP shall be based solely on costs associated with the use of a QMOT to and from the worksite in conjunction with employment in the Department of Defense. Benefits are authorized only if a QMOT is used.

(g), 5: Upon separation, extended leave or TDY, or when fare media is unused, participant will return unused fare media or reimburse the Government via applicable Service or agency guidelines.

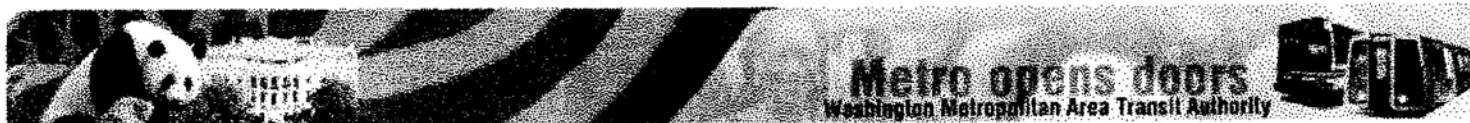
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APPENDIX B

(U) WMATA Screenshots

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Welcome to SmartBenefits Vanpool and Transit Service Operator System

| Home | Operator# Maint. | Acct Receivable | Admin | Change Password | Help | Logoff |

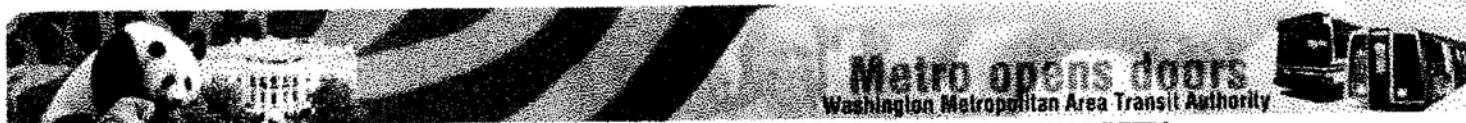
Customer: User Id: User Name:

Passenger Detail Information for October , 2011

Operator#	Date	Total Amount	# of Passengers
1	10/01/2011	1,610.00	7
#	Card Number	Passenger Name	Fare Amount
1		MARYLAND PROCUREMENT	230.00
2		MARYLAND PROCUREMENT	230.00
3		MARYLAND PROCUREMENT	230.00
4		MARYLAND PROCUREMENT	230.00
5		MARYLAND PROCUREMENT	230.00
6		MARYLAND PROCUREMENT	230.00
7		MARYLAND PROCUREMENT	230.00

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WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
Welcome to SmartBenefits Vanpool and Transit Service Operator System

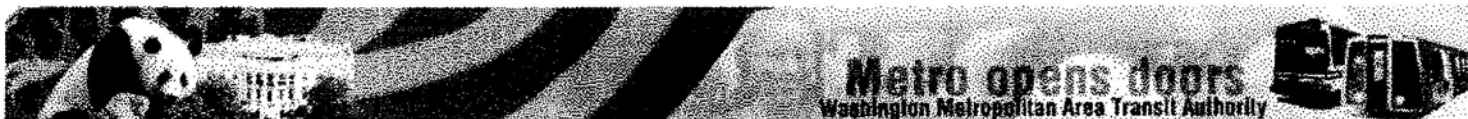
| Home | Operator# Maint. | Acct Receivable | Admin | Change Password | Help | Logoff |

Customer: User Id: User Name:

Passenger Detail Information for November , 2011

Operator#	Date	Total Amount	# of Passengers
1	11/01/2011	1,840.00	8
#	Card Number	Passenger Name	Fare Amount
1		MARYLAND PROCUREMENT	230.00
2		MARYLAND PROCUREMENT	230.00
3		MARYLAND PROCUREMENT	230.00
4		MARYLAND PROCUREMENT	230.00
5		MARYLAND PROCUREMENT	230.00
6		MARYLAND PROCUREMENT	230.00
7		MARYLAND PROCUREMENT	230.00
8		MARYLAND PROCUREMENT	230.00

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WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
Welcome to SmartBenefits Vanpool and Transit Service Operator System

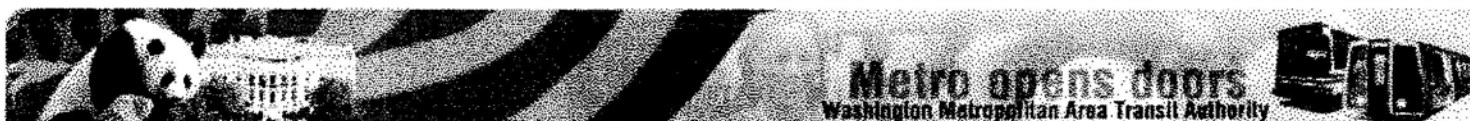
| Home | Operator# Maint. | Acct Receivable | Admin | Change Password | Help | Logoff |

Customer: User Id: User Name:

Passenger Detail Information for December, 2011

Operator#	Date	Total Amount	# of Passengers
1	12/01/2011	1,840.00	8
#	Card Number	Passenger Name	Fare Amount
1		MARYLAND PROCUREMENT	230.00
2		MARYLAND PROCUREMENT	230.00
3		MARYLAND PROCUREMENT	230.00
4		MARYLAND PROCUREMENT	230.00
5		MARYLAND PROCUREMENT	230.00
6		MARYLAND PROCUREMENT	230.00
7		MARYLAND PROCUREMENT	230.00
8		MARYLAND PROCUREMENT	230.00

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WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
Welcome to SmartBenefits Vanpool and Transit Service Operator System

| Home | Operator# Maint. | Acct Receivable | Admin | Change Password | Help | Logoff |

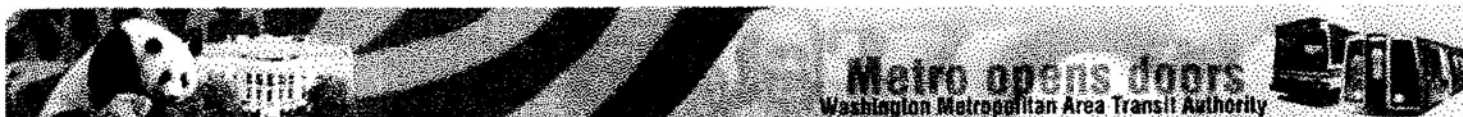
Customer: User Id: User Name:

Passenger Detail Information for January , 2012

Operator#	Date	Total Amount	# of Passengers
1	01/01/2012	1,000.00	8
#	Card Number	Passenger Name	Fare Amount
1		MARYLAND PROCUREMENT	125.00
2		MARYLAND PROCUREMENT	125.00
3		MARYLAND PROCUREMENT	125.00
4		MARYLAND PROCUREMENT	125.00
5		MARYLAND PROCUREMENT	125.00
6		MARYLAND PROCUREMENT	125.00
7		MARYLAND PROCUREMENT	125.00
8		MARYLAND PROCUREMENT	125.00

Close Print

(b) (6)



WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
Welcome to SmartBenefits Vanpool and Transit Service Operator System

| Home | Operator# Maint. | Acct Receivable | Admin | Change Password | Help | Logoff |

Customer: User Id: User Name:

Passenger Detail Information for February , 2012

Operator#	Date	Total Amount	# of Passengers
1	02/01/2012	1,000.00	8
#	Card Number	Passenger Name	Fare Amount
1		MARYLAND PROCUREMENT	125.00
2		MARYLAND PROCUREMENT	125.00
3		MARYLAND PROCUREMENT	125.00
4		MARYLAND PROCUREMENT	125.00
5		MARYLAND PROCUREMENT	125.00
6		MARYLAND PROCUREMENT	125.00
7		MARYLAND PROCUREMENT	125.00
8		MARYLAND PROCUREMENT	125.00

Close Print

(b) (6)



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Customer: User Id: User Name:

Passenger Detail Information for March , 2012

Operator#	Date	Total Amount	# of Passengers
1	03/01/2012	1,000.00	8
#	Card Number	Passenger Name	Fare Amount
1		MARYLAND PROCUREMENT	125.00
2		MARYLAND PROCUREMENT	125.00
3		MARYLAND PROCUREMENT	125.00
4		MARYLAND PROCUREMENT	125.00
5		MARYLAND PROCUREMENT	125.00
6		MARYLAND PROCUREMENT	125.00
7		MARYLAND PROCUREMENT	125.00
8		MARYLAND PROCUREMENT	125.00

Close Print

(b) (6)



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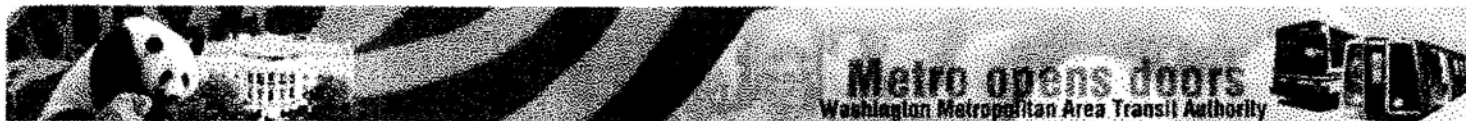
Customer: User Id: User Name:

Passenger Detail Information for April , 2012

Operator#	Date	Total Amount	# of Passengers
1	04/01/2012	1,000.00	8
#	Card Number	Passenger Name	Fare Amount
1		MARYLAND PROCUREMENT	125.00
2		MARYLAND PROCUREMENT	125.00
3		MARYLAND PROCUREMENT	125.00
4		MARYLAND PROCUREMENT	125.00
5		MARYLAND PROCUREMENT	125.00
6		MARYLAND PROCUREMENT	125.00
7		MARYLAND PROCUREMENT	125.00
8		MARYLAND PROCUREMENT	125.00

Close Print

(b) (6)



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Customer: User Id: User Name

Passenger Detail Information for May , 2012

Operator#	Date	Total Amount	# of Passengers
1	05/01/2012	1,000.00	8
#	Card Number	Passenger Name	Fare Amount
1		MARYLAND PROCUREMENT	125.00
2		MARYLAND PROCUREMENT	125.00
3		MARYLAND PROCUREMENT	125.00
4		MARYLAND PROCUREMENT	125.00
5		MARYLAND PROCUREMENT	125.00
6		MARYLAND PROCUREMENT	125.00
7		MARYLAND PROCUREMENT	125.00
8		MARYLAND PROCUREMENT	125.00

(b) (6)



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| Home | Operator# Maint. | Acct Receivable | Admin | Change Password | Help | Logoff |

Customer: User Id: User Name:

Passenger Detail Information for June , 2012

Operator#	Date	Total Amount	# of Passengers
1	06/01/2012	1,000.00	8
#	Card Number	Passenger Name	Fare Amount
1		MARYLAND PROCUREMENT	125.00
2		MARYLAND PROCUREMENT	125.00
3		MARYLAND PROCUREMENT	125.00
4		MARYLAND PROCUREMENT	125.00
5		MARYLAND PROCUREMENT	125.00
6		MARYLAND PROCUREMENT	125.00
7		MARYLAND PROCUREMENT	125.00
8		MARYLAND PROCUREMENT	125.00

Close Print

(b) (6)



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| Home | Operator# Maint. | Acct Receivable | Admin | Change Password | Help | Logoff |

Customer: User Id: User Name:

Passenger Detail Information for July , 2012

Operator#	Date	Total Amount	# of Passengers
1	07/01/2012	875.00	7
#	Card Number	Passenger Name	Fare Amount
1		MARYLAND PROCUREMENT	125.00
2		MARYLAND PROCUREMENT	125.00
3		MARYLAND PROCUREMENT	125.00
4		MARYLAND PROCUREMENT	125.00
5		MARYLAND PROCUREMENT	125.00
6		MARYLAND PROCUREMENT	125.00
7		MARYLAND PROCUREMENT	125.00

Close Print

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