

SEMIANNUAL REPORT

TO THE UNITED STATES CONGRESS

April 1, 2025 to September 30, 2025



OFFICE *of* INSPECTOR GENERAL
NATIONAL RAILROAD PASSENGER CORPORATION



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Kevin H. Winters | *Inspector General*

I am pleased to submit the Amtrak Office of Inspector General (OIG) Semiannual Report to the United States Congress for the six months ending September 30, 2025, which summarizes our independent and objective reviews and investigations related to Amtrak's (the company) programs and operations.

We are pleased to note that the Senate recently approved Robert A. Gleason's nomination to serve a five-year term on Amtrak's Board of Directors. This is the first time in recent memory that Amtrak's Board has been fully staffed, which enhances oversight of Amtrak as it undertakes generational train procurements, complex infrastructure projects, and record-breaking capital spending, and pursues a goal of achieving operational profitability by the end of fiscal year (FY) 2028. A fully staffed Board also provides added oversight of Amtrak's train operations as the company seeks to deliver safe and efficient travel to millions of passengers across the nation.

FROM THE INSPECTOR GENERAL

Bolstered by funding from the Infrastructure Investment and Jobs Act (IIJA), Amtrak's capital spending has ballooned in the past three fiscal years, with the company spending a record \$4.5 billion before the close of FY 2025. This includes \$1.3 billion spent on bridges and tunnels, more than \$1.8 billion on state of good repair and other capital projects, and more than \$1.4 billion on its fleet and facilities, stations, and projects to enhance accessibility. The company expects to increase the pace of capital investments next year and through at least FY 2029, with plans to spend an average of approximately \$9.1 billion each year from FY 2026 through FY 2029.

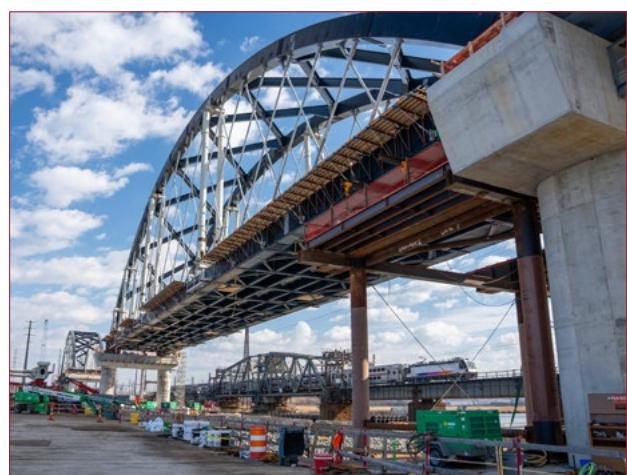
Accordingly, our oversight continues to focus on infrastructure and capital programs, including ongoing reviews of Amtrak's efforts to support the Hudson Tunnel Project, its management of the National Facilities Program, and its strategy for maintaining its infrastructure assets in a state of good repair. We also continue to balance our capital oversight work with train operations. This reporting period, for example, we reviewed Amtrak's efforts to manage the persistent and serious risk of train strikes—which result in hundreds of fatalities and injuries annually—by assessing its current initiatives, identifying opportunities to strengthen its proactive risk management and data accuracy, and identifying best practices.

In addition, our auditors reviewed the company's customer service for passengers with disabilities and found that, while improvement efforts were underway, the absence of a unified strategy and inconsistent data analysis limited its effectiveness. Other audit work examined the pre-award phase of Amtrak's procurement process, which found weaknesses in cost estimating, evaluation committee practices, and fraud risk mitigation that could lead to higher costs and reduced contract integrity.

In addition to our audit work, our Office of Investigations continued to protect Amtrak resources by pursuing allegations of fraud, waste, and abuse. This reporting period, our investigations led to accountability in several significant cases. For example,

we found that a former Amtrak director allegedly steered millions of dollars in IT contracts to preferred vendors in exchange for bribes and other items of value. In another case, a contractor executive was sentenced for bribing an Amtrak project manager to approve costly change orders and provide insider information. We also uncovered a widespread health care fraud scheme involving dozens of employees who conspired with providers to submit false claims to Amtrak's health care plan. Finally, we provided observations to the company regarding a series of sexual misconduct investigations, including cases in which employees allegedly sexually abused or exploited passengers during official duties. Due to the safety threat the allegations in these investigations pose and the subsequent legal, financial, and reputation risks for the company, we offered that the company may want to assess these instances with a view toward preventing similar incidents in the future.

Over the next six months, we remain committed to providing oversight of Amtrak's major programs and operations while we continue our aggressive efforts to deter, prevent, and detect fraud, waste, and abuse. It continues to be my privilege to work alongside the dedicated professionals on our team who are fully committed to our oversight mission. We appreciate the continued interest in and support for our work by Congress and trust that you will find this report informative.





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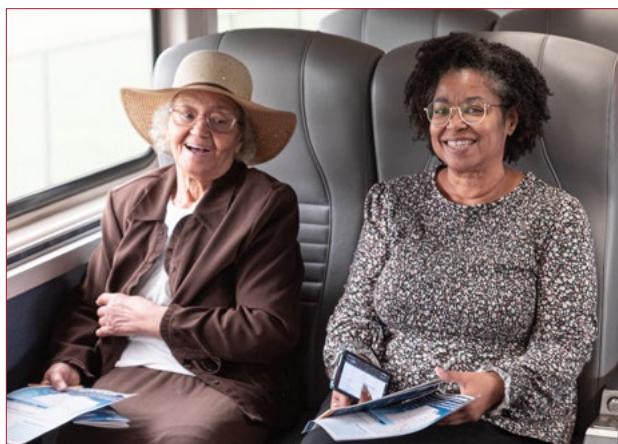
Safety and Security

Company is Taking Steps to Address its Risk of Train Strikes but Does Not Have a Comprehensive Risk Management Process

(Report No. OIG-A-2025-005, April 14, 2025)

Train strikes—incidents where trains hit people or vehicles—pose a serious and persistent concern for railroads. The company is no exception, reporting approximately 800 train strikes from FY 2020 through FY 2023. These types of incidents have resulted in hundreds of fatalities and injuries in recent years and can result in operational disruptions and equipment damage.

TRAIN STRIKES—INCIDENTS WHERE TRAINS HIT PEOPLE OR VEHICLES—POSE A SERIOUS AND PERSISTENT CONCERN FOR RAILROADS. THE COMPANY IS NO EXCEPTION, REPORTING APPROXIMATELY 800 TRAIN STRIKES FROM FY 2020 THROUGH FY 2023. THESE TYPES OF INCIDENTS HAVE RESULTED IN HUNDREDS OF FATALITIES AND INJURIES IN RECENT YEARS AND CAN RESULT IN OPERATIONAL DISRUPTIONS AND EQUIPMENT DAMAGE.



Like other railroads, the company faces inherent challenges to reducing train strikes because of factors that are difficult to control, such as suicide attempts, homeless individuals living near active tracks, and motorists who ignore crossing signals. Nonetheless, we found that it had laudable efforts underway that align with key practices we identified for managing the risk of train strikes. We also identified two areas to build on its current efforts:

- Embedding its ongoing initiatives into a more comprehensive, proactive risk management process could help the company to better identify its train strike risks and make informed decisions about where to allocate its limited resources to reduce them. Historically, it focused its efforts on grade crossings where incidents have already occurred, rather than proactively identifying locations with the greatest potential for future incidents. In addition, it generally had not prioritized reducing trespasser strikes that occur away from grade crossings, which comprise more than half of all strikes, according to its data.
- The company could improve the accuracy of its train strike data. We found discrepancies between the two datasets the company uses to track fatalities and injuries from train strikes. These discrepancies existed because the company did not have an effective process for reconciling the datasets, which could hinder its ability to manage its risks and increase the possibility of not meeting federal reporting requirements.

We recommended that the company develop a comprehensive, proactive process to identify and manage the risk of train strikes and, as it institutes this process, consider expanding implementation of key practices we identified in the report. We also recommended that it implement a process to regularly review and reconcile its train strike data to ensure their accuracy.

Ongoing Work

Audit of Amtrak's Oversight and Operation of Positive Train Control (PTC). PTC is a technology that is designed to automatically control train speeds and movements when a train engineer fails to take appropriate action. Federal regulations require PTC to reliably prevent train-to-train collisions, overspeed derailments, incursions into work zones, and movements through improperly positioned main line switches. The company owns and operates two PTC systems (one for the Northeast Corridor and another for Michigan), and other railroads operate a third PTC system that Amtrak relies on as well. Our objective will be to evaluate the company's efforts to operate PTC, measure its performance, and assess safety risks.

Major Programs

Ongoing Work

Audit of Amtrak's National Facilities Program. The company is in the process of acquiring three major fleets of trains—NextGen Acela, Airo, and Long Distance—at an estimated cost of at least \$8 billion. To service and operate this new equipment, the company is upgrading some of its maintenance facilities at an estimated cost of \$4 billion under its National Facilities program. Collectively, these efforts represent a generational effort to transform the company's operations. With the new fleets scheduled to enter revenue service in 2025, 2026, and 2031, the company must upgrade multiple facilities to support full deployment of the new trains. Our objectives will be to assess the company's management of the National Facilities program and to identify any risks to achieving its goals.

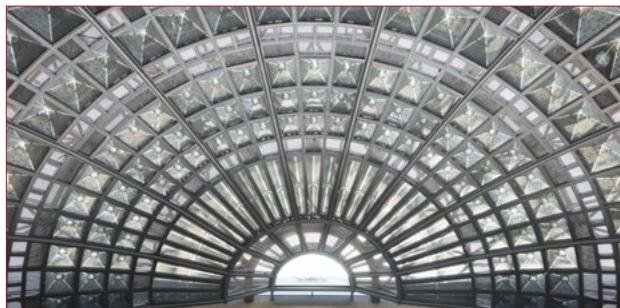
Audit of Amtrak's Hudson Tunnel project. The Hudson Tunnel Project is a \$16 billion effort to construct a new passenger rail tunnel under the Hudson River and to rehabilitate the existing North River Tunnel. It is a key component of the Gateway Program, a \$40

billion effort to upgrade rail infrastructure between New Jersey and New York City—part of the country's most heavily used passenger rail corridor. The Gateway Development Commission—a public authority created by the states of New York and New Jersey—is the project's sponsor and is responsible for its construction and delivery. The company is contributing funding, providing labor support, and leading or supporting elements of construction. Our prior work has found opportunities for the company to improve its management of capital projects. Our objective will be to assess Amtrak's efforts to support the Hudson Tunnel project and oversee the company's interests as the project advances.

Asset Management

Ongoing Work

Audit of Amtrak's State-of-Good-Repair Efforts. The company is responsible for more than 2,500 miles of track, 1,200 undergrade bridges, and 500 route miles of electric traction. This includes more than 1,400 track miles of main-line infrastructure along the Northeast Corridor (NEC). Based on factors such as age and condition, the company estimates that its state-of-good-repair backlog on the NEC, its branches, and other Amtrak-owned rail lines is about \$47 billion. The NEC's most heavily trafficked bridges and tunnels are over a century old, and parts of its electrical and signal systems date back to the 1930s. Our objective will be to assess the strategy, processes, and data the company uses to manage its state-of-good-repair work.



Human Capital

Better Managing and Monitoring of Family Medical Leave Act Use Would Reduce Risks

(Report No. OIG-A-2025-010, July 18, 2025)

The Family and Medical Leave Act (FMLA) provides job-protected leave for employees dealing with serious health conditions or those of a family member. In FY 2023, about 2,800 of the company's 18,700 agreement employees (15 percent) held active FMLA approvals, allowing them to miss over 20 percent of their scheduled hours if needed. Given this volume, the company has faced challenges in overseeing FMLA leave use, and in October 2020, we reported on employee abuse of FMLA leave and weaknesses in the company's administration of it that could have contributed to such abuse. Our objective for this report was to assess the extent to which the company effectively manages FMLA leave.

We found that while the company's approval process for FMLA leave was generally effective, it did not effectively manage FMLA leave once employees began using it because of the following two key factors:

- **Unclear roles and responsibilities.** Of the 117 supervisors we surveyed, 90 (77 percent) answered that their role in monitoring FMLA leave was not clearly defined.
- **Insufficient tools and data.** The company's systems did not allow supervisors to effectively identify and track employees with FMLA leave approvals, requiring them to manually track complex leave arrangements. As a result, many supervisors did not track it at all, limiting the company's visibility into leave use. Further, without adequate tracking tools, the company did not have reliable data on FMLA leave use, making it difficult to assess impacts or detect potential misuse.



Although the company had made some progress improving FMLA mark-off processes, it continued to experience weaknesses in FMLA oversight because it had not:

- Defined its requirements for managing FMLA leave—including processes, technology, and data—and assessed the costs and benefits of potential solutions.
- Developed an overarching strategy to implement potential solutions, such as outsourcing FMLA management, improving existing tools, or a combination of both.
- Effectively communicated roles and responsibilities and provided training to those managing and monitoring FMLA leave.

Without more effective management of FMLA leave, the unpredictable nature of FMLA-related absences—and the company's limited visibility regarding them—posed operational, safety, and financial risks. To address these issues, we recommended that the company define its requirements for managing and monitoring FMLA leave, evaluate solutions to meet such requirements, and select a strategy to strengthen its FMLA leave oversight. We also recommended that the company better communicate roles and responsibilities and provide training for employees overseeing FMLA leave. Management agreed with our recommendations and plans to implement all of them by September 2028.

WITHOUT MORE EFFECTIVE MANAGEMENT OF FMLA LEAVE, THE UNPREDICTABLE NATURE OF FMLA-RELATED ABSENCES—AND THE COMPANY'S LIMITED VISIBILITY REGARDING THEM—POSED OPERATIONAL, SAFETY, AND FINANCIAL RISKS. TO ADDRESS THESE ISSUES, WE RECOMMENDED THAT THE COMPANY DEFINE ITS REQUIREMENTS FOR MANAGING AND MONITORING FMLA LEAVE, EVALUATE SOLUTIONS TO MEET SUCH REQUIREMENTS, AND SELECT A STRATEGY TO STRENGTHEN ITS FMLA LEAVE OVERSIGHT.

Governance

Ongoing Work

Audit of Amtrak's Track Outage and Force Account Planning. The company and other stakeholders are undertaking many projects to address aging infrastructure, expand capacity, and improve network resilience, including several major capital projects along the NEC. Many of these upgrades require track outages—taking track out of service to enable maintenance or construction activities. During these outages, the company often relies on specialized, in-house labor—known collectively as the company's "force account"—to complete the work. Effective force account management helps maximize the productivity of each outage window, lessen the risk of project cost overruns and schedule delays, and reduce further passenger disruptions. Our objective will be to assess the company's efforts to plan and manage track outages and force account resources on the NEC.

Audit of Amtrak's Data Governance. Like all 21st century organizations, the company collects enormous amounts of data as it executes its operations and works to comply with regulations. Tapping into the value of these data and meeting regulatory requirements,

however, requires good data governance practices. This includes implementing well-considered strategies, policies, and requirements that allow an organization to effectively manage and leverage its data. The company has faced challenges with data governance in the past. Our objective will be to assess the company's efforts to establish and maintain effective data governance practices.

Financial Management

Quality Control Review of Amtrak's Single Audit for FY 2024

(Report No. OIG-A-2025-006, June 13, 2025)

The company is required to have an independent audit of its compliance with federal financial assistance in accordance with the requirements of 2 C.F.R. 200, Uniform Administrative Requirements, Cost principles, and Audit Requirements for Federal Awards (Uniform Guidance). The objective of the Single Audit was to test internal control over compliance with major federal program award requirements and determine whether the company complied with the laws, regulations, and provisions of contracts or grant agreements that may have a direct and material effect on its major federal programs.



As required by the Inspector General Act of 1978, we monitored the audit activities of Ernst & Young to help ensure audit quality and compliance with generally accepted government auditing standards. Our review disclosed no instances in which Ernst & Young did not comply, in all material respects, with generally accepted government auditing standards and Uniform Guidance requirements.

Ongoing Work

Audit of Amtrak’s Administration of IIJA Funds. The IIJA provides \$66 billion for passenger and freight rail improvements nationwide—the largest investment in rail in generations. Of these funds, \$22 billion in direct grants was set aside solely for the company to bring its capital assets into a state-of-good-repair and buy new trains, among other uses. The remaining \$44 billion is available through competitive grants that the company, state and local governments, and other rail carriers can seek to advance safe, clean, and efficient passenger and freight rail. Our objective will be to assess the company’s efforts to comply with IIJA requirements, including how it uses, accounts for, and reports on awarded funds.

Monitoring the Work of the Independent Public Accountant (IPA) Conducting the FY 2025 Consolidated Financial Statement Audit. Our objective will be to determine whether the IPA performed its audit of the company’s Consolidated Financial Statements in accordance with generally accepted government auditing standards issued by the Comptroller General of the United States.

Monitoring the Work of Amtrak’s IPA Conducting the FY 2025 Single Audit. Our objective will be to determine whether the IPA performed the Single Audit in accordance with generally accepted government auditing standards issued by the Comptroller General of the United States and Office of Management and Budget, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

Technology

Interim Report on the Company’s Cloud Computing Practices

(Report No. OIG-MAR-2025-008, July 2, 2025)

Our work to date on the company’s cloud computing practices, which we plan to continue, identified two matters for immediate consideration. In commenting on a draft of this interim report, the company’s Executive Vice President for Digital Technology and Innovation agreed with our matters for consideration and described actions the company plans to take to address them.

Ongoing Work

Audit of Amtrak’s Cloud Computing Practices.

In recent years, as part of its cloud transformation goals, the company has been migrating its existing technology systems and deploying new systems to the cloud to provide on-demand access to shared services and reduce its dependence on in-house servers and databases. Cloud environments, however, differ from traditional in-house technology architectures; therefore, migrating these systems and data to the cloud poses security risks. Our objective is to assess the extent to which the company has implemented effective governance processes and security controls for cloud computing.

Train Operations

The Company Can Improve the Quality of the Customer Service to Passengers with Disabilities

(Report No. OIG-A-2025-009, July 11, 2025)

According to Census Bureau data, approximately 45 million people in the United States—one in seven—have a disability. The company is often a preferred mode of travel for them. As a public transportation provider, the company has a statutory requirement to provide equitable service to passengers with disabilities and, to its credit, has committed to continually improving the quality of its customer service. Given

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the company's core public transportation mission, our objective was to assess the company's efforts to provide high-quality customer service to passengers with disabilities.

We found that the company had ongoing efforts to improve the customer service it provides to passengers with disabilities, but it faced challenges in two key areas:

- The company did not have an overarching strategy—one that established its goals, metrics, roles, and priorities—to universally guide its customer service to passengers with disabilities. Although well intentioned, the company's improvement initiatives in this area were fragmented between departments and not well-coordinated.
- The company did not have full visibility over the quality of service it provided to passengers with disabilities because it did not regularly analyze key data that could provide insights, such as customer surveys, ridership figures, and internal customer service audits. For the one data source it routinely tracked—accessibility-related complaints—it did so inconsistently. Consistent tracking is essential to comply with federal regulation, which requires the prompt and equitable resolution of covered complaints by these passengers.

THE COMPANY DID NOT HAVE AN OVERARCHING STRATEGY—ONE THAT ESTABLISHED ITS GOALS, METRICS, ROLES, AND PRIORITIES—TO UNIVERSALLY GUIDE ITS CUSTOMER SERVICE TO PASSENGERS WITH DISABILITIES. ALTHOUGH WELL INTENTIONED, THE COMPANY'S IMPROVEMENT INITIATIVES IN THIS AREA WERE FRAGMENTED BETWEEN DEPARTMENTS AND NOT WELL-COORDINATED.

Given the company's limited visibility over the service it provided to passengers with disabilities, we assessed the customer experience and identified three areas where it had opportunities to improve: (1) interactions with customer-facing employees, (2) communication of essential travel information, and (3) access to onboard amenities.

We recommended that the company develop an overarching strategy and analyze the data necessary to measure its service quality. We also recommended it implement plans and processes to address challenges in the three improvement areas we identified. Management agreed with our recommendations and plans to implement all of them by September 30, 2026.

Acquisition and Procurement

Company Has Opportunities to More Effectively Ensure That It Awards Contracts in Its Best Interest (Report No. OIG-A-2025-007, June 30, 2025)

The IIJA gives the company access to new capital funding, and billions of these dollars will flow to contractors. Maximizing this taxpayer investment requires the company to consistently award contracts in its "best interest"—obtaining the highest quality goods and services at the lowest possible cost. Efforts to accomplish this begin in pre-award phase of solicitations, when the company develops its needs and



advertises to the market. Our prior work has shown that missteps during this phase can increase costs and the risk of fraud. Our objective for this audit was to assess the extent to which the company has effective processes and controls during the pre-award phase to ensure contracts it awards are in its best interest.

WE FOUND THAT THE COMPANY HAD OPPORTUNITIES TO IMPROVE ITS PROCESSES TO HELP ENSURE THAT IT AWARDS CONTRACTS IN ITS BEST INTEREST. ALTHOUGH WE FOUND THAT CERTAIN PRE-AWARD CONTRACTING ACTIVITIES GENERALLY WORKED WELL, WE IDENTIFIED WEAKNESSES IN TWO AREAS THAT COULD PLACE THE COMPANY AT GREATER RISK OF PAYING MORE THAN IT SHOULD FOR GOODS AND SERVICES

We found that the company had opportunities to improve its processes to help ensure that it awards contracts in its best interest. Although we found that certain pre-award contracting activities generally worked well, we identified weaknesses in two areas that could place the company at greater risk of paying more than it should for goods and services:

- Adhering to requirements for cost estimates and evaluation committees.** Of the 16 contracts we reviewed that required a cost estimate, 3 did not have one, and 6 did not include details that leading practices suggest. In addition, for a third of the contracts we reviewed that required a committee to evaluate vendor proposals, the contracting officer did not consistently follow company requirements for these committees, such as documenting conflicts of interest and changes in committee composition.

• Reducing fraud risk during the pre-award phase.

We found that the company did not collect key contracting data in a structured format that would have helped it detect common fraud schemes that occur during the pre-award phase, such as suppliers colluding on their bids. We also found that the company provided limited fraud training to its employees involved in the pre-award phase. As a result, the company was less likely to detect fraud which may occur during this phase.

We made four recommendations to help the company improve in these areas. Management agreed with all four recommendations and outlined actions it plans to take by December 31, 2026 to address them.

Ongoing Work

Audits of Amtrak's Management of Selected Contracts.

Our office has initiated two contract audits—the first in a planned series of contract-specific audits. We initially selected for review one construction services contract and one technology services contract. Responsible stewardship of taxpayer dollars requires the company to effectively manage the contracts it awards. Such oversight is critical to ensure that billing is accurate, costs are supported, projects remain on schedule, and suppliers are held accountable for their performance. Our prior work, however, has identified recurring issues with the company's contract oversight and compliance. Accordingly, our objective for each of these audits will be to assess the overall cost, schedule, performance, and oversight of the selected contracts.



OFFICE OF INVESTIGATIONS

Policy Violations and Employee Misconduct

Recording without Consent

September 2025

A yardmaster based in Chicago, Illinois, resigned from her position on September 20, 2025, prior to her administrative hearing. We found that the former employee violated company policies by recording a conversation she had with her supervisor without his consent or knowledge. The former employee is not eligible for rehire.

Falsified Job Application

September 2025

A manager based in Thorndale, Pennsylvania, was terminated from employment on September 18, 2025, following an administrative hearing. Our investigation found that the employee violated company policies by providing false information on his employment application.

Conflicts of Interest

September 2025

A senior management official based in Washington, D.C., resigned from his position on July 17, 2025, and a senior director in Florida, resigned from his position on August 22, 2025. When they resigned, both employees were under investigation by our office for alleged conflicts of interest with Amtrak vendors that were not disclosed to the company. The former senior management official is not eligible for rehire.

A SENIOR MANAGEMENT OFFICIAL BASED IN WASHINGTON, D.C., RESIGNED FROM HIS POSITION ON JULY 17, 2025, AND A SENIOR DIRECTOR IN FLORIDA, RESIGNED FROM HIS POSITION ON AUGUST 22, 2025. WHEN THEY RESIGNED, BOTH EMPLOYEES WERE UNDER INVESTIGATION BY OUR OFFICE FOR ALLEGED CONFLICTS OF INTEREST WITH AMTRAK VENDORS THAT WERE NOT DISCLOSED TO THE COMPANY.

Undisclosed Criminal Convictions

August 2025

A red cap based in Tampa, Florida, was terminated from employment on August 14, 2025, following an administrative hearing. Our investigation found that the former employee violated company policy by not disclosing six criminal convictions on his employee background check during the hiring process and by being dishonest with our agents during his interview.

Sexual Misconduct

August 2025

A sheet metal worker based in Los Angeles, California, was terminated from employment on August 5, 2025, following an administrative hearing. Our investigation found that the former employee violated company policy by making profane, sexually explicit remarks to a female co-worker while on duty. Three other employees corroborated the incident. The former employee is not eligible for rehire.

Medical Leave Abuse

July 2025

A high-speed rail tech based in New York City resigned from his position on July 29, 2025, prior to the conclusion of his administrative hearing. We found



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that the former employee violated company policies by lying about the extent of an injury while on a medical leave of absence. We also found that the former employee owned and/or operated two companies while on medical leave, also in violation of company policies. He is not eligible for rehire.

WE FOUND THAT THE FORMER EMPLOYEE VIOLATED COMPANY POLICIES BY LYING ABOUT THE EXTENT OF AN INJURY WHILE ON A MEDICAL LEAVE OF ABSENCE. WE ALSO FOUND THAT THE FORMER EMPLOYEE OWNED AND/OR OPERATED TWO COMPANIES WHILE ON MEDICAL LEAVE, ALSO IN VIOLATION OF COMPANY POLICIES.

Vehicle Misuse

July 2025

Two Amtrak Police Department (APD) senior officers received written counseling on July 23, 2025, as a result of our investigation. We found that one officer violated company policy by having on-duty APD officers transport her to various locations on two days while she was off duty. In addition, we found that the second officer violated company policy by using his company-issued APD vehicle to go to his father's residence while on duty and off duty.

Time and Attendance Abuse

July 2025

A supervisor, two assistant supervisors, and one foreman, all based in Philadelphia, were terminated for violating company policy between 2022 and 2023. The former employees did not swipe out on a Time Entry Device after their shifts and, subsequently, would swipe out and immediately back in when they returned to work. This resulted in the recording of significant consecutive hours. Our investigation found that the employees used this swiping protocol to inaccurately claim a full eight hours of regular pay in Amtrak's timekeeping system, instead of correctly recording

seven hours of regular pay and one hour of Code 29 pay (hours paid but not worked), thereby creating inaccurate financial accounting records and hiding Code 29 hours from management.

We also found that a manager violated internal hours-of-service policy by allowing and encouraging employees to claim Code 29 pay after working only 14 hours—instead of the 16 hours agreed to in the applicable labor contract—which resulted in the company paying for hundreds of unnecessary Code 29 hours. The manager was disciplined, counseled, and transferred to a new department.

In December 2024, a supervisor, also based in Philadelphia, resigned from the company after our investigation found he engaged in repeated violations of company timekeeping policies, was wrongly paid for significant overtime that he did not work, and was dishonest with our agents during our interviews.

Failure to Secure Company Property

June 2025

A director based in Chicago, Illinois, received verbal counseling on June 24, 2025, as a result of our investigation. We found that the employee violated company policies by failing to properly off-board a former employee upon termination and by failing to secure the former employee's company-issued property.

Alleged Extortion of Sexual Favor

June 2025

An assistant passenger conductor based in Kansas City, Missouri, resigned from his position on June 23, 2025, as a result of our investigation. We found that he violated company policies by engaging in a sex act with a passenger while in the performance of his official duties and while the train was in operation. He also allegedly extorted the passenger for a sexual favor. During an interview, the former employee admitted to receiving oral sex from the passenger but claimed that it was consensual. He also admitted that he previously engaged in sexual activity with other passengers on three or four other occasions. The former employee is not eligible for rehire.

WE FOUND THAT HE VIOLATED COMPANY POLICIES BY ENGAGING IN A SEX ACT WITH A PASSENGER WHILE IN THE PERFORMANCE OF HIS OFFICIAL DUTIES AND WHILE THE TRAIN WAS IN OPERATION. HE ALSO ALLEGEDLY EXTORTED THE PASSENGER FOR A SEXUAL FAVOR. DURING AN INTERVIEW, THE FORMER EMPLOYEE ADMITTED TO RECEIVING ORAL SEX FROM THE PASSENGER BUT CLAIMED THAT IT WAS CONSENSUAL.

Misuse of Company Equipment

June 2025

Our investigation determined that a clerk based in New Brunswick, New Jersey, violated company policies by using her company-issued computer and other company equipment, such as printers and copiers, to conduct personal business by selling items online on company time. We also confirmed that she was selling company property on Poshmark for personal profit. She was terminated on June 20, 2025, and is not eligible for rehire.

Sexual Solicitation

June 2025

Our investigation determined that a former lineman trainee based in New Brunswick, New Jersey, violated company policies by offering company employment under false pretenses in exchange for sexual favors and lied in an OIG interview about his interaction with the complainant. Specifically, the former trainee offered the complainant a job with the company that did not exist and that he did not have the authority to offer, and he lied to our agents about his communications with the complainant. He was terminated on June 13, 2025, and is not eligible for rehire.

Undisclosed Convictions, Misuse of Medical Leave

June 2025

An electrician based in Chicago, Illinois, was terminated from employment on June 5, 2025,

following an administrative hearing. Our investigation found that the former employee violated company policy by failing to report his convictions for theft and for improperly using leave granted under the Family and Medical Leave Act. The former employee is not eligible for rehire.

Unauthorized Absence

May 2025

Our investigation determined that a supervisor based in New York violated company policies by regularly leaving work after clocking in to meet his girlfriend at two hotels in New York City. The supervisor was unreachable when project managers and other supervisors tried to contact him during emergency situations. After his administrative hearing, the employee was terminated on May 6, 2025. He is not eligible for rehire.

Conductor Allows Unauthorized Access, Package Shipment

April 2025

A passenger conductor based in Raleigh, North Carolina, was terminated from employment on April 26, 2025, following an administrative hearing. Our investigation found that the former employee violated company policy by allowing an unknown and un-





ticketed individual to proceed to the train platform and put an unidentified package onto the train without knowing its contents. The package was subsequently found to contain illegal narcotics. The former employee is not eligible for rehire.

OUR INVESTIGATION FOUND THAT THE FORMER EMPLOYEE VIOLATED COMPANY POLICY BY ALLOWING AN UNKNOWN AND UN-TICKETED INDIVIDUAL TO PROCEED TO THE TRAIN PLATFORM AND PUT AN UNIDENTIFIED PACKAGE ONTO THE TRAIN WITHOUT KNOWING ITS CONTENTS. THE PACKAGE WAS SUBSEQUENTLY FOUND TO CONTAIN ILLEGAL NARCOTICS.

Outside Employment on Medical Leave

April 2025

A management official based in Chicago, Illinois, was terminated from employment on April 24, 2025, as the

result of our investigation. We found that the former employee violated company policies by engaging in outside employment while on a medical leave of absence and conducting outside business activities while on company time. The former employee is not eligible for rehire.

Misuse of Company Computer; Failure to Disclose Business Activities

April 2025

Our investigation determined that an engineer based in Philadelphia, Pennsylvania, violated company policies by misusing his company-issued computer to conduct personal business on company time and failing to report three outside businesses on his annual Certificates of Compliance. He was terminated on April 16, 2025, and is not eligible for rehire.

Failure to Disclose Conviction

April 2025

A lead service attendant based in Chicago, Illinois, resigned from his position on April 10, 2025, as a result of our investigation. We found that the former employee violated company policies by consuming alcohol while staying in company-supplied lodging and allowing his girlfriend to stay in his hotel room. We also found that the former employee failed to disclose a conviction on his background questionnaire form during the company's hiring process. The former employee is not eligible for rehire.

Forgery

April 2025

Our investigation determined that a manager based in Philadelphia likely forged an employee's signature on his final disciplinary waiver and a second disciplinary waiver for another employee in December 2022. On March 31, 2025, the manager was placed on administrative leave pending termination. He retired on April 8, 2025, and is not eligible for rehire.

Theft

April 2025

A lead service attendant based in Sacramento, California, resigned from her position on April 2, 2025, as a result of our investigation. We found that the former employee violated company policies by failing to remit cash payments to the company for purchases made by customers while she operated the café car concession. The former employee voided cash sales transactions and then failed to remit the cash at the completion of her route. She is not eligible for rehire.

Failure to Disclose Convictions

April 2025

Our investigation determined that a trackman based in Philadelphia, Pennsylvania, violated company policies by failing to disclose three criminal convictions for theft—including two graded as felonies—in his employment application. The employee was terminated on April 2, 2025, and is no longer eligible for rehire.

Pandemic Relief Fraud, Settlements

Employee Agrees to Civil Settlement

September 2025

A coach cleaner based in New Orleans, Louisiana, signed a civil settlement agreement on September 22,

2025, with the U.S. Attorney's Office (USAO), Eastern District of Louisiana. The employee agreed to pay \$19,132.75 in restitution and a penalty of \$4,497.25 related to the fraudulent receipt of a Paycheck Protection Program (PPP) loan. We found that the employee submitted an application containing false statements and information to qualify for the loan. As a result, the employee received a PPP loan in the amount of \$16,452 to which she was not entitled.

Employee Sentenced

July 2025

A machinist journeyman based in Sunrise, Florida, was sentenced July 23, 2025, in the Circuit Court of Cook County, Illinois, to 18 months of probation and was ordered to pay restitution in the amount of \$90,900 after pleading guilty to one count of felony theft, as a result of money received from fraudulent COVID-19 pandemic-related loan applications. Our investigation found that the employee submitted an application containing false statements to the Small Business Administration to qualify for an Economic Injury Disaster Loan (EIDL). As a result, the employee received \$91,000 to which he was not entitled. The employee also submitted an application containing false statements and information for a PPP loan, resulting in receipt of an additional \$9,194 to which he was not entitled.



Former Employee Sentenced for Pandemic Relief Fraud

July 2025

Lizette Berrios Lathon, a former Amtrak employee from Moreno Valley, California, was sentenced July 17, 2025, to 25 months in federal prison for conspiring with her husband, Kenneth Lathon, to steal nearly \$1 million in pandemic-related unemployment insurance benefits and for bilking more than \$63,000 in sickness benefits while she worked at Amtrak. She was also ordered to pay \$1,061,667 in restitution. In addition, her husband was previously sentenced to 54 months in federal prison and ordered to pay \$998,630 in restitution.

Between 2014 and 2022, Lizette Lathon used personal information from clients of her tax preparation businesses to file fake unemployment claims with the California Employment Development Department, directing benefit debit cards issued for approved applications to be sent to addresses she controlled. The couple used these cards for cash withdrawals and purchases. Additionally, she submitted forged and falsified documentation to the Railroad Retirement Board (RRB) to obtain sickness benefits.

A FORMER AMTRAK EMPLOYEE FROM MORENO VALLEY, CALIFORNIA, WAS SENTENCED JULY 17, 2025, TO 25 MONTHS IN FEDERAL PRISON FOR CONSPIRING WITH HER HUSBAND, KENNETH LATHON, TO STEAL NEARLY \$1 MILLION IN PANDEMIC-RELATED UNEMPLOYMENT INSURANCE BENEFITS AND FOR BILKING MORE THAN \$63,000 IN SICKNESS BENEFITS WHILE SHE WORKED AT AMTRAK. SHE WAS ALSO ORDERED TO PAY \$1,061,667 IN RESTITUTION.



Former Amtrak Employee, Two Others Indicted

July 2025

A federal grand jury on July 10, 2025, indicted three individuals—including former Amtrak employee Antonio Echols—for allegedly defrauding pandemic relief programs of more than \$2 million. Tanika Echols, Antonio Echols, and Tamia Thompson Davis allegedly submitted fraudulent applications to the PPP and the EIDL loan program, using the funds they received for personal expenses such as luxury purchases, including mink coats. Antonio Echols was charged with three counts of wire fraud; Tanika Echols, Antonio Echols' wife, was charged with 13 counts of wire fraud and

seven counts of money laundering; and Davis, Tanika Echols' daughter, was charged with four counts of wire fraud.

Between 2020 and 2022, the trio allegedly filed over 100 false applications on behalf of themselves, other individuals, and businesses they controlled, misrepresenting employee counts, revenue, and expenses. All three pleaded not guilty.

Employee and Spouse Convicted

June 2025

A passenger conductor based in Philadelphia, Pennsylvania, pleaded guilty on June 24, 2025, in U.S. District Court, Eastern District of New York, to one count of wire fraud involving the fraudulent submission and subsequent receipt of \$52,500 for two PPP loans and one EIDL Loan. The employee's spouse pleaded guilty on May 20, 2025, to one count of wire fraud involving the fraudulent submission of three PPP

loans and the subsequent receipt of \$53,845. Our investigation found that the couple provided fraudulent documents and made false representations to obtain the loans totaling \$106,345 to which they were not entitled.

A PASSENGER CONDUCTOR BASED IN PHILADELPHIA, PENNSYLVANIA, PLEADED GUILTY ON JUNE 24, 2025, IN U.S. DISTRICT COURT, EASTERN DISTRICT OF NEW YORK, TO ONE COUNT OF WIRE FRAUD INVOLVING THE FRAUDULENT SUBMISSION AND SUBSEQUENT RECEIPT OF \$52,500 FOR TWO PPP LOANS AND ONE EIDL LOAN.

Health Care Fraud

Two Employees Sentenced, 17 Terminated in Major Health Care Fraud Conspiracy

May 2025-August 2025

Our office issued an investigative report on May 6, 2025, detailing a widespread scheme in which at least 119 employees conspired with New York health care providers to bilk Amtrak's health care plan of more than \$12 million from 2019 to 2022. Of the 119 employees, 61 were still employed at Amtrak when we issued the report. Since May 2025, Amtrak has terminated 17 other employees who took part in the scheme but were not criminally charged. In total, 71 employees have resigned or were terminated since the inception of this investigation.

The employees implicated in the scheme, based in Pennsylvania, Delaware, New Jersey, New York, Maryland, Connecticut, and Washington, D.C., accepted cash kickbacks from four health care providers in exchange for the use of their insurance information, and in some cases, that of their dependents. The providers used the employee-provided



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information to file fraudulent and questionable medical claims for services that were never provided or not medically necessary. In total, Amtrak's health care plan was billed over \$16 million and paid out more than \$12 million during the scheme.

Amtrak employees Damany Walker of Gloversville, New York, and David McBrien, of Levittown, Pennsylvania, were sentenced August 20, 2025, and August 21, 2025, respectively, to two years of probation. Walker was ordered to pay \$428,523 in restitution and McBrien was ordered to pay \$234,778. Amtrak employee Gregory Richardson, 35, of Roosevelt, New York, pleaded guilty to conspiracy to commit health care fraud on July 17, 2025, in U.S. District Court, District of New Jersey. Walker, McBrien, and Richardson accepted cash kickbacks from health care providers for the use of their insurance information to file false and questionable medical claims for services that were never provided or not medically necessary.

A dozen employees have been criminally charged in the case (including Walker, McBrien, and Richardson), and 10 of them have pleaded guilty, pending sentencing.

Taejin Kim, a licensed physical therapist of Bayside, New York, was one of at least four health care providers who participated in the scheme. Kim pleaded guilty to conspiracy to commit health care fraud on June 11, 2025. Kim submitted false and fraudulent claims to Amtrak's insurance plan, and Amtrak paid approximately \$2,253,453 as a result.

In addition, New York based health care providers Muhammad Mirza, a medical doctor, and Punson Figueroa, an acupuncturist, were excluded on June 19, 2025, from participating in federal health care programs by the Health and Human Services OIG. The two providers previously pleaded guilty and have

been sentenced to prison and ordered to pay millions of dollars in restitution for conspiring with dozens of Amtrak employees over the course of the scheme. Mirza and Figueroa were excluded from participating in federal health care programs for 25 and 30 years, respectively.

OUR OFFICE ISSUED AN INVESTIGATIVE REPORT ON MAY 6, 2025, DETAILING A WIDESPREAD SCHEME IN WHICH AT LEAST 119 EMPLOYEES CONSPIRED WITH NEW YORK HEALTH CARE PROVIDERS TO BILK AMTRAK'S HEALTH CARE PLAN OF MORE THAN \$12 MILLION FROM 2019 TO 2022.

Two Sentenced in \$1.1 million Scheme

July 2025

Three individuals were separately sentenced in U.S. District Court, Central District of California, for their roles in a scheme that defrauded health insurance companies—including approximately \$1.15 million in fraudulent billings to Amtrak's health care plan—through a California-based substance abuse treatment center, Paragon Recovery LLC.

Stephen Reeder, an Ohio resident and Paragon's program director, was sentenced on June 6, 2025, to two years of probation and ordered to forfeit \$42,675. Reeder paid patient brokers William Leonard and Casimiro Bojorquez, both California residents, illegal kickbacks in exchange for unlawfully brokering patients to treatment facilities owned and operated by Paragon.

Leonard was sentenced on July 18, 2025, to five years of probation and ordered to forfeit \$234,000.

Bojorquez was sentenced on April 11, 2025, to time served, three years of supervised release and ordered to forfeit \$176,000.

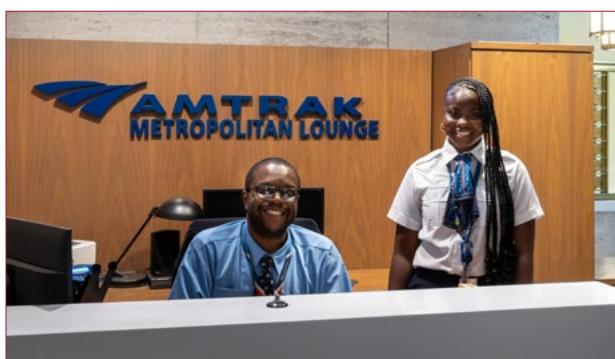
STEPHEN REEDER, AN OHIO RESIDENT AND PARAGON'S PROGRAM DIRECTOR, WAS SENTENCED ON JUNE 6, 2025, TO TWO YEARS OF PROBATION AND ORDERED TO FORFEIT \$42,675. REEDER PAID PATIENT BROKERS WILLIAM LEONARD AND CASIMIRO BOJORQUEZ, BOTH CALIFORNIA RESIDENTS, ILLEGAL KICKBACKS IN EXCHANGE FOR UNLAWFULLY BROKERING PATIENTS TO TREATMENT FACILITIES OWNED AND OPERATED BY PARAGON.

Health Care Fraud Take Down

June 2025

A California man was charged for allegedly defrauding Amtrak's health care plan as part of the U.S. Department of Justice's (DOJ) National Health Care Fraud Takedown. Daniel Simons, CEO of La Jolla Recovery, Inc. in San Diego, was charged for allegedly paying illegal kickbacks to "body brokers" to refer patients to his substance abuse treatment facilities, disguising the payments as marketing services.

DOJ's nationwide takedown spanned 50 federal districts and involved criminal charges against



324 defendants, including 96 licensed medical professionals, with more than \$14.6 billion in intended losses.

Other Settlements, Resolutions, or Crimes

Child Pornography Guilty Plea

September 2025

Anthony Gregory, a former conductor based in Los Angeles, California, pleaded guilty on September 3, 2025, in the Superior Court of the State of California for the County of San Diego, to one count of Obscene Matter Depicting Persons Under 18 and one count of Disobeying a Court Order. Our investigation found that Gregory advertised for sale and distribution obscene matter depicting a person under the age of 18 years old. Gregory also violated a court order obtained to prevent domestic violence and disturbance of the peace.

Gregory will be sentenced at a future date.

ANTHONY GREGORY, A FORMER CONDUCTOR BASED IN LOS ANGELES, CALIFORNIA, PLEADED GUILTY ON SEPTEMBER 3, 2025, IN THE SUPERIOR COURT OF THE STATE OF CALIFORNIA FOR THE COUNTY OF SAN DIEGO, TO ONE COUNT OF OBSCENE MATTER DEPICTING PERSONS UNDER 18 AND ONE COUNT OF DISOBEDIING A COURT ORDER. OUR INVESTIGATION FOUND THAT GREGORY ADVERTISED FOR SALE AND DISTRIBUTION OBSCENE MATTER DEPICTING A PERSON UNDER THE AGE OF 18 YEARS OLD.

New York Man Convicted for Grand Larceny

August 2025

Ajmal Atherton of Brooklyn, New York, pleaded guilty on August 30, 2025, in Brooklyn District Court to one



count of grand larceny in the third degree and one count of offering a false instrument for filing in the second degree. Our investigation found that Atherton fraudulently obtained New York State unemployment benefits. Atherton's conduct was identified during an investigation into an alleged financial fraud involving a former Amtrak electrician.

**Contractor Employee Sentenced for Bribery;
Contractor Owner Charged**

March 2025; February 2025

Donald Seefeldt, senior executive vice president of a masonry restoration contractor hired by Amtrak for work at Philadelphia's 30th Street Station, was sentenced June 3, 2025, to 57 months in prison, one year of probation, and 59 hours of community service, and was fined \$50,000 for conspiracy to commit federal program bribery. His sentencing followed a years-long scheme in which he and other executives from his contracting firm bribed a former Amtrak project manager with over \$323,000 in cash and other items of value in exchange for approving over \$52 million in change orders, contract modifications, and internal information about the project. The scheme led to Amtrak being overbilled by approximately \$2 million.

Mark Snedden, president and sole owner of the contracting firm, pleaded guilty on April 30, 2025, to conspiracy to commit federal program bribery and making a false claim. He admitted to participating in the scheme with Seefeldt and two vice presidents with his firm, Lee Maniatis and Khaled Dallo. Maniatis and Dallo were previously charged for their alleged participation

in the scheme. The Federal Railroad Administration has suspended the four men and Snedden's firm from participating in all federally funded procurement and non-procurement programs and activities.

DONALD SEEFELEDT, SENIOR EXECUTIVE VICE PRESIDENT OF A MASONRY RESTORATION CONTRACTOR HIRED BY AMTRAK FOR WORK AT PHILADELPHIA'S 30TH STREET STATION, WAS SENTENCED JUNE 3, 2025, TO 57 MONTHS IN PRISON, ONE YEAR OF PROBATION, AND 59 HOURS OF COMMUNITY SERVICE, AND WAS FINED \$50,000 FOR CONSPIRACY TO COMMIT FEDERAL PROGRAM BRIBERY. HIS SENTENCING FOLLOWED A YEARS-LONG SCHEME IN WHICH HE AND OTHER EXECUTIVES FROM HIS CONTRACTING FIRM BRIBED A FORMER AMTRAK PROJECT MANAGER WITH OVER \$323,000 IN CASH AND OTHER ITEMS OF VALUE IN EXCHANGE FOR APPROVING OVER \$52 MILLION IN CHANGE ORDERS.

Amtrak Director Charged for Contract Steering

May 2025

Richard Thompson, a former Amtrak director, was indicted for allegedly steering millions of dollars in IT contracts to preferred vendors in exchange for bribes and other items of value. From 2015 to 2021, while serving as Director of Network Planning and Engineering, Thompson allegedly gave insider bid information to companies including Awarity, Arch Technology, and 20/20 Teknology, helping them secure contracts with Amtrak. Thompson allegedly shared proprietary Amtrak bid information and other documents with favored vendors before contracts were awarded, giving them an advantage in Amtrak's contracting process. In addition, the indictment alleges that Thompson collaborated with these vendors on bid and contracting documents, manipulated bidding lists,

and structured contractual relationships so his favored vendors would get lucrative subcontracting deals and bypass Amtrak's competitive bidding process.

Thompson allegedly received a range of benefits from the vendors, including \$137,000 in cash bribes, nearly \$9,500 worth of electronics, an automobile, and free hotel and condominium stays. Shaun Hanrahan, owner of Awarity, and Darren Hannam, a principal at Arch Technology, were also charged for their roles in the scheme.

RICHARD THOMPSON, A FORMER AMTRAK DIRECTOR, WAS INDICTED FOR ALLEGEDLY STEERING MILLIONS OF DOLLARS IN INFORMATION TECHNOLOGY CONTRACTS TO PREFERRED VENDORS IN EXCHANGE FOR BRIBES AND OTHER ITEMS OF VALUE. FROM 2015 TO 2021, WHILE SERVING AS DIRECTOR OF NETWORK PLANNING AND ENGINEERING, THOMPSON ALLEGEDLY GAVE INSIDER BID INFORMATION TO COMPANIES INCLUDING AWARITY, ARCH TECHNOLOGY, AND 20/20 TEKNOLOGY, HELPING THEM SECURE CONTRACTS WITH AMTRAK.





APPENDIX A: STATISTICAL DATA

TABLE A.1. FINANCIAL IMPACT

MONETARY BENEFIT TYPE	AMOUNT THIS PERIOD
Better Use of Funds	—
Questioned Costs	—
Recoveries and Restitution	\$2,989,052
Forfeitures	\$3,178,976
Cost Avoidance	\$22,749,946

TABLE A.2. AUDIT ACTIVITY DURING THE PERIOD

REPORT INFORMATION	BETTER USE OF FUNDS	QUESTIONED COSTS
Company is Taking Steps to Address its Risk of Train Strikes but Does Not Have a Comprehensive Risk Management Process <i>Issued April 14, 2025 OIG-A-2025-005</i>	—	—
Quality Control Review of Amtrak's Single Audit for Fiscal Year 2024 <i>Issued June 13, 2025 Report No. OIG-A-2025-006</i>	—	—
Company Has Opportunities to More Effectively Ensure That It Awards Contracts in Its Best Interest <i>Issued June 30, 2025 Report No. OIG-A-2025-007</i>	—	—
Interim Report on the Company's Cloud Computing Practices <i>Issued July 2, 2025 Report No. OIG-MAR-2025-008</i>	—	—
The Company Can Improve the Quality of Customer Service to Passengers with Disabilities <i>Issued July 11, 2025 Report No. OIG-A-2025-009</i>	—	—
Better Managing and Monitoring of Family Medical Leave Act Use Would Reduce Risks <i>Issued July 18, 2025 Report No. OIG-A-2025-010</i>	—	—
Total Monetary Impact	—	—

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TABLE A.3. ONGOING AUDITS

ONGOING PROJECT STATUS	NUMBER OF PROJECTS
Audit Projects In-process, as of 3/31/2025	13
Audit Projects Canceled	—
Canceled Audit Projects Not Disclosed to the Public	—
Audit Projects Started Since 3/31/2025	5
Audit Products Issued Since 3/31/2025	6
Audit Projects In-process, as of 9/30/2025	12

TABLE A.4. ADVISORY FUNCTIONS DURING THE PERIOD

ACTIVITY	ACTIONS
Freedom of Information Act (FOIA) Requests Received	29
FOIA Requests Processed	27
FOIA Requests Referred to Amtrak	2
FOIA Requests with Responses Pending	2
FOIA Appeals Received	—
FOIA Appeals Processed	—
Legislation Reviewed	—
Regulations Reviewed	11
Outside Agency Consultation	—

TABLE A.5. INVESTIGATIVE ACTIVITY DURING THE PERIOD

INVESTIGATIVE CASeload	NUMBER
Investigations Opened	48
Investigations Closed	58
Closed Investigations of Senior Employees Not Publicly Disclosed	—

CASES OPENED	NUMBER
Major Misconduct and General Crimes	43
Health Care Fraud	1
Contract and Procurement Fraud	4
Federal Employers' Liability Act and Other Claims Fraud	—

HOTLINE ACTIVITY	NUMBER
Total Processed (Closed)	341

JUDICIAL AND ADMINISTRATIVE ACTIONS	NUMBER
Criminal Referrals to the Department of Justice	23
Criminal Referrals to State and Local Prosecuting Authorities	6
Criminal Referrals Declined	11
Arrests	16
Indictments/Informations ^a	13 ^a
Convictions	14
Investigative Reports Issued to the Company	19
Administrative Actions	83

ADMINISTRATIVE REMEDIES FOR FALSE CLAIMS AND STATEMENTS	NUMBER
Pending Cases	—
Resolved Cases	—
Average Length of Time to Resolve Cases	—
Agency DecisionsAppealed to District Court or Higher	—
Number of Cases Settled	—
Total Penalty or Assessment Recovered in Each Case	—
Instances in which Reviewing Official Declined to Proceed	—

Notes:

^a Indictments/Informations include all indictments, informations, and complaints sealed and unsealed, of individuals who were charged during this reporting period by federal, state, and local prosecutors. Twenty-two of the indictments/informations reported during this reporting period were referred for prosecution in a prior reporting period.



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TABLE A.6. REPORTS DESCRIBED IN PREVIOUS SEMIANNUAL REPORTS FOR WHICH CORRECTIVE ACTIONS ARE NOT COMPLETE^a

REPORT INFORMATION	BETTER USE OF FUNDS	QUESTIONED COSTS
<p>Rightsizing Workforce and Using It More Flexibly Could Reduce Costs at Preventative Maintenance Facilities <i>Issued September 3, 2019 Report OIG-A-2019-012</i></p>		
<p>2. Continue to work with the Labor Relations department to identify opportunities to increase staffing flexibility among agreement employees, especially as the company develops maintenance strategies for the new equipment it is purchasing.</p>	—	—
<p>Stronger Controls Would Help Identify Fraudulent Medical Claims Sooner and Limit Losses <i>Issued December 10, 2019 Report OIG-A-2020-003</i></p>		
<p>2. Implement proactive fraud detection procedures sooner, such as a data analytics capability, so that the company can stop fraudulent payments earlier.</p>	—	—
<p>3a. Implement cost effective fraud awareness initiatives to enable plan members to better recognize and report potential fraud.</p>	—	—
<p>Amtrak Expects Positive Train Control will be Interoperable with Other Railroads but Could Better Measure System Reliability <i>Issued December 11, 2020 Report OIG-A-2021-004</i></p>		
<p>1. To ensure that PTC is operating reliably, we recommend that the Chief Operations Officer, in conjunction with the Chief Safety Officer, work with the company's Information Technology department to research electronic tools to access and report on PTC data and submit preferred options for funding consideration.</p>	—	—
<p>Amtrak Has Begun to Address State Partners' Concerns About Shared Costs But Has More Work to Do to Improve Relationships <i>Issued January 31, 2022 Report OIG-A-2022-005</i></p>		
<p>2b. Clarify and document in the methodology, state partner contracts, or elsewhere, the extent to which the methodology will have state partners cover additional fixed asset and other capital expenditures, continue to have the company cover them, or some other solution.</p>	—	—
<p>2c. Work with Congress to ensure that the solution in recommendation 2b meets its intent under section 209 of [the Passenger Rail Investment and Improvement Act], and, if not, work with Congress on a resolution.</p>	—	—

<p>3. To ensure a common picture of the accuracy of the company's bills and help address any recurring billing issues that arise, develop and begin to implement a process to track and regularly share with all state partners the number, type, and magnitude of errors that occur on state partner bills. To reduce the work burden, consider partnering with [the State-Amtrak Intercity Passenger Rail Committee] to assist with these efforts.</p>	—	—
<p>6. Establish in policy a process to consistently communicate to internal stakeholders and state partners any system changes the company makes that materially impact state partners' costs, either before making the change or as soon as practical thereafter.</p>	—	—
<p>Company Is Strengthening Project Cost Management but Can Better Organize Costs and Improve Guidance <i>Issued July 17, 2023 Report No. OIG-A-2023-010</i></p>		
<p>1. Conduct a comprehensive study to identify how the company can support the development and use of more detailed and standardized work breakdown structures in accordance with common industry practices. At minimum, this analysis should determine the following for the Capital Delivery department:</p> <ol style="list-style-type: none"> how many levels of cost detail project managers need to effectively track and manage costs for a diverse capital portfolio the extent to which projects or programs should have work breakdown structures with standardized cost elements based on the above decisions, the people, systems, and processes necessary to develop more detailed and standardized work breakdown structures and sustain them over time. 	—	—
<p>2. Based on the results of the study, develop a proposal specifying the people, processes, and systems needed to implement more detailed and standardized work breakdown structures and submit it to the Executive Leadership Team for consideration.</p>	—	—



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<p>Company Improved Management of New Acela Program, but Additional Delays and Cost Increases are Likely <i>Issued September 29, 2023 Report No. OIG-A-2023-013</i></p>		
3. Work collaboratively with the vendor to identify the risk of future field modification instructions, as well as any modifications needed as a result of the model validation efforts, and develop plans to mitigate their schedule impact.	—	—
<p>Results of Audit Assessing Company Controls to Protect Information Systems and Data from Insider Threats <i>Issued December 11, 2023 Report No. OIG-A-2024-001</i></p>		
2. Based on the results of the risk assessment, develop and implement a plan to better control, monitor, and block identified data and user activities for its systems.	—	—
4. Establish a process to track and enforce access management requirements for the company's non-financial systems, including ensuring system owners are aware of and complete required access reviews.	—	—
5. Prioritize and develop a strategy for Digital Technology to implement available access management tools across company systems while minimizing disruption to company operations	—	—
<p>Company Has Opportunities to More Effectively Manage and Safeguard Maintenance-of-Equipment Inventory <i>Issued February 22, 2024 Report No. OIG-A-2024-004</i></p>		
2. Develop and document strategic goals and metrics for inventory management that align with the company's broader goals. Options might include measuring how frequently a Maintenance-of-Equipment inventory shortage causes a train to be delayed and the extent to which Maintenance-of-Equipment inventory shortages impact the company's service capacity.	—	—
4. Assess the costs and benefits of updating inventory item information in the company's inventory management system. At a minimum, assess the costs and benefits of updating, clarifying, and standardizing item names, descriptions, units of measure, and accompanying photographs, as well as options for doing so. Based on this assessment, determine what actions, if any, to take.	—	—
5. Develop and begin implementing a risk-based plan to secure inventory facilities across the company.	—	—

<p>Opportunities Exist to Better Use Data to Improve the Customer Experience <i>Issued April 17, 2024 Report No. OIG-A-2024-006</i></p>		
2. Establish thresholds for when to communicate electronically with passengers during en route delays and the frequency of updates about those delays. To track and assess performance, establish goals for how well the Customer Communications Team meets those thresholds.	—	—
3. Work with the Digital Technology department to establish a process to regularly report to Marketing and Operations department officials and senior leadership on the Customer Communications Team's performance meeting the new goals for sending communications to customers about en route delays.	—	—
4. Measure and report performance to senior leadership on the call abandonment rate and the number of calls on hold for long periods. Assess the costs and benefits of improving in these two areas and use that assessment to establish goals to assess performance over time.	—	—
5. Work with relevant stakeholders to determine whether to continue using the feedback loop and, if so, how to increase its effectiveness, including a) determining which categories of cases to prioritize or remove, b) better ensuring cases are sent to the correct staff, and c) minimizing redundancy with other sources to the extent practical.	—	—
<p>Portal North Bridge Project is Progressing, but Opportunities Exist to Improve Company Oversight and Reduce Risk <i>Issued May 2, 2024 Report No. OIG-A-2024-007</i></p>		
1. Establish a process to take future projects' constructability into account when assessing track outage and force account needs.	—	—
<p>Amtrak Is Establishing a Structure for Managing the Frederick Douglass Tunnel Program, but Better Planning Would Improve Oversight and Reduce Risks <i>Issued September 27, 2024 Report No. OIG-A-2024-010</i></p>		
2. Establish processes to ensure that the company decides on and implements a program's management structure early enough to provide strong, continuous oversight for the entire life of a program.	—	—
3. Establish processes to ensure that program teams have sufficient staff before the company transitions a program from the Strategy and Planning department to the Capital Delivery department.	—	—

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<p>Company Established a Management Framework for Long Distance Fleet Replacement Program but Can Improve Risk Management and Clarify Lines of Authority</p> <p><i>Issued December 13, 2024 Report No. OIG-A-2025-001</i></p>		
1. Review and clarify for all stakeholders the roles, responsibilities, and lines of authority and decision-making for each stage of the program and update program documentation accordingly.	—	—
2. Prioritize filling key senior management vacancies as soon as practical. In addition, prioritize filling key program team vacancies, as appropriate, including those requested for FY 2025.	—	—
3. Update the program's risk register to include contingency plans for high impact risks.	—	—
<p>Results of Audit Assessing the Company's Disaster Recovery Practices for Its Operational Technology Systems</p> <p><i>Issued January 31, 2025 Report No. OIG-A-2025-003</i></p>		
1. Establish a mechanism to ensure that groups with disaster recovery responsibilities prioritize and enforce the company's strategy and effectively communicate and coordinate with each other.	—	—
2. For each operational technology (OT) system, develop, document, and implement a comprehensive disaster recovery plan that includes a process to keep the plan current.	—	—
3. Develop and begin implementing a technology refresh plan with milestones for replacing outdated OT devices.	—	—
Total Monetary Impact	—	—

Note:

^a Please visit <https://www.amtrakoig.gov/reports/audits> for a copy of the reports listed in this table.

Management Decisions

Management decisions have been made on all audit reports issued during this reporting period and previous reporting periods. Management agreed with all recommendations made in audit reports issued in this reporting period and previous reporting periods.



TABLE A.7. INVESTIGATIONS CLOSED DURING THE REPORTING PERIOD

CASE NUMBER	ALLEGATION	RESULT	DATE CLOSED
25-0038-I	Threats of Violence	Unsubstantiated.	September 30, 2025
25-0030-I	Pandemic Relief Fraud	Substantiated - Employee entered into a civil settlement agreement with the USAO and agreed to a payment schedule to satisfy his settlement and restitution amounts.	September 24, 2025
25-0068-I	Ethics and Behavior Policy Violation	Substantiated - Employee terminated for sharing interview questions with an employee and failing to recuse himself from the employee's interview panel.	September 24, 2025
25-0088-I	Ethics and Behavior Policy Violation	Substantiated - Employee terminated for providing false information on his employment application and receiving an advance copy of the employment interview questions prior to his interview.	September 24, 2025
25-0023-I	Pandemic Relief Fraud	Substantiated - Employee entered into a civil settlement agreement with the USAO and agreed to a payment schedule to satisfy his settlement and restitution amounts.	September 23, 2025
25-0009-I	Leave Policy Violation	Unsubstantiated.	September 17, 2025
25-0028-I	Leave Policy Violation	Unsubstantiated.	September 4, 2025
25-0106-I	Failure to Disclose Convictions	Unsubstantiated.	September 4, 2025
24-0057-I	Pandemic Relief Fraud	Unsubstantiated.	September 3, 2025
25-0034-I	Other	Substantiated - Employee resigned while under investigation for allegedly working for another company while working full time for Amtrak.	September 2, 2025
24-0010-I	Other	Substantiated - Two employees received written counseling after the investigation found that one employee had on-duty APD officers transport her to various locations while she was off duty. The second employee used his company-issued APD vehicle to go to his father's residence while on and off duty.	August 22, 2025

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25-0021-I	Violence, Sexual Assault, Assault	Substantiated - Employee terminated for making profane, sexually explicit remarks to a female co-worker while on duty.	August 22, 2025
22-0358-I	Threats of Violence	Substantiated - Individual sentenced for making bomb threats aboard an Amtrak train.	August 21, 2025
23-0144-I	Leave Policy Violation	Proactive Review.	August 21, 2025
24-0038-I	Identity Theft	Unsubstantiated.	August 21, 2025
25-0094-I	Accident-Related Investigation	Assisted Other Agency.	August 21, 2025
25-0099-I	Assisting Law Enforcement	Assisted Other Agency.	August 7, 2025
24-0092-I	Theft of Property	Substantiated - Employee terminated for using her company-issued computer and other company equipment to conduct personal business on company time.	July 31, 2025
17-0371-I	RRB Fraud	Substantiated - One employee was sentenced and ordered to pay restitution. Another individual was sentenced and ordered to pay restitution.	July 29, 2025
24-0101-I	Computer Data Theft or Loss	Substantiated - Employee was verbally counseled for failing to ensure company property was secured upon the termination of an employee.	July 29, 2025
25-0040-I	Retaliation	Unsubstantiated.	July 24, 2025
25-0086-I	Violation of Amtrak Policy - Other	Unsubstantiated.	July 24, 2025
25-0095-I	Ethics and Behavior Policy Violation	Unsubstantiated.	July 23, 2025
24-0055-I	Fuel Card Fraud	Substantiated - Two individuals were sentenced for using fraudulently obtained credit cards, including an Amtrak Wright Express Corporation card, to purchase fuel.	July 14, 2025

24-0104-I	Computer Misuse	Substantiated - Employee was issued a disciplinary letter for misuse of a company computer.	July 14, 2025
25-0054-I	Leave Policy Violation	Unsubstantiated.	July 14, 2025
25-0049-I	Computer Intrusion	Unsubstantiated.	July 11, 2025
25-0070-I	Assisting Law Enforcement	Assisted Other Agency.	July 10, 2025
25-0073-I	Violence, Sexual Assault, Assault	Substantiated - Employee was terminated for physically assaulting a co-worker.	July 9, 2025
24-0083-I	Theft of Property	Unsubstantiated.	July 7, 2025
25-0079-I	Failure to Disclose Convictions	Substantiated - Employee resigned for not disclosing a criminal conviction during his background investigation.	July 7, 2025
25-0083-I	Misconduct Involving Serious Safety Issues	Senior-level employee. Unsubstantiated.	July 7, 2025
24-0084-I	Other	Unsubstantiated.	June 27, 2025
25-0017-I	Ethics and Behavior Policy Violation	Substantiated - Employee was terminated for offering company employment under false pretenses in exchange for sexual favors and for lying to the OIG.	June 27, 2025
25-0025-I	Violation of Amtrak Policy - Other	Unsubstantiated.	June 11, 2025
21-0142-I	Fraudulent Medical Billings	Unsubstantiated.	June 10, 2025
25-0062-I	Violation of Amtrak Policy - Other	Substantiated - Company implemented corrective actions to address deficiencies with Amtrak's ContactUs Portal.	June 10, 2025
25-0004-I	Failure to Disclose Convictions	Unsubstantiated.	June 3, 2025

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25-0012-I	Time and Attendance Fraud	Unsubstantiated.	June 3, 2025
25-0045-I	Leave Policy Violation	Substantiated - Employee resigned while under investigation for engaging in outside employment while on a personal leave of absence.	June 3, 2025
25-0076-I	Other	Unsubstantiated.	June 3, 2025
25-0061-I	Violation of Amtrak Policy - Other	Unsubstantiated.	May 22, 2025
25-0037-I	Time and Attendance Fraud	Substantiated - Employee terminated for leaving work after clocking in to meet his girlfriend at two hotels.	May 21, 2025
25-0003-PA	Falsification/ Forgery Related to Amtrak Documents	Unsubstantiated.	May 20, 2025
18-0196-I	Fraudulent Medical Billings	Substantiated - Seven individuals were convicted and sentenced in a pass-thru hospital billing scheme whereby the co-conspirators targeted rural hospitals under a promise to increase revenue.	May 19, 2025
19-0100-I	Fraudulent Medical Billings	Substantiated - Three individuals were convicted and sentenced in a patient-brokering scheme and billed insurance companies, including Amtrak insurers, at an inflated rate.	May 12, 2025
23-0200-I	Other	Substantiated - Employee resigned for failing to supervise his team.	May 8, 2025
24-0041-I	Falsification/ Forgery Related to Amtrak Documents	Unsubstantiated.	May 8, 2025
25-0008-I	Theft of Property	Unsubstantiated.	May 8, 2025
25-0019-I	Time and Attendance Fraud	Unsubstantiated.	May 8, 2025
25-0033-I	Time and Attendance Fraud	Unsubstantiated.	May 8, 2025

24-0100-I	Unauthorized Disclosure of Information	Unsubstantiated.	May 6, 2025
25-0010-I	Leave Policy Violation	Unsubstantiated.	May 2, 2025
23-0272-I	Pandemic Relief Fraud	Substantiated - Employee terminated for using his company-issued computer for personal business on company time.	May 1, 2025
23-0399-AI	Pandemic Relief Fraud	Proactive Review.	April 23, 2025
23-0605-AI	Leave Policy Violation	Proactive Review.	April 16, 2025
24-0021-I	Other Amtrak Projects	Senior level employee. Substantiated - Employee terminated for the appearance of a conflict of interest.	April 16, 2025
24-0105-I	Leave Policy Violation	Substantiated - Employee was terminated for engaging in outside employment while on a medical leave of absence.	April 16, 2025
24-0113-I	Falsification/ Forgery Related to Amtrak Documents	Senior level employee. Substantiated - Amtrak manager retired as the result of our investigation that determined the manager likely forged another employee's signature on two disciplinary waivers.	April 15, 2025
25-0003-I	Violation of Amtrak Policy - Other	Unsubstantiated.	April 14, 2025
25-0039-I	Failure to Disclose Convictions	Substantiated - Employee terminated for failing to disclose 3 criminal convictions in his employment application.	April 10, 2025
21-0493-I	Fraudulent Medical Billings	Unsubstantiated.	April 7, 2025

APPENDIX B: REVIEW OF LEGISLATION, REGULATIONS, AND MAJOR POLICIES

Section 404(a)(2) of the Inspector General Act of 1978, as amended, provides that the Inspector General shall review existing and proposed legislation and regulations relating to programs and operations of such establishment. Also, the Inspector General shall make recommendations in the semiannual reports concerning the impact of such legislation or regulations on the economy and efficiency in the administration of such programs and operations administered or financed by such establishment—or the prevention and detection of fraud and abuse in such programs and operations.

During the last reporting period, the OIG reviewed 11 Amtrak corporate policies or mandates and continued its efforts to ensure the American taxpayers' dollars entrusted to Amtrak were protected.

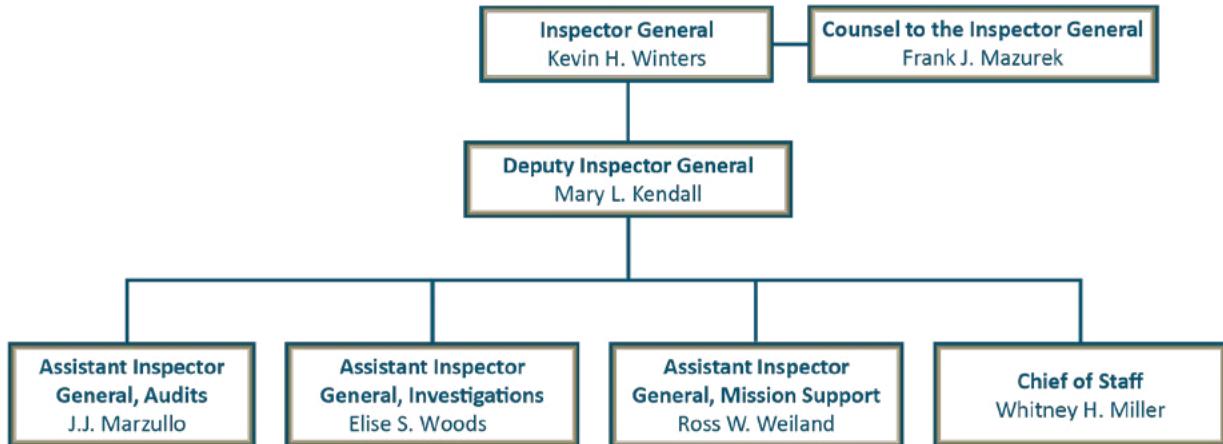
In May 2025, Amtrak approved revisions to its Drug and Alcohol-Free Workplace Program, followed by a July 2025 company-wide communication outlining the updates. The policy now requires all Amtrak employees, including conductors and engineers, to report any drug or alcohol-related arrests within 48 hours. The updated policy also expands reporting obligations for managers and supervisors, clarifying that they must report information received from any

source within the same timeframe. Importantly, while the fact of an arrest or charge does not automatically impact employment status, Amtrak reserves discretion to impose restrictions or take further action if the underlying conduct could negatively affect workplace safety, operations, or the company's brand.

These changes reflect the culmination of years of oversight by the Office of Inspector General. The OIG's work highlighted the inconsistencies and risks associated with the company's prior policy—particularly the differing reporting requirements for certain safety-sensitive roles—and contributed to Amtrak's decision to adopt a more comprehensive, uniform reporting structure. By closing these gaps, the revised policy enhances accountability across the organization, strengthens safeguards around workplace safety, and represents a tangible, organization-wide outcome of the OIG's efforts in this critical compliance area.



APPENDIX C: OIG ORGANIZATION



The OIG headquarters is based in Washington, D.C., with field offices in Boston, Chicago, Miami, Los Angeles, New York, and Philadelphia.

The Inspector General provides policy direction and leadership for the OIG and serves as an independent and objective voice to management, the Board of Directors, and Congress by identifying opportunities and promoting solutions for improving the company's programs and operations, while preventing and detecting fraud, waste, and abuse. The Deputy Inspector General serves in the stead of the Inspector General, as required, and leads the operational and support staffs within the OIG.

Counsel to the Inspector General. This office provides legal assistance and advice to OIG senior management and supports audits, investigations, and special reviews. The Office of Counsel also coordinates OIG legal matters with external entities, such as the DOJ, and federal and state law enforcement.

Audits. This office conducts independent and objective audits across the spectrum of the company's programs and operational activities. It produces reports aimed at improving the company's economy, efficiency, and effectiveness, while seeking to detect and prevent fraud, waste, and abuse.

Investigations. This office pursues allegations of fraud, waste, abuse, and misconduct that could affect the company's programs, operations, assets, and other resources. It refers investigative findings to the DOJ for criminal prosecution or civil litigation, or to management for administrative action. It also develops recommendations to reduce vulnerability to abuse and criminal activity.

Mission Support. This office provides budget and financial management; contracting and procurement; information technology; general administrative support and human capital, which ensures that the best qualified people are hired, developed, retained, and rewarded appropriately in accordance with applicable laws, regulations, and OIG policy. It also ensures that an effective and efficient performance management system is implemented to provide employees with timely and meaningful feedback and coaching on performance.

APPENDIX D: PEER REVIEW RESULTS

The Dodd-Frank Wall Street Reform and Consumer Protection Act (P. L. 111-203, July 21, 2010) requires that OIGs include in semiannual reports to Congress the results of any peer review conducted by another OIG during the reporting period, or—if no peer review was conducted—a statement identifying the date of the last peer review. Also required is a list of all peer reviews conducted during the period by the OIG of another OIG, and the status of any recommendations made to or by the OIG.

During FY 2025, our Office of Audits was the subject of a Council of the Inspectors General on Integrity and Efficiency (CIGIE) peer review by the Federal Deposit Insurance Corporation (FDIC) OIG. The FDIC OIG concluded that our audit organization's system of quality control was suitably designed and complied with to provide reasonable assurance of conforming with applicable professional standards and legal and regulatory requirements. Accordingly, in its report, the FDIC OIG provided a "pass" rating and made no recommendations. The report was released on March 5, 2025.

During FY 2024, our Office of Investigations was the subject of a CIGIE peer review by the Department of Energy (DOE) OIG. The DOE OIG concluded that the system of internal safeguards and management procedures for our investigative operations follows the quality standards established by CIGIE and the Attorney General's Guidelines for Offices of Inspector General with Statutory Law Enforcement Authority. The DOE OIG also identified some best practices in our investigative operations that they believed warranted acknowledgment.



APPENDIX E: ABBREVIATIONS

APD	Amtrak Police Department
CIGIE	Council of the Inspectors General on Integrity and Efficiency
DOE	Department of Energy
DOJ	Department of Justice
EIDL	Economic Injury Disaster Loan
FDIC	Federal Deposit Insurance Corporation
FMLA	Family and Medical Leave Act
FOIA	Freedom of Information Act
FY	Fiscal Year
IIJA	Infrastructure Investment and Jobs Act
IPA	Independent Public Accountant
NEC	Northeast Corridor
OIG	Office of Inspector General
OT	Operational Technology
PPP	Paycheck Protection Program
PTC	Positive Train Control
RRB	Railroad Retirement Board
the company	Amtrak
USAO	U.S. Attorney's Office

APPENDIX F: REPORTING REQUIREMENTS

INSPECTOR GENERAL ACT CITATION	REPORTING REQUIREMENT	PAGE
404(a)(2)	Review of Legislation and Regulations	36
405(b)(1)	Significant Problems, Abuses, and Deficiencies	3-21
405(b)(2)	Recommendations from Prior Reporting Periods for Which Corrective Action is Not Complete	26-30
405(b)(3)	Summary of Significant Investigations Closed During the Reporting Period	31-35
405(b)(4)	Convictions Resulting from Investigations During the Reporting Period	25
405(b)(5)	Information Regarding Audit Activity During the Reporting Period	23, 30
405(b)(6)	Information on Management Decisions on Reports Issued During Prior Reporting Periods	26-30
405(b)(7)	Federal Financial Management Improvement Act-Related Reporting	N/A
405(b)(8-10)	Peer Review Results	38
405(b)(11-12)	Investigative Reporting Statistical Tables	24-25
405(b)(13)	Investigations on Senior Government Employees Where Allegations are Substantiated	31-35
405(b)(14)	Instances of Whistleblower Retaliation	N/A
405(b)(15)	Instances of Interference with Independence or Restrictions on Access	N/A
405(b)(16)	Instances of Inspections, Evaluations, Audits, and Investigations Not Disclosed to the Public	29



MISSION

The Amtrak OIG's mission is to provide independent, objective oversight of Amtrak's programs and operations through audits and investigations focused on recommending improvements to Amtrak's economy, efficiency, and effectiveness; preventing and detecting fraud, waste, and abuse; and providing Congress, Amtrak management and Amtrak's Board of Directors with timely information about problems and deficiencies relating to Amtrak's programs and operations.

OBTAINING COPIES OF REPORTS AND TESTIMONY

Available at our website www.amtrakoig.gov

REPORTING FRAUD, WASTE, AND ABUSE

Report suspicious or illegal activities to the OIG Hotline www.amtrakoig.gov/hotline or 1-800-468-5469

CONTACT INFORMATION

Kevin H. Winters, Inspector General

Mail: Amtrak OIG | 10 G Street, NE, 3W-300 | Washington D.C. 20002

Phone: 202-906-4600



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**National Railroad Passenger Corporation
Office of Inspector General
10 G Street, NE, Suite 3W-300, Washington D.C. 20002**
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